FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT

TOWN BOARD OF THE TOWN OF BROOKHAVEN
PROPOSED RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT (TOD)
HAMLET OF RONKONKOMA, TOWN OF BROOKHAVEN, SUFFOLK COUNTY

PROJECT LOCATION:

53.73± acres
Union Avenue and Union Street to the north; Village Plaza Drive to the east; Ronkonkoma Avenue, Garrity Avenue and Hawkins Avenue to the west; and the railroad tracks of the Long Island Railroad to the south, in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County

APPLICANT:

Town Board of the Town of Brookhaven
One Independence Hill
Farmingville, New York 11738

Contact: Tullio Bertoli, AIA, AICP, LEED
Commissioner
Department of Planning, Environment and Land Management
631-451-6400

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DATE OF PREPARATION: April 2014

AVAILABILITY OF DOCUMENT: This document is a Final Generic Environmental Impact Statement (FGEIS) prepared by the lead agency for the proposed action (i.e., Town Board of the Town of Brookhaven). Copies are available for public review and comment at the offices of the Lead Agency. A copy of the FGEIS is also available for viewing on the official website of the Town of Brookhaven at www.brookhaven.org.

This document is a Final Generic Environmental Impact Statement (FGEIS) for the Proposed Ronkonkoma Hub Transit-Oriented Development (TOD).

This FGEIS incorporates, by reference, the Draft Generic Environmental Impact Statement (DGEIS) for the previously-proposed action, dated September 2010. The above-referenced DGEIS was the subject of a Town of Brookhaven Town Board Public Hearing on October 19, 2010. The public comment period on the DGEIS expired on October 29, 2010.

This FGEIS also incorporates, by reference, the Draft Supplemental Generic Environmental Impact Statement (DSGEIS) for this proposed action, dated November 2013. The DSGEIS was the subject of a Town of Brookhaven Town Board Public Hearing on January 9, 2014. The public comment period on the above-referenced DSGEIS expired on February 10, 2014.[1]

This FGEIS is outlined such that the comments received on the above-referenced DSGEIS in 2014 are addressed first, followed by the comments received on the above-referenced DGEIS in 2010.

The Written Correspondence and Public Hearing Transcript for the 2014 DSGEIS are provided in Appendices A, B and C of this FGEIS, respectively.

The DGEIS Public Hearing on October 19, 2010 was audiotaped. Written comments received at the DGEIS Public Hearing and other Written Correspondence received during the public comment period for the DGEIS are included in Appendix E of this FGEIS.

[1] This includes comments made at a public forum held by the Town of Islip on February 5, 2014. The transcript of the Town of Islip's public forum is included in Appendix D of this FGEIS.

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1.0
Introduction

This document is a Final Generic Environmental Impact Statement (FGEIS), which has been prepared to respond to comments on both the Draft Generic Environmental Impact Statement dated September 2010 (2010 DGEIS) and the Draft Supplemental Generic Environmental Impact Statement dated November 2013 (DSGEIS) for the proposed action.

The proposed action consists of several Town Board actions that would culminate in the redevelopment of the Ronkonkoma Hub area, which consists of 53.73±-acres, generally bounded by Union Avenue and Union Street to the north; Village Plaza Drive to the east; Ronkonkoma Avenue, Garrity Avenue and Hawkins Avenue to the west; and the railroad tracks of the Metropolitan Transit Authority (MTA) Long Island Railroad (LIRR) to the south, in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County (see Figure 1).



Engineering, Surveying and Landscape Architecture, P.C.

Legend

Study Area

N

0 110 220 Feet

Data Sources: Town of Brookhaven GIS

Figure 1
Study Area

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, October 2013

As described in detail in the DSGEIS, the proposed action specifically consists of the following:

- Adoption of an Urban Renewal Plan
- Adoption of a Land Use and Implementation Plan
- Adoption of a Transit Oriented Development (TOD) District
- Change of zone of parcels within the Ronkonkoma Hub area to the TOD District
- Approval of a Conceptual Master Plan ("Maximum Density Concept Plan").

By way of history and as more fully described in the aforesaid 2010 DGEIS and DSGEIS, the Town Board has been working with the community for approximately seven years to revitalize the Ronkonkoma Hub area. The Town of Brookhaven completed a two-phased planning study to revitalize the Ronkonkoma Hub area, known as the *Ronkonkoma Hub Planning Study*. The Town also prepared a draft *Ronkonkoma Hub Transit-Oriented Development Draft Land Use and Implementation Plan* and a Draft Generic Environmental Impact Statement , which evaluated a theoretical maximum development scenario. Examination and evaluation of, among other things, a theoretical maximum development scenario enabled the Town Board to conduct a comprehensive environmental review of the overall proposed action and take a "hard look" pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617.

The Town of Brookhaven Town Board, serving as lead agency, accepted the 2010 DGEIS on September 21, 2010, and a public hearing was held on October 19, 2010. The public comment period on the 2010 DGEIS was closed on October 29, 2010. It was clear from the comments received that there was much community support for the proposed action (see Appendix E of this FGEIS).

Subsequent to the public hearing on the 2010 DGEIS, the Town of Brookhaven, in an effort to ensure that the planning efforts would result in the actual redevelopment of the Hub area, decided to seek private developer input. The Town issued a Request for Expressions of Interest (RFEI) and ultimately a Request for Qualifications (RFQ) for a Master Developer. Upon review of preliminary plans received as part of the RFEI and RFQ processes, the Town of Brookhaven prepared *The Ronkonkoma Hub Study Area Blight Study (Blight Study)*, which ultimately resulted in the preparation of an *Urban Renewal Plan* for the Ronkonkoma Hub area. The densities recommended in the *Urban Renewal Plan* were different than those originally evaluated in the 2010 DGEIS, as such an updated Environmental Assessment Form was prepared by the Town Board, and a Positive Declaration indicating the need to prepare a supplemental draft environmental impact statement was adopted on October 1, 2013. Thus, to ensure complete and comprehensive environmental review in accordance with SEQRA and its implementing regulations at 6 NYCRR Part 617, the Town of Brookhaven prepared an DSGEIS to identify and evaluate potential significant adverse environmental impacts that may differ from those evaluated in the 2010 DGEIS, in accordance with 6 NYCRR §617.9(a)(7), which states:

> *"(7) Supplemental EISs.*
>
> *(i) The lead agency may require a supplemental EIS, limited to the specific significant adverse environmental impacts not addressed or inadequately addressed in the EIS that arise from:*

(a) changes proposed for the project; or
(b) newly discovered information; or
(c) a change in circumstances related to the project.

(ii) The decision to require preparation of a supplemental EIS, in the case of newly discovered information, must be based upon the following criteria:
(a) the importance and relevance of the information; and
(b) the present state of the information in the EIS.

(iii) If a supplement is required, it will be subject to the full procedures of this Part."

As the maximum potential development being considered for the Ronkonkoma Hub area, as defined in the *Urban Renewal Plan*, is greater than that evaluated in the 2010 DGEIS, the DSGEIS was prepared to address potential changes in impacts that would result from the modified proposed action.

The Town of Brookhaven Town Board, serving as lead agency, accepted the DSGEIS on November 12, 2013, and a public hearing was held on January 9, 2014. The public comment period on the DSGEIS closed on February 10, 2014. As with the 2010 DGEIS hearing and public comment period, support for this modified proposed action was evident (see Appendices A and C of this FGEIS).

In accordance with 6 NYCRR § 617.9(b)(8):

> *A final EIS must consist of: the draft EIS, including any revisions or supplements to it; copies or a summary of the substantive comments received and their source (whether or not the comments were received in the context of a hearing); and the lead agency's responses to all substantive comments. The draft EIS may be directly incorporated into the final EIS or may be incorporated by reference. The lead agency is responsible for the adequacy and accuracy of the final EIS, regardless of who prepares it. All revisions and supplements to the draft EIS must be specifically indicated and identified as such in the final EIS.*

As evidenced by review of comments provided on both the 2010 DGEIS and the DSGEIS (see Appendices A through E of this FGEIS), the vast majority of comments received were in support of the Town's efforts and the proposed action. Accordingly, while these comments are included in the aforementioned appendices, they are not "substantive comments" as contemplated in 6 NYCRR §617.9(b)(8).

The remaining sections of this FGEIS are organized as follows:

- Section 2.0 - List of Commentators and Comment Letters in Support from DSGEIS Hearing of January 9, 2014 and Associated Public Comment Period
- Section 3.0 - Responses to Substantive Comments Raised from DSGEIS Hearing of January 9, 2014 and Associated Public Comment Period
- Section 4.0 - Responses to Substantive Comments Raised from 2010 DGEIS Hearing of October 19, 2010 and Associated Public Comment Period
- Section 5.0 - Conditions and Criteria Under Which Future Actions Will Be Undertaken or Approved Including Requirements For Subsequent SEQRA Compliance.

Section 2.0 of this FGEIS provides a list of each comment received in support of the proposed action, whether by letter or by statement at the associated public hearing. In the situation where comments in support also included a question, such question is addressed in the associated Response to Comments section.

Section 3.0 of this FGEIS sets forth each substantive written or verbal comment made on the proposed action, and provides a response to each substantive comment.

Section 4.0 of this FGEIS sets forth each substantive written or verbal comment period made on the previously-proposed action and provides a response to each substantive comment.

Section 5.0 sets forth the conditions and criteria under which future actions will be undertaken or approved including requirements for subsequent SEQRA compliance pursuant to 6 NYCRR §617.10(c).

2.0

List of Commentators and Comment Letters in Support from DSGEIS Hearing of January 9, 2014 and Associated Public Comment Period

2.1 Written Support Comments

As explained in Section 1.0, the majority of comments received on both the 2010 DGEIS and the DSGEIS were in support of the Town's efforts and the proposed action. The comments in support are not "substantive comments" as contemplated in 6 NYCRR §617.9(b)(8).

This section of the document provides a list of each written comment received in support during the comment period on the DSGEIS. In the situation where comments in support also included a question, such question is addressed in the associated Response to Comments section.

Written comments have been coded with the letter "C," and each individual letter received has been numbered. For petitions received in support of the proposed project, the individuals have been grouped. The written comments received in support of the proposed project are included in Appendix A of this FGEIS and each comment letter includes the corresponding comment number below. A list of the coded written comments on the DSGEIS follows:

C1 – Petitions in Support

C2 – Jason Virim

C3 – Elinor Gum

C4 – Nick Dalvano, All-Ways Elevator, Inc.

C5 – Sheri Boddy

C6 – The Holbrook Chamber of Commerce.

2.2 Verbal Support Comments at DSGEIS Public Hearing of January 9, 2014

This section of the document provides a list of each comment received in support during the public hearing on the DSGEIS. In the situation where comments in support also included a question, such question is addressed in the associated Response to Comments section.

As with the written comments, each person commenting during the public hearing has been assigned a number in the order in which each comment was received and is preceded with the letter "H." The DSGEIS Public Hearing transcript in Appendix B of this FGEIS includes the comment number. A list of the coded comments from the DSGEIS public hearing follows:

H2 – Amy Engle, Executive Director of Sustainable Long Island

H3 – Marianne Garvin, President and CEO of the CDC Development Corporation of Long Island

H5 – Phil Sorrentino

H6 – Steve Jensen, Chairman of the Long Island Builders Institute (LIBI) Community Outreach Committee

H7 – Debbie Davey

H8 – Lenney Minervini, LIBI Member

H9 – William Hubbs

H10 – Brian Boker

H11 – Larry Davis, Chairman of LIBI

H12 – Denise Schwartz, President of the Ronkonkoma Chamber of Commerce

H13 – Edward Enders, Council Representative for the Northeast Regional Council of Carpenters

H14 – Rita Passegio

H15 – Kevin Law, President and CEO of the Long Island Association

H16 – Mario Mattera, Plumbers Local 200

H17 – Grant Hendricks, LI Contractors Association

H18 – Nick Dalvano

H19 – Vince Lancella

H21 – Thomas Herron, Northeast Regional Council of Carpenters

H22 – Dale Spencer, Curator, Lake Ronkonkoma Historical Society

H23 – Elissa Ward Kyle, Sustainability Director, Vision Long Island

H24 – Artie Cipoletti

H25 – Jim Morgo

H26 – Charles Barredo

H27 – Lois Fricke

H28 – Cara Longworth, Executive Director of the Long Island Regional Planning Council

H30 – Bud Cipoletti

H31 – George Schramm, President of the Lake Ronkonkoma Civic Association

H32 – David Kapell, Rauch Foundation

H36 – Dawn Hopkins, Vice President of the Lake Ronkonkoma Civic Association

H39 – Jennifer Appel, General Counsel/Program Advisor for the Long Island Housing Partnership

H40 – Robert Morano.

2.3 Other Verbal Support Comments at Town of Islip Public Forum of February 5, 2014

This section of the document provides a list of each comment received in support during the Town of Islip's public forum on the Ronkonkoma Hub Transit-Oriented Development District held on February 5, 2014. In the situation where comments in support also included a question, such question is addressed in the associated Response to Comments section.

As with the written comments, each person commenting during the public forum has been assigned a number in the order in which each comment was received and is preceded with the letter "F." The public forum transcript is included in Appendix D of this FGEIS includes the corresponding comment number. A list of the coded comments from the Town of Islip public forum follows:

F10 - Artie Cipoletti

F11 - Bud Cipoletti

F12 - Chris Ragusa

F23 - Kevin Harvey

F26 - James Pena

F27 - Michal Perez

F28 - Bob French

F30 - Mario Mattera

F33 - Thomas Herron

F48 - Joe Montalbano

F49 - Nick Delvano.

3.0

Responses to Substantive Comments Raised from DSGEIS Hearing of January 9, 2014 and Associated Public Comment Period

3.1 Written Correspondence[2]

WILLIAM HILLMAN, P.E., CHIEF ENGINEER
DANIEL J. DRESCH, JR.
COUNTY OF SUFFOLK
January 16, 2014

Comment C7-1:

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

[2] A blank comment form was submitted by Karen Gribbin (225 Smith Street, Central Islip) during the Town of Islip public forum held on February 5, 2014. Accordingly, her participation is acknowledged, but there was no substantive comment to address.

Response C7-1:

The comment is noted.

GLENN R. MURRELL, P.E.
ACTING REGIONAL PLANNING & PROGRAM MANAGER
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
January 24, 2014

Comment C8-1:

Increasing density could generate additional vehicle trips. Impacts on the surrounding roadway network need to be addressed. These impacts should be studied in more detail and specific recommendations should be made.

Response C8-1:

Detailed traffic studies were prepared as part of the 2010 DGEIS (see Sections 3.5 and 4.5 and Appendix G thereof) and the DSGEIS (see Section 3.5 and Appendix H thereof), both of which included mitigation measures.

With respect to specific recommendations for traffic mitigation for the proposed action being contemplated by the Town of Brookhaven Town Board, the Traffic Impact Study and the text of the DSGEIS set forth specific required traffic mitigation in Table 25 in Section 3.5.3 of the DSGEIS, as follows:

Proposed Mitigation at Study Intersections

	Location	Capacity Improvements		Signal Improvements
		Existing Conditions	Proposed Mitigation	
1	LIE North Service Road & Hawkins Avenue	Westbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Restripe approach to: One shared left-turn and through lane, one through lane and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
		Northbound - One exclusive left-turn lane, two through lanes	Increase left-turn storage lane by removing a portion of the raised median	
2	LIE South Service Road & Hawkins Avenue	Eastbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Widen and add a 4th 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 4th 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 3rd approach lane. New configuration: Two through lanes and an exclusive right-turn lane	

Proposed Mitigation at Study Intersections...continued

Location		Capacity Improvements		Signal Improvements
		Existing Conditions	Proposed Mitigation	
5	Hawkins Avenue & Union Avenue	Westbound – One exclusive left-turn lane with storage & one right-turn lane	Widen and add 3rd 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
		Northbound – One shared through and right-turn lane	New configuration: One through and a shared through and right-turn lane	Prohibit right-turns on red westbound
6	Union Avenue & Mill Road	Northbound – One shared left-turn, through and right-turn lane	Widen and add 2nd 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 / 2nd 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.
		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.	Signal cycle length same as LIE Service Roads with suitable offset to ensure signal progression

Proposed Mitigation at Study Intersections ...continued

Location		Capacity Improvements		Signal Improvements
		Existing Conditions	Proposed Mitigation	
8 and 9	Railroad Avenue & Powell Street / Parking Lot & Johnson Avenue at Northwest Link / Parking Lot		No proposed capacity changes	Run both the intersections off one controller for improved coordination. At Powell Street add protected permitted southbound left-turn phase.
10	Hawkins Avenue & Railroad Avenue	Westbound – One exclusive left-turn lane, one through and one exclusive right-turn lane	Channelized westbound right turn lane.	Add new three phase traffic signal with leading eastbound left turn phase.
		Southbound – One shared left-turn and through, one exclusive right-turn lane	Channelize southbound right turn lane.	

Based on written comments received from the Town of Islip Commissioner of Planning and Development during the public comment period, additional traffic analyses were performed to evaluate the potential impacts of the TOD at eight intersections in the Town of Islip, which were not included in the DSGEIS (see Response to Comment C11-1). At six of these intersections, no significant impact was found as a result of the TOD. At the intersection of Pond Road at the Long Island Expressway South Service Road, there is a peak hour impact that necessitates mitigation. This mitigation includes a restriping of the southbound approach to provide a separate left-turn lane and the installation of a leading southbound left-turn arrow. At the intersection of Lakeland Avenue at Smithtown Avenue, a simple change to the traffic signal phase splits is recommended.

In addition, to ensure that the required traffic mitigation is implemented, the Town Board has set forth a schedule of mitigation measures that are enumerated in Section 5.0 of this FGEIS, which is entitled "Conditions and Criteria under Which Future Actions will be Undertaken or Approved Including Requirements for Subsequent SEQRA Compliance." This will ensure that the required mitigation is in place, commensurate with the redevelopment of the Ronkonkoma Hub area.

Comment C8-2:

Converting westbound left turn lanes into shared Thru-Left at the LIE North Service Road approaches to Hawkins Ave and Ronkonkoma Ave may not be desirable as there are significant left turn volumes during AM peak. Also, the northbound left turn storage capacity needs to be evaluated for both intersections.

Response C8-2:

Detailed traffic studies were prepared as part of the 2010 DGEIS (see Sections 3.5 and 4.5 and Appendix G thereof) and the DSGEIS (see Section 3.5 and Appendix H thereof), both of which included required mitigation measures. The detailed analysis performed revealed that the conversion of the westbound left-turn lanes to shared lanes was the best way to improve traffic conditions, given right-of-way constraints at the intersections. The capacity analysis performed for the intersections at either end of the Hawkins Avenue and Ronkonkoma Avenues bridges over the Long Island Expressway accounts for the effects of potential queue blockage of through lanes by left-turning vehicles during peak periods. The left-turn storage capacity on the Ronkonkoma Avenue bridge was maximized recently during that bridges reconstruction where the raised median was eliminated as part of that work. As part of the proposed mitigation identified for the TOD, the raised median on the Hawkins Avenue bridge would be removed to increase left-turn storage there to the maximum extent possible.

Comment C8-3:

LIE South Service Road at Ronkonkoma Ave: the proposed layout with additional lanes has poor lane alignment. The southbound left turn lane storage capacity needs to be evaluated. Also, under the

proposed scenario it will be harder for eastbound traffic exiting LIE to make a right turn to Ronkonkoma Ave, as there is very limited space for lane changing to access the right turn lane from the ramp.

Response C8-3:

The graphic provided in Section 5.0 of the DSGEIS (Conditions and Criteria Under Which Future Actions Will Be Undertaken or Approved Including Requirements for Subsequent SEQRA Compliance) is a concept plan only and the scale provided makes it somewhat difficult to discern the alignment of the lanes across the intersection. An adjustment to the pavement markings on the east side of the proposed intersection to locate the receiving lanes slightly more to the south will eliminate any misalignment across the intersection. The capacity analysis performed for the intersection (see the DSGEIS Section 3.5 and Appendix H thereof) accounts for the effects of potential queue blockage of through lanes by left-turning vehicles during peak periods. The left-turn storage capacity on the bridge was maximized recently during that bridges reconstruction where the raised median was eliminated as part of that work. It is acknowledged that the traffic movement described, from the Long Island Expressway exit ramp to southbound Ronkonkoma Avenue, is currently difficult, due to the fact that the ramp gore at the South Service Road is located only approximately 310 feet from the intersection stop bar at Ronkonkoma Avenue. Although mitigation will be implemented, such mitigation will not change the distance between the ramp gore and the stop bar at Ronkonkoma Avenue.

Comment C8-4:

LIE South Service Road at Hawkins Ave: the addition of new eastbound left turn lane would require relocating the southbound Stop bar, thus reducing the left turn storage. The left turn storage capacity needs to be evaluated.

Response C8-4:

Detailed traffic studies were prepared as part of the 2010 DGEIS (see Sections 3.5 and 4.5 and Appendix G thereof) and the DSGEIS (see Section 3.5 and Appendix H thereof), both of which included required mitigation measures. The capacity analysis performed for the intersections at either end of the Hawkins Avenue and Ronkonkoma Avenue bridges over the Long Island Expressway accounts for the effects of potential queue blockage of through lanes by left-turning vehicles during peak periods. As part of the proposed mitigation identified for the TOD (see DSGEIS Section 3.5 and Appendix H thereof), the raised median on the Hawkins Avenue bridge would be removed to increase left-turn storage there to the maximum extent possible. The effects of the stop bar location and left-turn storage lengths are accounted for in the analysis performed (see DSGEIS Section 3.5 and Appendix H thereof).

Comment C8-5:

LIE ramp capacity needs to be evaluated within the study area.

Response C8-5:

To respond to this comment, an analysis was performed of the ramp junctions with the Long Island Expressway mainline for the four ramps at interchange 60. This included an evaluation of the ramp junctions in 2020 both with and without the traffic associated with the TOD. Details of this analysis can be found in Appendix F to this FGEIS. In the eastbound direction, these ramps include the eastbound exit ramp west of Ronkonkoma Avenue and the eastbound entrance ramp east of Hawkins Avenue. In the westbound direction, these ramps include the westbound exit ramp east of Hawkins Avenue and the westbound entrance ramp west of Ronkonkoma Avenue. The ramp termini on the Long Island Expressway service roads were not evaluated due to the presence and influence of the signalized intersections proximate to the ramps. The traffic conditions there are dominated by the operation of the traffic signals and do not lend themselves to this form of analysis.

The directional distributions and traffic assignment contained in the DSGEIS (see Appendix H, Figures 7, 8 and 9 thereof) were expanded to include the ramp system. The site volumes, along with mainline and ramp traffic volumes available from NYSDOT, were utilized to develop existing, No-Build and Build Condition traffic volumes on the mainline and ramps at each of these four locations. The conditions were modeled using the Highway Capacity Software 2010 (HCS) release 6.5, which utilizes analysis methods contained in the latest version of the Highway Capacity Manual. This methodology results in a level of service (LOS) for merge and diverge areas on a freeway based on vehicle density (passenger cars per mile per lane).

The results of these analyses are summarized in Table A in Appendix F to this FGEIS. A review of Table A in Appendix F reveals that the addition of the TOD site traffic to the merge and diverge areas results in no change in LOS at any of the four modeled locations in any peak time period studied. However, it is noted that there are a number of LOS F conditions reported in the 2020 No-Build condition, which are expected to continue to exist in the 2020 Build Condition. In these instances, it is important to note that this is an existing condition and that the vehicle density in the merge or diverge area is only minimally changed as a result of the addition of the TOD site traffic. From these results, it can be concluded that the operation of the ramps (specifically the merge and diverge areas) will not be significantly impacted by development of the TOD.

Comment C8-6:

Some overhead sign structures along the Service Roads may need to be relocated as a result of the proposed road widening.

Response C8-6:

The comment is noted. The relocation of any sign structures that may be necessary will be identified and treated accordingly in roadway improvement plans to be prepared at the appropriate time for the implementation of the identified mitigation (see Section 5.0 of this FGEIS).

Comment C8-7:

Due to the fact that the DGEIS does not represent an application for a NYSDOT work permit, no formal comment is needed at this time on air quality or energy/Greenhouse Gas issues that are discussed within the DGEIS. If and when an application is made for a NYSDOT work permit, air quality and energy/greenhouse gas analyses should be submitted in accordance with requirements presented in the NYSDOT Environmental Procedures Manual and related documents.

Response C8-7:

The comment is noted. The applicant for any required New York State Department of Transportation (NYSDOT) work permit will be required to comply with all application requirements therefor and any permit conditions imposed by the NYSDOT.

Comment C8-8:

Before any NYSDOT Highway Work Permit could be issued, the air quality section must be revised to meet the requirements in the current December 2012 version of the NYSDOT Environmental Procedures Manual (EPM) Air Quality Chapter 1.1. The air quality screening and analysis presented in the DSGEIS was based on outdated requirements and obsolete methods and models recommended in the 1998 version of the EPM Chapter 1.1.

Response C8-8:

The air quality analysis presented in the DSGEIS followed the Environmental Protection Agency's (EPA) procedures for identifying intersections to be model, EPAs dispersion model CAL3QHC Version 2, and EPAs emission factor model MOBILE6.2 as a procedure to screen the intersections in the project study area at a planning level. Also, see Response to Comment C8-7.

Comment C8-9:

As described in the current EPM Chapter 1.1, screening for possible microscale carbon monoxide (CO) analysis must be conducted. This process involves multiple steps that must be applied to signalized intersections affected by the project in the completion year (ETC), 10 years later (ETC + 10), and 20 years

later (ETC + 20). In the DSGEIS, the ETC + 10 and ETC + 20 years were not addressed, and screening was not conducted for the ETC year.

Response C8-9:

The air quality analysis presented in the DSGEIS followed the EPA "Guidelines for Modeling Carbon Monoxide From Intersections" procedures for identifying the worst case intersections to be modeled. Also, see Response to Comment C8-7.

Comment C8-10:

The obsolete MOBILE 6.2 emission model and CAL3QHC dispersion model applied in DSGEIS screening or microscale analysis must be replaced with the current MOVES and CAL3QHCR models, respectively, in screening and in any microscale CO or $PM_{2.5}$ analysis with the updated models shown by screening to be required.

Response C8-10:

The air quality analysis presented in the DSGEIS used the basic EPA procedures to conduct a screening evaluation of CO concentrations at intersections for a planning level evaluation. Also, see Response to Comment C8-7.

Comment C8-11:

As recommended in the current EPM Chapter 1.1, the project should be screened for possible mesoscale analysis, given the scope of the project and the road widenings that are under consideration.

Response C8-11:

The comment is noted. The applicant for any required NYSDOT work permit will be required to comply with all application requirements therefor and any permit conditions imposed by the NYSDOT. If appropriate screening for mesoscale analyses is required, same will be conducted.

Comment C8-12:

There should be a discussion of Mobile Source Air Toxics (MSATs), consistent with recommendations in the December 2012 updated FHWA Interim Guidance Update on MSATs in NEPA.

Response C8-12:

The comment is noted. The applicant for any required NYSDOT work permit will be required to comply with all application requirements therefor and any permit conditions imposed by the NYSDOT.

Comment C8-13:

No regionally significant project can be approved by the NYSDOT unless conformity requirements are met. This project may be regionally significant according to the Federal Transportation Conformity rule at CFR Part 93.

The project information should be made available to the New York Metropolitan Transportation Council (NYMTC), by contacting the Nassau Suffolk Transportation Coordinating Council [*sic*] (N/S TCC). This will facilitate review by the Interagency Consultation Group (ICG) for regional significance and possible inclusion in the next New York Metropolitan Area regional emissions conformity analysis.

Response C8-13:

The comment is noted.

Comment C8-14:

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

Response C8-14:

The comment is noted. The applicant will be required to comply with all application requirements therefor and any permit conditions imposed by the FHWA.

Comment C8-15:

On page 133, revise the annual $PM_{2.5}$ NAAQS to the current value 12 ug/m^3.

Response C8-15:

The current value of 12 ug/m^3 is noted.

JASON REZNAK, DIVISION OF TRAFFIC SAFETY
RAYMOND DIBIASE, PE, PTOE, L.K. MCKEAN ASSOCIATES
January 31, 2014

Comment C9-1:

Accident History – More than 50% of the accidents at the LI Expressway Service Road Intersections on Hawkins Avenue were right-angle collisions, which are not usually the most prevalent accident type at signalized intersections. Are the durations of the signal clearance intervals, as obtained in the field, adequate? Please review the accident data in more detail for any trends (e.g., time of day, pavement condition, contributing factors) and recommended mitigation measures, if appropriate.

Response C9-1:

In response to this comment, the accident history information was reviewed in additional detail. This review revealed that in nine of the 11 right-angle accidents at the North Service Road intersection, one of the motorists failed to yield or disregarded the traffic signal. At the South Service Road intersection, all of the right-angle accidents (12 in total) were recorded with this notation. This is consistent with the fact that these types of accidents cannot occur without a failure to yield or a rare signal malfunction. At each intersection, the accidents were fairly evenly split between day and night, and there were more accidents that occurred during dry pavement conditions than wet (19 of 23 accidents).

To determine if this relatively high percentage of right-angle accidents may be related to the traffic signal phasing clearance times, the traffic signal programming obtained from the NYSDOT was reviewed, and the clearance times for the yellow and all-red phases were compared to published standards. Review of the signal programming indicates that both intersections are running with a 4.3 second yellow interval on the Service Road approaches and a 4.0 second yellow interval on the Hawkins Avenue approaches. All approaches are operating with the same 2.0 second all-red clearance interval. The 4.3 second yellow interval is consistent with published standards for a 45 mile per hour (mph) speed, while the 4.0 second yellow interval is consistent with a 40 mph speed. Based on the roadway geometry, at 40 and 45 mph, the calculated all-red clearance time is 1.5 seconds or less, depending on the method used and the speed. The programmed all-red clearance time exceeds this in all cases and is in excess of the requirement.

Based on the above, the clearance intervals provided by NYSDOT for the intersections are appropriate for the conditions. The all-red clearance interval exceeds the requirements, which would tend to reduce the potential for right-angle accidents. Therefore, the potential contributing factor that may influence the relatively high percentage of right-angle accidents is likely not related to the clearance intervals.

Comment C9-2:

Proposed Mitigation Measures for Full Build-out of the TOD – The most significant roadway improvement measures involve four intersections – the LI Expressway North and South Service Road intersections with Ronkonkoma and Hawkins Avenues. The key findings of the TIS are the determination of the overall impacts associated with the TOD project, as well as their phased implementation as the project is constructed. It should be noted that these improvements will require both NYSDOT and SCDPW concurrence. The service roads are maintained by SCDPW, and NYSDOT maintains the adjacent entrance and exit ramps to the Expressway, as well as the traffic signals at the four intersections.

a. Proposed Mitigation

i. Ronkonkoma Avenue at LIE South Service Road – The first key improvement is the widening of the South Service Road west of Ronkonkoma Avenue from three to four approach lanes. The net result is an additional thru lane for the eastbound service road. The widening is adjacent to the abandoned service station at the southwest corner of the intersection as shown on Figure 12. That parcel is the subject of a pending Special Use Permit application (Log # 2012-28, Bolla Management Corporation) for a gasoline station with a convenience store. In our September 30, 2013 comments on that application, we recommend that the owner provide a property dedication for the road widening along his site frontage. If that property cannot be obtained, the widening should be constructed on the north side of the service road (similar to what is being proposed at the Hawkins Avenue/South Service Road intersection).

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

ii. Ronkonkoma Avenue at LIE North Service Road –Unlike the South Service Road, the North Service Road east of Ronkonkoma Avenue is located in close proximity to the noise wall/slope on the south side of the service road. A lack of available Right of Way on the north side precludes road widening here. The proposed lane modifications would not totally mitigate the project's impacts in the Build year (2020), i.e. overall average delay per vehicle will increase by approximately 15 seconds in the critical morning peak hour.

iii. Hawkins Avenue at LIE North Service Road – The proposed mitigation will result in about a 5-second increase in average vehicle delay in the AM peak hour. As is the case at the North Service Road intersection with Ronkonkoma Avenue, there is no available ROW on the north side to widen the service road east of the intersection, and there is an existing noise wall/slope along the south side. Here too, it is proposed to alter the

service road lane configuration. In addition, the center median on the Hawkins Avenue bridge would be removed to improve storage for the northbound left turn movement. With about 200 vehicles per hour making this movement in the PM peak hour, queuing can extend into the left northbound thru lane. It is unclear whether this was taken into account in the Synchro analysis, i.e. can northbound thru vehicles readily utilize the left thru lane? In the Build condition, the TOD project would add about 120 vehicles to this movement. To mitigate this condition, consideration should be given to converting the left thru lane into a second left turn lane. An analysis of this should be provided for review.

iv. Hawkins Avenue at LIE South Service Road – As was proposed for the South Service Road intersection with Ronkonkoma Avenue, the proposed improvements involve the widening of the eastbound service road approach to the intersection. In addition, with removal of the center median on the bridge as previously described, storage for the southbound left turn movement would be nominally increased. With over 350 vehicles per hour making this movement in the PM peak hour, queuing extends into the left southbound thru lane. It is unclear whether this was taken into account in the Synchro analysis, i.e., can southbound thru vehicles readily utilize the left thru lane? In the Build condition, the TOD project would add about 40 vehicles to this movement.

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

b. Staging of Roadway Mitigation Improvements

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

- Percentage of generated trips using mass transit (25% was assumed in the TIS)
- Directional distribution of tips [sic] (auto), i.e., their orientation with respect the site

- Assignment of trips to the roadway network, i.e. which roads/intersections will motorists utilize to travel to/from the TOD? This is typically primarily dependent upon the shortest travel time, and if congestion becomes worse on a motorist's preferred route, he may divert to a less congested alternative route.

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

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

i. Ronkonkoma Avenue at LIE South Service Road – Construct the service road widening and land configurations shown on Figure 12. If property cannot be obtained prior to initial TOD occupancy from the owner of the parcel in the southwest corner of the intersection, widen the service road on its north side. Realign Ronkonkoma Avenue as shown on Figure 12. Implement traffic signal modifications.

ii. Ronkonkoma Avenue at LIE North Service Road – Implement the service road lane modifications shown on Figure 12. Implement traffic signal modifications.

iii. Hawkins Avenue at LIE North Service Road – Remove the center median on the Hawkins Avenue bridge. Convent the northbound left thru lane into a second left turn lane, if traffic analysis justifies. Implement the service road lane modifications shown on Figure 12. Implement traffic signal modifications.

iv. Hawkins Avenue at LIE South Service Road – Implement widening of the service road west of the intersection and the lane configurations shown on Figure 12. Implement traffic signal modifications.

Response C9-2:

The aforementioned comments are repeated below **in bold**, and a response to each follows.

a. Proposed Mitigation

i. *Ronkonkoma Avenue at LIE South Service Road – The first key improvement is the widening of the South Service Road west of Ronkonkoma Avenue from three to four approach lanes. The net result is an additional thru lane for the eastbound service road. The widening is adjacent to the abandoned service station at the southwest corner of the intersection as shown on Figure 12. That parcel is the subject of a pending Special Use Permit application (Log # 2012-28, Bolla Management Corporation) for a gasoline station with a convenience store. In our September 30, 2013 comments on that application, we recommend that the owner provide a property dedication for the road widening along his site frontage. If that property cannot be obtained, the widening should be constructed on the north side of the service road (similar to what is being proposed at the Hawkins Avenue/South Service Road intersection).*

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

A larger scale version of the concept plan is included in Appendix F of this FGEIS. Note that these improvements are shown in concept only and would be developed into design plans for review by the NYSDOT and Suffolk County Department of Public Works (SCDPW) upon completion of the SEQRA process and issuance of substantive decisions by the Town Board.

ii. *Ronkonkoma Avenue at LIE North Service Road –Unlike the South Service Road, the North Service Road east of Ronkonkoma Avenue is located in close proximity to the noise wall/slope on the south side of the service road. A lack of available Right of Way on the north side precludes road widening here. The proposed lane modifications would not totally mitigate the project's impacts in the Build year (2020), i.e., overall average delay per vehicle will increase by approximately 15 seconds in the critical morning peak hour.*

As noted in the comment, lack of available right-of-way limits the extent of potential roadway improvement.

iii. *Hawkins Avenue at LIE North Service Road – The proposed mitigation will result in about a 5-second increase in average vehicle delay in the AM peak hour. As is the case at the North Service Road intersection with Ronkonkoma Avenue, there is no available ROW on the north side to widen the service road east of the intersection, and there is an existing noise wall/slope along the south side. Here too, it is proposed to alter the service road lane configuration. In addition, the center median on the Hawkins Avenue bridge would be removed to improve storage for the northbound left turn movement. With about 200 vehicles per our making this movement in the PM peak hour, queuing can extend into the left northbound thru lane. It is unclear whether this was taken into account in the Synchro analysis, i.e., can northbound thru vehicle readily utilize the left thru lane? In the Build condition, the TOD project would add about 120 vehicles to this movement. To mitigate this condition, consideration should be given to converting the left thru lane into a second left turn lane. An analysis of this should be provided for review.*

As noted in the comment, lack of available right-of-way limits the extent of potential improvement. The analysis in SYNCHRO included the effects of modeling the left turn lane storage as it exists and as proposed with mitigation. The analysis results include a "starvation capacity reduction" for the northbound movement. While the average queue in the northbound left turn lane in the 2020 build with modifications scenario is less than the provided storage, the volume of left turns may occasionally exceed the storage provided. This effect is included in the results in the DSGEIS (see Section 3.5 and Appendix H therein). The potential conversion of one of the northbound through lanes at the intersection to a second dedicated left turn lane would require that the movement be provided with a fully-protected left turn phase. This would have a detrimental effect on southbound traffic and is not recommended.

iv. *Hawkins Avenue at LIE South Service Road – As was proposed for the South Service Road intersection with Ronkonkoma Avenue, the proposed improvements involve the widening of the eastbound service road approach to the intersection. In addition, with removal of the center median on the bridge as previously described, storage for the southbound left turn movement would be nominally increased. With over 350 vehicles per hour making this movement in the PM peak hour, queuing extends into the left southbound thru lane. It is unclear whether this was taken into account in the Synchro analysis, i.e., can southbound thru vehicles readily utilize the left thru lane? In the Build condition, the TOD project would add about 40 vehicles to this movement.*

In addition to the service road widening and median removal, mitigation includes construction of a northbound right turn lane on Hawkins Avenue approaching the intersection. Property acquisition would be required from the parcel at the southeast corner of the intersection. That parcel is the subject of a pending change of zone

application (Log # 2013-02-CZ, Hawkins Avenue and Yerke Avenue Redevelopment) for a 4,200 SF restaurant. In our February 19, 2013 comments on that application, we recommended that the owner provide a property dedication along his site frontage to enable construction of the right turn lane.

The analysis in SYNCHRO included the effects of modeling the left turn lane storage as it exists and as proposed with mitigation. The analysis results include a "starvation capacity reduction" for the southbound movement. The queue in the southbound left turn lane in the 2020 build with modifications scenario may occasionally exceed the storage provided. This effect is included in the results presented in the DSGEIS (see Section 3.5 and Appendix H therein). The potential conversion of one of the southbound through lanes at the intersection to a second dedicated left turn lane would require that the movement be provided with a fully-protected left turn phase. This would have a detrimental effect on northbound traffic, which is expected to experience delays during this condition, and, thus, is not recommended. As noted in the previous comment, lack of available right-of-way limits the extent of the potential improvement here beyond that proposed.

b. *Staging of Roadway Mitigation Improvements*

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

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

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

Given the level of background traffic in the study area in and around the proposed TOD due to typical commuter traffic and the draw of the LIRR Ronkonkoma Station, it would be very difficult (if not impossible) to determine which vehicles are destined to or leaving from the TOD. As the TOD does not have a distinct and separate access point (as an office building or residential community typically does) and a significant amount of parking would occur on-street, the determination of a directional distribution once a portion of the development is operating would be very difficult (if even possible). For the same reasons, it would not be feasible to isolate the TOD for the purpose of measuring actual trip generation. It is because of this that the thresholds established for mitigation in the DSGEIS are designed to utilize published trip generation statistics and not actual counts.

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

i. ***<u>Ronkonkoma Avenue at LIE South Service Road</u> – Construct the service road widening and land configurations shown on Figure 12. If property cannot be obtained prior to initial TOD occupancy from the owner of the parcel in the southwest corner of the intersection, widen the service road on its north side. Realign Ronkonkoma Avenue as shown on Figure 12. Implement traffic signal modifications.***

ii. ***<u>Ronkonkoma Avenue at LIE North Service Road</u> – Implement the service road lane modifications shown on Figure 12. Implement traffic signal modifications.***

iii. ***<u>Hawkins Avenue at LIE North Service Road</u> – Remove the center median on the Hawkins Avenue bridge. Convent the northbound left thru lane into a second left turn lane, if traffic analysis justifies. Implement the service road lane modifications shown on Figure 12. Implement traffic signal modifications.***

iv. ***<u>Hawkins Avenue at LIE South Service Road</u> – Implement widening of the service road west of the intersection and the lane configurations shown on Figure 12. Implement traffic signal modifications.***

The mitigation phasing plan developed and presented in the DSGEIS is designed to balance the need for mitigation of traffic impacts with the development of the site over a number of years. The mitigation phasing considers the need for mitigation, the timeframe when the mitigation is required (based on when the impacts would be realized) and the costs of the various mitigation plan components. While it is acknowledged that there is congestion at the Service Road

intersections as noted in the comment, the phasing plan requires the completion of the improvements along the LIE South Service Road by the point that the development is generating only 500 net trips during the weekday p.m. peak hour (combined entering and exiting, calculated using ITE's Trip Generation and reflective of the TOD and pass-by credits noted in the DSGEIS). This represents only 31 percent of the total net trip generation studied for the TOD. The phasing plan also requires the completion of the improvements along the LIE North Service Road by the point that the development is generating only 700 net trips during the weekday p.m. peak hour (combined entering and exiting, calculated using ITE's Trip Generation and reflective of the TOD and pass-by credits noted in the DSGEIS). This represents less than 45 percent of the total net trip generation studied for the TOD. In addition, the DSGEIS identifies a number of specific mitigation measures that are to be in place for initial occupancy, which includes the widening of roadways, traffic signal modification and new traffic signals. These are detailed in Section 5.0 of the DSGEIS.

Comment C9-3:

With an estimate of 25% of the TOD trips to be made by mass transit, Suffolk County Transit should be contacted now for input. SC Transit may have initial ideas on new routes, route revisions, and service frequency that would service the TOD.

Response C9-3:

Based on extensive experience, Suffolk County Transit typically increases or modifies the level or type of service provided in reaction to changes in demand, if any, as development occurs. The Master Developer of the TOD will engage Suffolk County Transit in discussions in this regard and will continue dialogue throughout the development process to maximize the effectiveness of this service at the TOD develops over time.

Comment C9-4:

If the property dedication identified for the northbound right turn lane at the southeast corner of the Hawkins Avenue/South Service Road intersection cannot be obtained from the owner of the adjacent property, that property should be acquired in conjunction with other ROW needed for the widening of Hawkins Avenue north of Union Avenue.

Response C9-4:

The comment is noted.

Comment C9-5:

Given the economic benefits associated with the TOD project, as well as its consistency with planning studies such as the *Long Island Sustainability Plan 2035*, public funding for roadway improvements should continue to be solicited through Federal and State (via the Consolidated Funding Application) processes.

Response C9-5:

The comment is noted, and this is the intention of the Town and the Master Developer.

Comment C9-6:

We may have additional recommendations based on the responses to this memo, or upon review of the site plan applications for the TOD project.

Response C9-6:

The comment is noted.

TOM CILMI
SUFFOLK COUNTY LEGISLATOR
10th LEGISLATIVE DISTRICT
January 23, 2014

Comment C10-1:

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

Response C10-1:

As explained in Section 2.0 of the DSGEIS, the Town of Brookhaven Town Board began working with the community on the revitalization of the Ronkonkoma Hub in 2007. Accordingly, the planning and evaluation of this project has been on-going for seven years. Since 2007, the Town of Brookhaven completed a two-phased planning study to revitalize the Ronkonkoma Hub area, known as the *Ronkonkoma Hub Planning Study*. The goal was, and continues to be, to develop a vision that supports the compact, mixed-use, transit-oriented redevelopment of this area. Phase 1 of the planning study, completed in 2008, focused on documenting existing conditions and identifying potential opportunity sites for transit-oriented development. Phase 2 of the study, completed in early 2009, built upon the work completed in Phase 1 and, among other things, reviewed case studies of existing successful TOD projects and offered various recommendations relating to redevelopment opportunities, TOD zoning, transportation issues and concept plans.

In 2010, the Town prepared the *Draft Land Use and Implementation Plan* and the 2010 DGEIS, which evaluated a theoretical maximum development scenario pursuant to the aforesaid *Draft Land Use and Implementation Plan*. The proposed action examined in the 2010 DGEIS included the adoption the *Draft Land Use and Implementation Plan*, the adoption of the Ronkonkoma Hub TOD District, the rezoning of the TOD area to the TOD District, and the redevelopment of the area in accordance with the TOD District, based upon the Theoretical Full Build Plan.

The Theoretical Full Build Plan was not a specific development proposal, but represented a potential redevelopment option that could achieve the goals and objectives of the *Draft Land Use and Implementation Plan* and complied with the proposed TOD District. The DGEIS also examined two alternatives – the "No Action" alternative and the "Theoretical Maximum Build Out Plan." The Theoretical Maximum Build Out Plan alternative assessed the inclusion of property to the south of the railroad tracks within the Town

of Islip that is currently used for parking, and was evaluated for potential development with retail space, structured parking and the Sewage Treatment Plant (STP). Examination of the Theoretical Full Build Plan, as well as the two alternatives, enabled the Town Board to conduct a comprehensive environmental review of the overall proposed action and take a "hard look" pursuant to SEQRA and its implementing regulations at 6 NYCRR Part 617.

The Town of Brookhaven Town Board, serving as lead agency, accepted the 2010 DGEIS on September 21, 2010, and a public hearing was held on October 19, 2010. The support for the redevelopment of the Ronkonkoma Hub area was evident from the aforesaid public hearing and the various community meetings that were held throughout the Phase 1 and Phase 2 planning processes.

Subsequent to the public hearing on the 2010 DGEIS, the Town of Brookhaven, in an effort to ensure that the planning efforts would result in the actual redevelopment of the blighted Hub area, decided to seek private developer input as to the financial feasibility of the redevelopment concept. The Town issued a RFEI and ultimately a RFQ for a Master Developer.

Upon review of preliminary plans received as part of the RFEI and RFQ processes, the Town of Brookhaven prepared the *Blight Study*). The *Blight Study* found sufficient evidence to determine the Project Area to be a substandard or insanitary area in accordance with both Article 15 of the New York State General Municipal Law and Article XLI of Chapter 85 of the Town of Brookhaven Town Code ("Town Code"). Subsequently, the Town of Brookhaven Town Board, after review of the aforesaid *Blight Study*, by Town Board Resolution 2012-804, dated September 20, 2012, designated the Ronkonkoma Hub as appropriate for urban renewal pursuant to Article 15 of the New York State General Municipal Law, and authorized the preparation of an urban renewal plan.

In accordance with the requirements set forth in Article 15 of the General Municipal Law, a draft *Urban Renewal Plan for the Ronkonkoma Hub* was prepared by the Town. The *Urban Renewal Plan* recommends development at a different mix and density than that contemplated in the aforesaid *Land Use and Implementation Plan* and 2010 DGEIS.

Based upon the revised densities, an updated Environmental Assessment Form was prepared by the Town Board, and a Positive Declaration indicating the need to prepare a supplemental draft generic environmental impact statement was adopted on October 1, 2013. As the maximum potential development being considered for the Ronkonkoma Hub area is greater than that evaluated in the 2010 DGEIS, the DSGEIS was prepared to address potential changes in impacts that would result from the modified proposed action.

A public hearing on the DSGEIS was held on January 9, 2014,[3] and the public comment period on the DSGEIS concluded on February 10, 2014.

This FGEIS has been prepared to address all comments received as part of the 2010 DGEIS process and the DSGEIS.

Given the seven-year history of study of the Ronkonkoma Hub, the extensive and comprehensive SEQRA process that has been conducted, and the securing of a Master Developer to assist in the overall redevelopment efforts, the Town of Brookhaven Town Board is confident in its efforts to successfully redevelop the Ronkonkoma Hub area, consistent with the community's vision, while minimizing and mitigating potential significant adverse impacts to the maximum extent practicable.

Comment C10-2:

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

Response C10-2:

As explained in the Response to Comment C8-1, traffic impact studies were conducted as part of the 2010 DGEIS and the DSGEIS. Also, as evidenced through the various responses to traffic comments provided in this FGEIS (see, for example, the Responses to Comments C8-5, C11-1 and C13-1), additional analyses of the potential traffic impacts were also conducted as part of the preparation of this document.

In addition, to ensure that the required traffic mitigation is implemented, the Town has set forth a schedule of mitigation measures that are enumerated in Section 5.0 of this FGEIS, which is entitled "Conditions and Criteria under Which Future Actions will be Undertaken or Approved Including Requirements for Subsequent SEQRA Compliance." This will ensure that the required mitigation is in place, commensurate with the redevelopment of the Ronkonkoma Hub area.

[3] On this same date, the Town Board held public hearings for the adoption of the *Draft Land Use and Implementation Plan*, adoption of the *Urban Renewal Plan*, amendment to Chapter 85 of the Code of the Town of Brookhaven with the enactment of Article XLVII entitled "Ronkonkoma Hub Transit-Oriented Development District" (Ronkonkoma Hub TOD District) and the rezoning of certain parcels to the Ronkonkoma Hub TOD District.

Comment C10-3:

Based on a traffic study, the DSGEIS proposes a variety of mitigation measures at some ten different intersections to accommodate the additional traffic. The Study, however, neglected to address traffic impacts on CR-93 Ocean Avenue/Lakeland Avenue which is approximately a mile due west of the western border of the Hub area within the Town of Islip. CR-93 is linked to Hawkins Avenue by way of Johnson Avenue which is just north of the LIRR tracks. CR-93 is a popular north-south artery intersecting significant east-west arteries including Sunrise Highway, Veterans Memorial Highway and the Long Island Expressway (Exit 59) and is a primary route for commercial vehicles. There is every reason to believe that CR-93 will be utilized extensively in transit to and from the Ronkonkoma Hub. This portends a significant increase in traffic on a road which is already heavily burdened. The railroad crossing poses additional cause for concern, particularly in light of the LIRR's double-track project for which construction is imminent. In fact, CR-93 is the only major north-south artery in the area which provides cross-track access. …In light of the above, I would ask that the Final Supplemental Generic Environmental Impact Statement include a study of traffic conditions on CR-93 particularly, but not exclusively, at the intersections of the LIE, Johnson Avenue and the LIRR railroad crossing. I would ask that such study should include both Build and No-Build conditions. Should such a study find that appreciable impacts would exist under Build conditions, then I would ask that the FSGEIS incorporates appropriate mitigation measures.

Response C10-3:

CR 93, Ocean Avenue, is not the only major north-south artery in the area that provides cross-track access in the vicinity of the TOD. In fact, Ronkonkoma Avenue, located just west of the project area and closer than CR 93, is a major four-lane arterial roadway which is expected to be utilized by a more significant level of project traffic than CR 93.

In response to comments from the Town of Islip Department of Planning and Development, which, among other things, listed intersections not evaluated in the DSGEIS, this FGEIS evaluates a number of intersections in the Town of Islip including CR 93 and Johnson Avenue. As demonstrated in the additional traffic analysis included in Appendix F of this FGEIS, the result of this evaluation reveals that the increases in traffic due to the TOD at this intersection would be less than three percent during the peak periods studied. Traffic increases of this relatively low level will not constitute a significant impact to intersection operations.

See Response to Comment C11-1 and Appendix F to this FGEIS.

Comment C10-4:

Furthermore, its proximity to a number of schools and the fact that it dissects a vibrant residential community is additional cause for concern.

Response C10-4:

It is assumed that the commentator is referring to CR 93 when referring to dissecting "a vibrant residential community." The nearest school to the proposed TOD is the Edith Slocum Elementary School, located approximately one mile from the TOD area. This school is part of the Connetquot Central School District, while the TOD area is situated in the Sachem Central School District. As noted in the Responses to Comments C10-3 and C11-1, the level of additional traffic on CR 93 as a result of the TOD is expected to be relatively low.

Comment C10-5:

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

Response C10-5:

In response to various specific traffic comments raised by Town of Islip representatives and residents, the Town of Brookhaven conducted additional traffic assessments at various locations as part of the preparation of this FGEIS. See Response to Comment C11-1 and Appendix F of this FGEIS.

RICHARD J. ZAPOLSKI, P.E.
COMMISSIONER
DEPARTMENT OF PLANNING AND DEVELOPMENT
TOWN OF ISLIP
February 10, 2014

Comment C11-1:

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

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

Response C11-1:

The response requests the evaluation of a total of eight intersections to determine the potential impacts of the proposed TOD and to identify mitigation measures, if necessary, based on that evaluation. These eight intersections are:

1. Ocean Avenue at Express Drive North
2. Ocean Avenue at Express Drive South
3. Pond Road at Express Drive South
4. Ocean Avenue at Johnson Avenue
5. Pond Road at Johnson Avenue (Railroad Avenue)
6. Lakeland Avenue at Smithtown Avenue
7. Railroad Avenue at Coates Avenue
8. Railroad Avenue at Main Street

In response to this comment, the locations of these eight intersections with respect to the TOD site and the previously-developed traffic directional distribution and assignment were examined. This examination revealed which of the intersections were expected to experience even moderate levels of traffic increases due to the development of the TOD. For the intersections which were expected to experience any

significant increases, the distribution and assignment of traffic was expanded geographically to quantify the level of peak period traffic increases expected at those locations. Finally, at those locations where these increases were found to be potentially significant, rigorous capacity analyses were performed to quantify impacts and mitigation was developed to address identified significant impacts. The details of the results of this examination are summarized below.

Based on the determined site traffic arrival patterns (as presented in Appendix H of the DSGEIS Figures 7, 8 and 9), the nature of the roadway system, and the distances to the eight intersections, it was determined the that intersections of Railroad Avenue with Coates Avenue and with Main Street will not see any significant increases in traffic as a result of the development of the TOD. Each of these intersections is located in excess of one mile from the TOD and the layout of the roadway system in that area indicates that Coates Avenue and Main Street will not serve as a significant travel path to and from the TOD. While some residents in the immediate area may use these roadways to visit the TOD, other roadways such as Patchogue-Holbrook Road and Union Avenue will serve site-generated traffic to a significantly greater degree. Given the distance to these intersections, and the intervening roadways, that will allow the site traffic to disperse, the level of site traffic anticipated to utilize the intersections of Railroad Avenue at Coates Avenue and Railroad Avenue at Main Street will not have any significant adverse impact at these intersections.

The remaining six intersections are located on the roadway system where a similar evaluation (as described above) indicates that they are located on routes which may be used to a greater degree by traffic to and from the TOD. Therefore, to evaluate the potential impacts of the development of the TOD on traffic conditions, the anticipated volumes due to the TOD at these intersections were first compared to background volumes to gauge relative traffic increases. At several intersections where the relative increases were found to be potentially significant, detailed intersection capacity analyses were performed, and impacts quantified.

Appendix F to this FGEIS contains additional detail on the comparison of TOD site volumes to background volumes at the six intersections. The results of this effort are summarized in the table below.

Relative Increase in Background Traffic Due To TOD
Year 2020 No-Build vs. Build

INTERSECTION	Time Period	Percent Increase in Traffic	Potentially Significant (Yes/No)
Ocean Avenue at Express Drive North	A.M. Peak Hour	1.1 %	No
	P.M. Peak Hour	1.7%	No
Ocean Avenue at Express Drive South	A.M. Peak Hour	1.3%	No
	P.M. Peak Hour	1.2%	No
Pond Road at Express Drive South	A.M. Peak Hour	12.3%	Yes
	P.M. Peak Hour	5.4%	Yes
Ocean Avenue at Johnson Avenue	A.M. Peak Hour	2.3%	No
	P.M. Peak Hour	2.9%	No
Pond Road at Johnson Avenue	A.M. Peak Hour	11.6%	Yes
	P.M. Peak Hour	11.5%	Yes
Lakeland Avenue at Smithtown Avenue	A.M. Peak Hour	7.1%	Yes
	P.M. Peak Hour	8.6%	Yes

As noted in the table above, development of the TOD is anticipated to result in relative volume increases at three of the six intersections that could be potentially significant --- Pond Road at Express Drive South, Pond Road at Johnson Avenue, and Lakeland Avenue at Smithtown Avenue. At the other three intersections, (i.e., Ocean Avenue at Express Drive North, Express Drive South and Johnson Avenue), the projected volume increases were found to be less than three percent during the peak time periods evaluated. Increases of this small percentage are consistent will normal daily fluctuations in traffic at an intersection and will not result in a significant impact on traffic operations. For the three locations with potentially significant increases in traffic, rigorous intersection capacity analyses were performed to quantify any impacts. The capacity analyses were done using the traffic analysis software Synchro, version 8, a computer program developed by Trafficware Ltd. Synchro is a complete software package for modeling and optimizing traffic signal timing. Synchro adheres to and implements the guidelines and methods set forth in the 2000 and 2010 Highway Capacity Manuals. This analysis methodology was used to evaluate the ability of an intersection or roadway to efficiently handle the number of vehicles using the facility. Appendix F to this FGEIS contains additional details on the evaluation of the three intersections. The results of this effort are summarized in the table below.

Projected Level of Service – Town of Islip Intersections

INTERSECTION	Time Period	Existing		No-Build 2020		Build 2020		Build with Mitigation 2020	
		Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS
Pond Road at Express Drive South	A.M. Peak Hour	13.9	B	14.1	B	14.4	B	13.3	B
	P.M. Peak Hour	39.0	D	46.4	D	75.9	E	40.8	D
Pond Road at Johnson Avenue	A.M. Peak Hour	12.1	B	12.3	B	31.1	B		
	P.M. Peak Hour	14.8	B	15.3	B	17.6	B		
Lakeland Avenue at Smithtown Avenue	A.M. Peak Hour	15.8	B	16.3	B	17.2	B		
	P.M. Peak Hour	18.2	B	19.5	B	28.1	C	26.8	C

As indicated in the table above, the introduction of the TOD-generated traffic precipitates a change in LOS in the p.m. peak hour from LOS D to LOS E at the intersection of Pond Road at Express Drive South. To mitigate this impact, the southbound approach to the intersection would be restriped to provide a separate left-turn lane and also provide a leading protected/permissive left turn phase. With this mitigation, the No-Build LOS is restored at the intersection. This mitigation can be accomplished within the existing right-of-way. The DSGEIS accounts for the phased implementation of the recommended roadway mitigation. The improvements identified for the Pond Road at Express Drive South intersection would be included in Mitigation Level Two. This level includes improvements which are required to be in place by the point the development is generating 400 net trips during the weekday p.m. peak hour (combined entering and exiting, calculated using ITE's Trip Generation and reflective of the TOD and pass-by credits noted in the DSGEIS).

It is also noted that the table above indicates mitigation at the intersection of Lakeland Avenue at Smithtown Avenue during the p.m. peak hour. This mitigation is a simple reallocation of traffic signal timing among the existing phases to eliminate a poor LOS on the Smithtown Avenue approach to the intersection by allowing more green time for this movement.

Evaluation of the potential impacts of the development of the TOD on the eight intersections has revealed that there is a potential for impacts to traffic levels of service at two intersections (Pond Road at Express Drive South, and Lakeland Avenue at Smithtown Avenue). However, with the implementation of the identified mitigation, the proposed TOD will have no significant adverse impacts at these locations.

Comment C11-2:

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

Response C11-2:

With respect to the sewer main extension, see Responses to Comments C12-6 and C13-3.

In regard to the displacement of parking, see Response to Comment C25-2.

There are no known plans for the purchase of MTA lands by Suffolk County.

SAUL R. FENCHEL
BERKMAN, HENOCH, PETERSON, PEDDY & FENCHEL, P.C.
January 29, 2014

Comment C12-1:

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

This is consistent with the statements made in the Urban Renewal Plan itself which, while referring to the use of the eminent domain power, is only a "possibility" and that the use and authorization of eminent domain would be subject to separate consideration. See, e.g., Urban Renewal Plan (dated October 2013) p.24, Section D.[4] Therefore, the January 9, 2014 hearing, as well as any prior hearings, were not in satisfaction or in lieu of any required hearings pursuant to §§ 204 and 206 of the Eminent Domain Procedure Law (EDPL).

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

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

Response C12-1:

As presented at the public hearing, if the Town of Brookhaven decided to use eminent domain to acquire any properties within the Ronkonkoma Hub area, separate eminent domain proceedings would be conducted pursuant to applicable New York State laws. Moreover, as explained by special counsel to the Town Board, Anita Laremont of Harris Beach, at the January 9, 2014 public hearing: "The use of Urban Renewal designations in connection with such large-scale development projects is not unusual. The designation, made in accordance with New York State's General Municipal Laws, gives municipalities

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

the tools to carry out new development projects. It is permissible for municipalities to establish a coherent development scheme for an Urban Renewal Development and to facilitate site assemblage…The General Municipal Law provisions regarding Urban Renewal projects lay out the procedural steps that must be followed in order to establish an Urban Renewal Project…the Planning Board held a public hearing on the Urban Renewal Plan and certifies that the plan complies with the criteria set forth in the General Municipal Law, and determines that the plan that conforms to the findings previously made, that the area is appropriate for Urban Renewal."

In the event that it is determined that eminent domain will be used, the Town of Brookhaven will follow all legal requirements.

Comment C12-2:

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

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

Response C12-2:

With respect to property values, as explained in *The SEQR Handbook* (http://www.dec.ny.gov/docs/permits_ej_operations_pdf/seqrhandbook.pdf):

> *9. Are there economic or social factors which are inappropriate for inclusion in an EIS?*
>
> *Purely economic arguments have been disallowed by the courts as a basis for agency conclusions when concluding a SEQR review by developing Findings. Therefore, potential effects that a proposed project may have in drawing customers and profits away from established enterprises, possible reduction of property values in a community, or potential economic disadvantage caused by competition or speculative economic loss, are not environmental factors.*

Based on the foregoing, impacts to property values are not an appropriate SEQRA inquiry.

The proposed action involves implementation of the "Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan" through adoption of a new Article XLVII, entitled "Ronkonkoma Hub Transit-Oriented Development District (Ronkonkoma Hub TOD District)," as an addition to Chapter 85 ("Zoning") of the Town Code. This new Article XLVII will incorporate a "Regulating Plan" designating the subdistricts comprising the Ronkonkoma Hub TOD District and the various roadways within and adjacent to those subdistricts.

The proposed TOD District does not abdicate the Town's zoning powers to the Master Developer. The Town retains the power to administer the Code requirements and act on land use applications made pursuant to this Code section. Furthermore, in the event that a property owner in the TOD District cannot conform to the requirements of the TOD District, similar to any property owner in any zoning district, such property owner would have the right to, among other things, seek a variance from the zoning requirements with which it does not comply.

Comment C12-3:

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

Response C12-3:

The proposed TOD District, as specifically detailed in the "Overview and Historical Background" section of the TOD Code, is the product of a multi-year comprehensive planning process, undertaken by the Town, to develop and implement a vision for compact, mixed-use redevelopment of underutilized land in the Ronkonkoma Hub area and also to revitalize blighted, vacant, and/or underutilized parcels in the Ronkonkoma Hub.

Nothing in the proposed TOD Code restricts development in the Ronkonkoma Hub TOD District to the Designated Developer. Also, see Response to Comment C12-2.

Comment C12-4:

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

The Mensch Property consists of 3.6 contiguous acres, which under the J-6 zone would allow for a multitude of commercial uses, including many of the uses which are proposed by the designated developer. The 3.6 acre size of this property is of a size readily developable for any of the uses or current uses under the J-6 zone.[5]

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

Despite the fact that both the Mensch and Newman parcels are readily developable for a wide array of commercial uses under the J-6 zone, which do not contain this excessively large lot size minimum for any of the J-6 uses, the imposition of the TOD/Regulating Plan imposes a minimum of 10 acres. This plainly prohibits the development of my clients' properties. What adds to the unreasonableness of this 10 acre requirement is that many, if not all, of the uses envisioned by the TOD Plan are the same as the uses already permitted by the J-6 zone.

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

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

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

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

Of course, the bottom line of the application of the 10 acres minimum to these properties effectively works a taking or confiscation of the property. Confiscation does not necessarily require a legal invasion

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

or occupation of the property. It is an "inverse condemnation"; a "de facto" or "regulatory" taking which is being accomplished by imposition of a legal impediment which makes it impossible for the properties to be utilized or developed for their full market value. Such result is plainly violative of a property owner's constitutional guarantees.

New York State's highest court stated, "An exercise of the police power to regulate private property by zoning which is unreasonable constitutes a deprivation of property without due process of law." *Fred F. French Investing Co., Inc. v. City of New York*, 39 N.Y.2d 587, 595 (1976). The United States Supreme Court recognized, "[G]overnment regulation of private property may, in some instances, be so onerous that its effect is tantamount to a direct appropriation or ouster-and that such 'regulatory takings' may be compensable[.]" *Lingle v. Chevron U.S.A., Inc.*, 544 U.S. 528, 537 (2005). New York State recognizes the same: "While property may be regulated to a certain extent, if regulation goes too far it will be recognized as a taking." *In re City of New York*, 35 Misc. 3d 1224(A) (Sup. Ct. Richmond Co. 2012) (*citing Pennsylvania Coal Co. v. Mahon*, 260 U.S. 393 (1922)). "Indeed, injuries which in effect deprive individuals of full or unimpaired use of their property may constitute a taking in the constitutional sense." *City of Buffalo v. J.W. Clement Co.*, 28 N.Y.2d 241, 253 (1971). "De facto taking requires ... a legal interference with the physical use, possession, or enjoyment of the property or a legal interference with the owner's power of disposition of the property." *Id.*, at 255.

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

Response C12-4:

It is well established that the Town's zoning police power "is not limited to regulations designed to promote public health, public morals or public safety or to the suppression of what is offensive, disorderly or unsanitary, but extends to so dealing with conditions which exist as to bring out of them the greatest welfare of the people by promoting public convenience or general prosperity." See, *Wolfsohn v. Burden*, 241 N.Y. 288, 298 (1925). Moreover, zoning regulations in the State of New York must be in accordance with a comprehensive plan setting forth "the fundamental land use policies and development plans of the community." See, e.g., Town Law Section 263; *Udell v. Haas*, 21 N.Y.2d 463, 469-472 (1968); and *Gernatt Asphalt Products, Inc. v. Town of Sardinia*, 87 N.Y.2d 668, 684-85 (1996).

As noted above, the proposed TOD District is the product of a multi-year comprehensive planning process, undertaken by the Town, to develop and implement a vision for compact, mixed-use redevelopment of underutilized land in the Ronkonkoma Hub, and also to revitalize blighted, vacant, and/or underutilized parcels in the Ronkonkoma Hub. Moreover, the Town will, prior to adoption of the proposed TOD Code, and as part of the proposed action, adopt both an "Urban Renewal Plan for the

Ronkonkoma Hub" and a "Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan."

As set forth in the section of the proposed TOD Code entitled "Development Standards and Requirements," the 10-acre minimum size for an initial site plan application in the Ronkonkoma Hub expressly recognizes "the importance of comprehensive redevelopment of the lands in the Ronkonkoma Hub TOD District in accordance with the aforesaid 'Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan'. . .and the provisions of this Article."

Also, see the Responses to Comments C12-2 and C12-3.

Comment C12-5:

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

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

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

Response C12-5:

See the Responses to Comments C12-2 and C12-4.

In addition, it should be noted that the Designated Developer is subject to the same development review process, under the proposed TOD District, as any other landowner/applicant. The TOD District contains no exemptions or other special provisions applicable to the Designated Developer or to any other particular landowner or land use applicant.

Comment C12-6:

The adverse discriminatory effects of the TOD is amplified by the fact that it was proudly announced by the Town that the designated developer had apparently acquired or obtained commitments for those properties inside "Phase 1". Phased or staged development of the 54 acres does not seem to have been either addressed or fully considered in any of the documentation in relation to the TOD, Implementation Plan, Urban Renewal Plan or, for that matter, the DSGEIS.

To the extent it can be ascertained, it appears that Phase I encompasses the proposed apartments at the eastern end of the Ronkonkoma Hub area. Yet, in the absence of sewers or other sanitary disposal facilities, the construction of apartments would appear to be impermissible under the requirements of the Suffolk County Department of Health. It is noted that a Sewer Treatment Plant (STP) is the subject of consideration and implementation by the County of Suffolk, which is plainly not limited to this project. The sewers being considered are intended to service the entire area, including various portions of Islip. While it is my understanding that studies have been undertaken for the implementation of this sewer project and the construction of a STP, no funding has been specifically appropriated or bonding issued. While the designated developer is likely to be contributing to the construction of a STP, there does not seem to have been any "hard look" consideration of when, or even if, this STP will be constructed or how it can be feasibly financed consistent with the economic viability of both Islip and Brookhaven.

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

Response C12-6:

When first conceived, and as explained and analyzed in the 2010 DGEIS, the revitalization of the Ronkonkoma Hub area included the construction of an STP within the Town of Brookhaven to solely serve the Ronkonkoma TOD. The 2010 DGEIS explained, among other things, that the then-contemplated Ronkonkoma TOD included the construction of an STP, which was shown, at that time, in the southeast portion of the Ronkonkoma Hub area (see Figure 24 in the 2010 DGEIS). Based on the program mix in the 2010 DGEIS, the projected sanitary waste volume from then-anticipated new development within the Ronkonkoma TOD was 169,000 gpd (see Section 4.2 of the 2010 DGEIS). However, the STP was, at that time, proposed to be sized to accommodate all land uses within the Ronkonkoma TOD area (projected new development plus existing development served by on-site sanitary systems). Based on the approximately five-acre land area on which the STP was proposed to be situated, that facility would have been capable of treating 275,000 gallons of sanitary waste per day. An analysis for the STP originally contemplated by the Town of Brookhaven was prepared and included in Appendix D of the 2010 DGEIS.

Since the time of preparation of the 2010 DGEIS (and as explained in Section 2.3 of the DSGEIS), Suffolk County proposed to establish a sewer district and construct a STP on a 7.74-acre property, south of the LIRR tracks, opposite the southeastern portion of the Ronkonkoma Hub area. As part of the development of a new STP, the County was proposing to form a new sewer district, which would accommodate sewage from the Ronkonkoma Hub area as well as from unsewered areas within the Town of Islip. The new STP was proposed to be sized with an initial capacity of 500,000 gpd with the ability to expand to 750,000 gpd. The capacity was established based upon the approximately 400,000 gpd anticipated for future development within the Ronkonkoma Hub area, plus an additional 100,000 gpd for future connections in the Town of Islip, including, for example, potential future connections to MacArthur Airport. In addition, provisions for an additional 250,000 gpd (for a total capacity of 750,000 gpd) were being considered to accommodate potential future growth within the sewer district.
As explained at the DSGEIS hearing, Suffolk County is currently exploring another option to handle sewage from the Town of Islip and the Ronkonkoma Hub. This option consists of transporting sanitary waste from Ronkonkoma Hub through a force main system connecting to the Southwest Sewer District No. 3 (SWSD#3), where it will be treated and disposed of (see correspondence dated March 10, 2014 from Gilbert Anderson, P.E., Commissioner of the SCDPW in Appendix G of this FGEIS).

As explained by Commissioner Anderson (see Appendix G), the SCDPW "will be exploring the potential of connecting adjacent communities. The capacity of the current system will be sized to handle flows up to 1 million gallons per day. 400,000 gallons per day capacity will be reserved for Ronkonkoma Hub. The remaining 600,000 gallons per day is currently available for either Town to connect to. Discussions have begun with the Town of Islip who is very interested in connecting the Airport and possibly other nearby areas to the facility." The regional sewage issue is a Suffolk County issue, and Suffolk County is responsible for complying with SEQRA and its implementing regulations and any other applicable laws and regulations.

Comment C12-7:

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

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

Response C12-7:

The Town's J-6 zoning cannot accomplish the Town's comprehensive redevelopment goals for the Ronkonkoma Hub area. See the Responses to Comments C12-2 and C12-4.

DIANE MOTTOLA
2381 JULIA GOLDBACH
RONKONKOMA
February 10, 2014

Comment C13-1:

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

Response C13-1:

The DSGEIS prepared for the TOD includes a comprehensive Traffic Impact Study (TIS) to evaluate the potential impacts of the operation of the TOD on traffic conditions in the area of the site (see Section 3.5 and Appendix H of the DSGEIS). Included in the TIS was the evaluation of 10 intersections. In addition, as part of this FGEIS and in response to comments received from the Town of Islip Department of Planning and Development on the DSGEIS (see Response to Comment C11-1), an additional eight intersections were evaluated. As indicated in the Response to Comment C11-1, there is mitigation proposed at the intersections of Pond Road at Express Drive South and Lakeland Avenue at Smithtown Avenue.

In regard to the operation of the railroad crossing gates, two intersections in proximity to railroad crossing gates were evaluated as a result of the Town of Islip comments. These included Ocean Avenue at Johnson Avenue and Pond Road at Johnson Avenue. This evaluation indicates that the potential increase in traffic due to the development of the TOD at the Ocean Avenue at Johnson Avenue are anticipated to be less than three percent of background traffic during the peak hours evaluated. This level of increase will not result in any significant adverse impacts to traffic conditions at the intersection, or by extension, the railroad crossing. At the intersection of Pond Road at Johnson Avenue, increases due to the TOD relative to background traffic are expected to be high enough that detailed capacity analyses were performed. These analyses revealed that levels of traffic service will not be significantly impacted by the development of the TOD. The large majority of traffic to and from the TOD area from the south would be expected to use Ronkonkoma Avenue, which is bridged over the railroad tracks.

See Response to Comment C11-1.

Comment C13-2:

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

Response C13-2:

The proposed action and the LIRR Double Track project are two, independent actions. The LIRR Double Track project and the instant proposed action are not under common ownership or control; they are not part of a common plan (i.e., are not segments or components of an "action" that is proposed in phases); they are not functionally dependent upon each other; the approval of one does not induce or commit any entity from approving the other; they do not have a common purpose; they do not have a timeframe for implementation that is interrelated; the geographic extent of each project is different; and they do not share a common impact that, even if considered together, would result in one or more significant adverse impacts.

The MTA and the LIRR prepared a Final Environmental Assessment (EA) for the Main Line Double Track Project in September 2013, which evaluated the potential environmental effects of that project.

As part of the cumulative impact assessment for the instant proposed action, the DSGEIS addressed the cumulative traffic impacts of the LIRR Double Track project and the proposed action. As indicated on pages 29 and 30 of the Traffic Impact Study included in Appendix H of the DSGEIS, "...the EA reveals a projected increase in off-peak train service only as a result of the Double Track Project within the vicinity of the Ronkonkoma Station. The number of trains operating west of the station during the weekday a.m. and p.m. peak hours is unchanged from the No-Build condition, increasing by one train in each direction during only the midday peak hour. As the EA forecasts only increases in off-peak trains near Ronkonkoma, any increases in vehicle trips near the Ronkonkoma station as a result would be limited to off-peak periods when traffic levels in the area are significantly lower than the commuter peak periods. The development proposed with the Ronkonkoma HUB TOD would generate peak traffic levels within the typical a.m. and p.m. peak commuter periods when the Double Track Project would not. Therefore, the Double Track Project will not create any impacts to traffic conditions that require evaluation as part of this study."

With respect to parking, as explained in Section 5.0 of the DSGEIS (pages 230-231), if any existing designated commuter parking is to be temporarily or permanently displaced to accommodate proposed development in the Ronkonkoma Hub area, a plan must be prepared and submitted to the Town that demonstrates that parking will be replaced at a minimum ratio of one-to-one. Such replacement parking shall be in place prior to the displacement of existing designated commuter parking, and shall be acceptable to the MTA.

Comment C13-3:

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

Response C13-3:

Support for the revitalization of the Ronkonkoma Hub on various governmental levels has been significant. However, the commentator's statement is not accurate, as the Town of Brookhaven did not ask Suffolk County to create a sewer district or to construct an STP.

See Response to Comment C12-6.

Comment C13-4:

I included recent articles to remind the Town of Brookhaven how this is a "Regional Project" and must be treated like such a project. Our demands to seek future protective agencies are not unreasonable. For me to even consider this project success, the infrastructure is not in any condition to support this. Major roadways around the hub for this size need to be re-evaluated to support this by constructing its own infrastructure without using the current situation to support this project.

Response C13-4:

Detailed traffic analyses were conducted in the 2010 DGEIS and in the DSGEIS, which included required mitigation to support development within the Ronkonkoma Hub. Additional analyses were also conducted as part of this FGEIS. See Response to Comment C8-1 and Appendix F of this FGEIS.

Comment C13-5:

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

Response C13-5:

The comment is noted.

Comment C13-6:

The Civic has been a part of the process to redevelop the Ronkonkoma Hub from the beginning. In 2007, we started worked [sic] with the Town of Brookhaven to develop a planning study aimed at revitalizing

the area. The Town has held several meetings with the community to discuss redevelopment plans and the result is the draft Land Use and Implementation Plan for the Ronkonkoma Hub Transit-Oriented Development District, which was accepted by the Town Board 2010.

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

Response C13-6:

As explained in Section 2.1 of the DSGEIS and in Response to Comment C10-1, a comprehensive SEQRA process was conducted for this application, and numerous meetings and hearings were conducted to secure public comments. In addition, the Town of Brookhaven has coordinated with all involved regulatory agencies.

Also, see Response to Comment C8-1 for a discussion of the traffic analyses conducted and the mitigation that will be employed to minimize potential traffic impacts.

Comment C13-7:

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

Response C13-7:

As explained in Section 2.1 of the DSGEIS and Section 2.0 of the *Proposed Ronkonkoma Hub Transit-Oriented Development (TOD) Land Use and Implementation Plan* (included in Appendix C of the DSGEIS), the Ronkonkoma Hub development has evolved since it was first conceived in 2007. Part of the evolution was a result of meetings with the community. There have been multiple meetings that were held by the Town of Brookhaven, as follows:

Meeting	Date
Stakeholder Meeting	October 18, 2007
Local Stakeholders and Civic League	November 7, 2007
Public Information Meeting	January 17, 2008
Stakeholder Meeting	June 16, 2008
Public Information Meeting	September 18, 2008
Public Workshop at Town Hall	June 16, 2010
Public Informational Meeting at Ronkonkoma Fire Department	July 14, 2010
DGEIS Public Hearing	October 19, 2010

In September 2010, after completion of a DGEIS for the previously-considered conceptual plan for the Ronkonkoma Hub TOD, the Town Board accepted the DGEIS for public review and comment. On October 19, 2010, the Town Board held a public hearing on the DGEIS and the public comment period was left open until October 29, 2010.

In addition, the Master Developer has held numerous meetings, including, but not limited to:

- June 12, 2012 – Meeting with Councilwoman Bergin Weichbrodt, Islip Supervisor Croci, and Former Islip Commissioner of Planning Dave Genaway
- July 17, 2012 – Meeting with former Islip Commissioner of Planning, Dave Genaway and current Islip Commissioner of Planning, Rich Zapolski, and subsequent attendance at MacArthur Airport Master Plan Update and Workshop per invitations from then-Commissioner Genaway and Commissioner Zapolski
- March 6, 2012 – Meeting with Councilwoman Bergin Weichbrodt
- January 17th and 24th, 2013 – Meeting with officials of the Holbrook Chamber of Commerce
- January 24, 2013 – Presentation to the Ronkonkoma Chamber of Commerce at Windows on the Lake to which both the Ronkonkoma Civic and Lake Ronkonkoma Civic were invited; approximately 150-200 in attendance.
- March 8, 2013 – The Ronkonkoma Civic Board members were taken on tour of "New Village" in Patchogue and further discussed the Hub project.
- March 18, 2013 – Presentation to full membership of Ronkonkoma Civic at Peconic Middle School; approximately 125-150 in attendance

- April 25, 2013 – Meeting with Legislator Cilmi
- April 26, 2013 - Meeting with State Senator Lee Zeldin
- June 7, 2013, July 17, 2013 and October 4, 2013 – On these three separate occasions, the Master Developer met with the president of the Ronkonkoma Civic
- June 13, 2013 – Presentation to Lake Ronkonkoma Civic full membership at Lake Ronkonkoma Fire House, to which the Ronkonkoma Civic was invited.

Comment C13-8:

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

Response C13-8:

While the approval of actions required for the implementation of the Ronkonkoma Hub redevelopment is under the jurisdiction of the Town of Brookhaven, the Town of Brookhaven has continually involved the Town of Islip in meetings regarding this initiative.

Also, as indicated in the Response to Comment C13-7, the Town of Brookhaven and the Master Developer have participated in community outreach with the Town of Islip and its residents.

In addition, the Town of Islip held a forum for its residents on February 5, 2014, and the Town of Brookhaven has addressed all substantive issues raised in that forum as part of this FGEIS (see Section 3.3).

Comment C13-9:

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

Response C13-9:

The potential impacts of the Ronkonkoma Hub redevelopment have been comprehensively evaluated over a seven-year period. See the 2010 DGEIS, the DSGEIS and the Response to Comment C10-1.

CLIFFORD HYMOWITZ
January 28, 2014

Comment C14-1:

I saw a lot mentioned about pedestrian activity as a concept

Response C14-1:

As stated in the DSGEIS and in the *Land Use and Implementation Plan* for the Ronkonkoma Hub TOD, the overall intent of the TOD District is to encourage the efficient use of land, be a catalyst for revitalization, and foster a sense of place through development of a new transit-oriented, mixed use, pedestrian-friendly community. As discussed in Section 3.4.2 of the DSGEIS, the Maximum Density Concept Plan, as depicted in more detail in the Conceptual Master Plan Package (included in Appendix E of the DSGEIS), portrays a pedestrian-friendly environment with sidewalks, a large plaza in front of the train station and uniform landscaping and streetscapes (e.g., street trees, furniture). Businesses would be oriented to the street to capture foot traffic around the station and within the overall Hub area." Also, as explained in Section 3.5.2 of the DSGEIS, the TOD District, prepared by the Town of Brookhaven, specifies the geometry to be utilized for the construction/reconstruction of the roadways within the TOD and includes cross-sectional elements such as the location and widths of parking, vehicle and bicycle lanes and sidewalk areas, which the Town has designed to accommodate vehicular, bicycle and pedestrian traffic. The Maximum Density Concept Plan also envisions wide sidewalks to allow for the placement of trees wells, planters, benches, outdoor cafes and other pedestrian amenities along the storefronts (see Section 3.10.2 of the DSGEIS).

Comment C14-2:

The only concrete comments involved fixing of sidewalks

Response C14-2:

Contrary to the comment, and as explained in Response C14-1, significant pedestrian improvements are proposed as part of this redevelopment. As indicated in the Response to Comment C14-1, the Ronkonkoma Hub TOD is intended to become a pedestrian-friendly community. The redevelopment efforts would include new sidewalks, benches, planters, and tree wells, all designed to create a pedestrian-friendly environment, providing connectivity throughout the TOD.

Comment C14-3:

I didn't see any references to MacArthur Airport access by SCT.

Response C14-3:

The Suffolk County Transit operations at the Ronkonkoma LIRR station were described in Section 3.5.1 of the DSGEIS. There is currently bus service between the Ronkonkoma LIRR and the Islip MacArthur Airport provided by Suffolk County Transit Route S 57. This bus service is described in the Traffic Impact Study, included as Appendix H to the DSGEIS.

Comment C14-4:

No identification of need for increased or new service by SCT

Response C14-4:

Based on extensive experience, Suffolk County Transit typically increases or modifies the level or type of service provided in reaction to changes in demand, if any, as development occurs. The Master Developer of the TOD will engage Suffolk County Transit in discussions in this regard and will continue dialogue throughout the development process to maximize the effectiveness of this service at the TOD develops over time.

Comment C14-5:

I didn't notice anything regarding the need for reverse commute

Response C14-5:

While the development of the Ronkonkoma Hub would provide housing opportunities (and other development) proximate to the LIRR, the development of such housing would not impact the need for reverse commutation either by rail or automobile.

It appears that the commentator may be referencing the LIRR's Double Track project, and as explained in Response to Comment C13-2, the Ronkonkoma Hub is completely independent of that project.

Comment C14-6:

I saw no reference at all to the keywords accessability [sic] or disability

Response C14-6:

The proposed development would comply with the guidelines and standards of the Americans with Disabilities Act (ADA) and other applicable regulations.

ALEXANDER JHO
78 WANTAGH AVE
EAST ISLIP
February 5, 2014

Comment C15-1:

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

Response C15-1:

As explained in Section 2.0 of the 2010 DGEIS, Section 2.0 of the DSGEIS and Response to Comment C10-1 of this FGEIS, the impacts of the Ronkonkoma Hub development have been comprehensively evaluated. These SEQRA documents (2010 DGEIS, DSGEIS and this FGEIS) combined, evaluated the following factors:

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

In addition, the analyses conducted addressed potential traffic impacts within the Town of Islip (see Response to Comment C11-1 and Appendix F of this FGEIS).

ANGEL MCCABE
100 EASTVIEW ROAD
RONKONKOMA
February 5, 2014

Comment C16-1:

Because there will be so many apartments I feel there will be such increased traffic. We need an impact study on Johnson & Ocean as well as Lakeland & Smithtown Avenue and Pond & Railroad Avenue.

Response C16-1:

See Responses to Comments C8-1 and C11-1, and Appendix F of this FGEIS.

Comment C16-2:

Also the parking at the train is already a nightmare there won't be enough parking. They need to reduce the # of units of residential units. With 1450 units you'll need at least 2000 parking spaces just for residents. Then add in the office space & retail space. There is not enough parking. If they reduced the # of units this would solve the problem.

Response C16-2:

Section 5 of the Traffic Impact Study included in Appendix H of the DSGEIS evaluated the existing parking demands and the projected demand of the proposed development plan. As shown in Table 19 of the Traffic Impact Study (see page 81), there will be 3,459 parking spaces required, based on the proposed TOD District parking requirements. The Maximum Density Concept Plan indicates the construction of 3,638 parking stalls within the TOD, which exceeds the TOD District parking requirements.

Moreover, as explained in Section 3.5 of the DSGEIS, if any existing designated commuter parking is displaced by the proposed development, it will be replaced at a minimum ratio of one-to-one. Such replacement parking shall be in place prior to the displacement of existing designated commuter parking, and shall be acceptable to the MTA.

Comment C16-3:

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

Response C16-3:

The LIRR parking lots situated to the south of the LIRR tracks in the Town of Islip are not owned by the Town. They are owned by Suffolk County. Accordingly, the Town of Islip cannot designate the area for Islip resident parking only.

CHRISTOPHER LOCOVARE
201 GARDEN COURT
BAY SHORE
February 5, 2014

Comment C17-1:

At what stage is this project?

Response C17-1:

The project is in the environmental review process, in accordance with SEQRA. The FGEIS (this document) responds to all substantive comments made during the public comment period on the 2010 DGEIS and the DSGEIS. Once this FGEIS is filed by the Town Board and the public consideration period on this FGEIS closes, the Town Board will issue a Findings Statement, which will, among other things set forth its environmental findings with respect to the Ronkonkoma Hub redevelopment, and will identify mitigation measures that will be incorporated into the substantive decisions made by the Town Board (in order to avoid or minimize potential significant adverse environmental impacts).

After the SEQRA process is concluded, the Town Board will be able to make substantive decisions relating to this application, specifically:

- Adoption of the Urban Renewal Plan
- Adoption of the Land Use and Implementation Plan
- Adoption of a TOD District
- Change of zone of parcels within the Ronkonkoma Hub area to the TOD District
- Approval of a Maximum Density Concept Plan

Comment C17-2:

Has a critical design review been done?

Response C17-2:

As explained in Section 2.1 of the DSGEIS and Response to Comment C10-1, the Town Board selected a Master Developer for the Ronkonkoma Hub. The Town of Brookhaven, primarily through its Department of Planning, Environment and Land Management, Division of Traffic Safety and Town Attorney's office, have been working closely with the Master Developer and its design team on the design of the Ronkonkoma Hub.

If, upon completion of the SEQRA process, the Town Board approves the various actions listed in Response to Comment C17-1, the Master Developer will be required to prepare and submit site plans for review and approval by the Town of Brookhaven Planning Board, with assistance from the staff of the Town of Brookhaven Department of Planning, Environment and Land Management

Comment C17-3:

Who will manage the project?

Response C17-3:

The project will be developed and managed by the Master Developer.

Comment C17-4:

Who will manage (oversee) the contract(s)?

Response C17-4:

As with any development project, the contracts will be managed by the developer – in this case, the Master Developer.

Comment C17-5:

Will any of the work (contracts) be given to disadvantaged minority, women owned business' [sic]?

Response C17-5:

The Master Developer will be required to comply with all applicable legal requirements regarding contractor selection.

Comment C17-6:

Will the Design firm be retained throughout the project?

Response C17-6:

As explained in Response to Comment C17-2, similar to any development project, the Master Developer will be responsible for preparation of the site plans, and the Town will be responsible for review and approval of site plans. The Master Developer is in control of the design firm that is used in preparation of required plans.

Comment C17-7:

Will the Design firm be responsible for errors & omissions in the design?

Response C17-7:

Licensed architects and engineers are responsible for their designs, as set forth in the New York State Education Law, and the Town of Brookhaven requires that plans be prepared by such professionals who are licensed in the State of New York. Accordingly, the architects and engineers who work on the project would be responsible for the design.

Comment C17-8:

Where is the funding coming from?

Response C17-8:

The Master Developer is responsible for the vast majority of funding associated with the redevelopment of the Ronkonkoma Hub. However, the Master Developer was awarded $1,050,000 dollars from Empire State Development from its Regional Council Capital Fund. The award is for the reimbursement for a portion of the design and construction cost of a sewer collection system and pump station related to the Ronkonkoma Hub transit-oriented development. Funds will be disbursed in a lump sum upon project completion.

Comment C17-9:

Will the FTA be involved?

Response C17-9:

The FTA (Federal Transit Administration) is not involved in the Ronkonkoma Hub redevelopment.

Comment C17-10:

Will there be safety procedures; safety plan? Will there be Quality procedures; Quality plan?

Response C17-10:

Like any development project, the Master Developer is responsible for safety measures associated with the redevelopment. As indicated in Response to Comment C17-2, the Master Developer will be required to secure site plan approval for development within the Ronkonkoma Hub and will be required to secure building permits from the Town of Brookhaven. Also, like any development project, the Town of Brookhaven Building Department will conduct inspections during construction, and any problems identified would have to be rectified. No certificates of occupancy would be issued until the Town of Brookhaven was satisfied that the development complies with all relevant regulations and requirements.

In addition, based on the specific analyses conducted as part of the SEQRA process for the Ronkonkoma Hub, the Town Board is requiring the preparation of a construction traffic management and logistics plan as part of the site plan review process. This traffic safety plan must include, at a minimum:

- Days/hours of proposed construction activity
- Designated routes of heavy vehicles to and from the site
- Parking areas for workers and heavy vehicles
- Construction staging areas.

JIM THOMPSON
20 CENTRAL AVENUE
MILLER PLACE
February 5, 2014

Comment C18-1:

As a 57 year resident of Suffolk County, I'm very concerned about changing the suburban face of my county. These "projects" will forever alter life in Suffolk as well as all of Long Island. There is not a housing shortage here but a crisis of economics which will not be corrected by building large unaffordable projects. Taxes and over regulation must be a First (sic) priority. Also the requirement of a portion of the housing being put aside for "workforce" housing which will be filled [and] section 8 housing. This will cause a greater financial burden of the taxpayers of both Islip and Brookhaven.

Response C18-1:

Socioeconomic and property tax analyses were performed as part of the DSGEIS, and such analyses presented the myriad positive fiscal benefits to the Town of Brookhaven and the overall County, as well as economic benefits to the immediate area within and around the Hub. Specifically, and as indicated in Section 3.8.2 of the DSGEIS, the positive impacts of the proposed development are as follows:

- $43,914,700± in potential household discretionary income spending and $4,624,218± in secondary impacts from this discretionary spending
- 1,953± Full-time Equivalent (FTE) construction jobs annually (11,700± total FTE construction jobs over the projected construction period)
- 2,740± permanent jobs generating $96,287,150 in payroll. This is projected to generate an additional $55,090,800± in secondary earnings and an additional 2,129± secondary jobs. Additionally, the discretionary income spending described above is projected to support 349± additional jobs
- $16,179,702± in projected property tax revenues, a net increase of $15,711,714± over existing conditions
- $11,178,342± of the $16,179,702 in overall projected property tax revenues would go to the Sachem CSD, a net increase of $10,843,189± over existing conditions
- $5,045,625± in sales tax revenue from the anticipated retail component and $410,395± in sales tax revenue from the anticipated hotel component

- $739,908± annual net increase to the Ronkonkoma Fire Department
- $2,114,050± annual net increase to the Suffolk County Police Department.

Overall, while there would be an increase in population within the Ronkonkoma Hub area, implementation of the proposed action would result in a positive fiscal benefit to the Town and the County, as well as economic benefits to the immediate area within and around the Hub.

Also, the commentator indicates that this is a "workforce" and Section 8 housing development. Although as with any residential development, the Master Developer will be required to comply with all applicable fair housing laws, the TOD District that would be applicable to the Ronkonkoma Hub area, does not include requirements for workforce or Section 8 housing.

JOE CANGELERI
271 HAVEN AVENUE
RONKONKOMA
February 5, 2014

Comment C19-1:

Are Federal funds involved at all?

Response C19-1:

No, there are no federal funds involved.

Comment C19-2:

HUD? Section 8?

Response C19-2:

There has been no HUD (United States Department of Housing and Urban Development) funding or Section 8 funding applied to the Ronkonkoma Hub project.

Comment C19-3:

Scale is way too large. Concept has not been proven a success yet.

Response C19-3:

The comment is noted. However, transit-oriented development is a proven concept.

The project has been designed as a concept and scale according to TOD principles. TOD is a popular transportation-related land use strategy used by communities to create moderate to higher density, mixed-use development within walking distance of a transit facility (e.g., rail station, bus stop, etc.). According to PolicyLink,[6] "there has been tremendous growth in demand for compact housing near transit: between 2000 and 2030, upwards of 9 million additional households will live within a half-mile of transit stations."

[6] PolicyLink, Economic Development Toolkit: Building Regional Equity, 2008.

According to Reconnecting America and the Center for Transit-Oriented Development (CTOD),[7] some of the benefits of TOD include:

- Reduced household driving and thus lowered regional congestion, air pollution and greenhouse gas emissions
- Walkable communities that accommodate more healthy and active lifestyles
- Increased transit ridership and fare revenue
- Potential for added value created through increased and/or sustained property values where transit investments have occurred
- Improved access to jobs and economic opportunity for low-income people and working families
- Expanded mobility choices that reduce dependence on the automobile, reduce transportation costs and free up household income for other purposes.

Industry experience has found that the establishment of public transportation stations and good transportation links has the potential to result in redevelopment and new development in and around such stations that can reduce dependence on automobile travel. There are a number of examples of places within the United States and worldwide in which TOD has provided these benefits and more. Notable examples include Portland, Oregon,[8] Washington, DC, New Jersey's Transit Village Program, the Bay Area in California,[9] and many others. It is well documented that private developers are likely to invest in the vicinity of fixed-rail stations. For more information, see Michael Bernick and Robert Cervero,[10] the City of Seattle,[11] the Journal of Public Transportation,[12] and White and McDaniel.[13]
It is also noteworthy that the Long Island Regional Planning Council and the New York Metropolitan Transportation Council (NYMTC) has recognized the desire for certain demographic cohorts to live near transportation. As indicated in Section 3.4 of the DSGEIS, the *Long Island 2035 Comprehensive Regional*

[7] Reconnecting America and the Center for Transit-Oriented Development, *TOD 101: Why Transit-Oriented Development and Why Now?*, March 2007.

[8] G. B. Arrington, Jr. "At work in the Field of Dreams: light rail and smart growth in Portland." September 1998.

[9] Transportation and Land Use Coalition (TALC), *It Takes a Transit Village*, 2004.

[10] Michael Bernick and Robert Cervero, *Transit Villages in the 21st Century*, 1997.

[11] City of Seattle, *Transit-Oriented Development Case Studies-Twelve Analytical Rail Systems*, Strategic Planning Office, August 1999.

[12] "Benefits of Proximity to Rail on Housing Markets: Experiences in Santa Clara County," *Journal of Public Transportation*, Vol. 5, No. 1, pp. 1 - 18, 2002.

[13] S. M. White and J. B. McDaniel. "The Zoning and Real Estate Implications of Transit-Oriented Development." *TCRP Legal Research Digest 12*. Transportation Research Board of the National Academies. 1999.

Sustainability Plan was prepared to guide sustainable development of Long Island's economy and social and natural environment for the next 25 years. The Long Island 2035 initiative was funded by the NYMTC "to help achieve a regional public consensus for where the next generation of Long Islanders could live and work, the transportation systems needed to support these settlements, and the institutional actions required to ensure a prosperous, equitable and environmentally sustainable Long Island."[14]

One of the strategies included in the *Long Island 2035 Comprehensive Regional Sustainability Plan* is to "create vibrant, transit-supported communities." According to the *Long Island 2035 Comprehensive Regional Sustainability Plan:*

> *transit-supported communities (TSCs) are beneficial because they:*
>
> - *create vibrant, walkable communities;*
> - *attract young workers;*
> - *produce fewer school-age children per unit;*
> - *generate greater incremental revenues when compared to single-family development;*
> - *encourage transit use; and*
> - *decrease traffic congestion.*
>
> *In addition to meeting consumer demand, transit-supported communities allow for compact growth in and around rail station areas, creating more development within a short walk of transit and more clusters of development along transit corridors. This form of growth allows more people to live on Long Island without adding to the burden of Long Island roadways. It also adds to the mix of housing on the Island, creating more choice and more availability of housing stock across pricing categories and housing types. With the clustering of worksites at station areas as well, it can be easier to live and work in transit corridors and use the LIRR to travel from home to work. This growth strategy will also boost LIRR ridership by creating reverse commute markets and establishing more consistent, all-day, bi-directional use of the railroad. Currently, however, only 19% of Nassau's population and 6% of Suffolk's population are located within a half-mile (10-minute walk) of a transit station.*

Comment C19-4:

Market price and projected sale price is not affordable.

[14] http://www.longisland2035.org/

Response C19-4:

The intention at the Ronkonkoma Hub is to build housing similar to what is being built in the Village of Patchogue. The market will determine what rents will be acceptable for a given location. It is not uncommon for rents in the described range at similar properties to be fully occupied. Housing subsidies are not proposed as part of this development.

MILTON CONTOS
137 KESWICK DRIVE
EAST ISLIP
February 5, 2014

Comment C20-1:

Need more affordable housing.

Response C20-1:

The comment is noted.

ROXANA HOGAN
2050 FEUEREISEN AVENUE
RONKONKOMA
February 5, 2014

Comment C21-1:

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

Response C21-1:

The comment is noted.

ROXANA HOGAN
2050 FEUEREISEN AVENUE
RONKONKOMA
February 5, 2014

Comment C22-1:

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

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

Response C22-1:

The comment is noted. However, as explained in Responses to Comments C10-1 and C15-1, and in the 2010 DGEIS and DSGEIS, the potential significant adverse environmental impacts of the Ronkonkoma Hub redevelopment have been studied for seven years. Also, as explained in Response to Comment C13-7, the Town of Islip has been involved in numerous meetings regarding the Ronkonkoma Hub.

As part of the environmental review process, the impacts (as well as benefits) to police, schools, roadways, and myriad other issues have been evaluated in accordance with the requirement of SEQRA and its implementing regulations. See Responses to Comments C13-7, C18-1 and C29-4, and Section 3.9.2 of the DSGEIS regarding impacts to community service providers, and Section 3.5 and Appendix H of the DSGEIS with respect to roadway impacts.

Also with respect to roadway impacts, see Responses to Comments C8-1 and C11-1, and Appendix F of this FGEIS.

STEVEN RACEUGLIA
475 SOUTHPORT STREET
RONKONKOMA
February 5, 2014

Comment C23-1:

Impact Study for Ocean Avenue, Johnson Avenue and Easton Street?

Response C23-1:

See Responses to Comments C8-1 and C11-, 1 and Appendix F of this FGEIS.

Comment C23-2:

Homeland Security Study?

Response C23-2:

Pursuant to 6 NYCRR §617.2(n), SEQRA requires that the environmental impact statement ". . .provides a means for agencies, project sponsors and the public to systematically consider significant adverse environmental impacts, alternatives and mitigation" (emphasis added). Moreover, *The SEQR Handbook* provides that:

> *An Environmental Impact Statement (EIS) is a document that impartially analyzes the full range of potential significant adverse environmental impacts of a proposed action and how those impacts can be avoided or minimized.* (emphasis added)

As the proposed redevelopment of the Ronkonkoma Hub would not have a significant adverse impact on Homeland Security issues, a Homeland Security study is not required.

Comment C23-3:

Police and Fire Districts who will handle what areas?

Response C23-3:

As explained in Section 3.9 of the 2010 DGEIS and Section 3.9 of the DSGEIS, the Ronkonkoma TOD is within the service areas of the Fourth Precinct of the Suffolk County Police Department and the Ronkonkoma Fire Department.

Comment C23-4:

Air pollution, water pollution and sound pollution?

Response C23-4:

The potential impacts to air quality, water resources and noise were evaluated in Sections 4.6, 4.2 and 4.7 of the 2010 DGEIS, respectively, and Sections 3.6, 3.2 and 3.7 of the DSGEIS, respectively.

Comment C23-5:

If local pedestrian traffic is supposed to walk to this Hub will sidewalks be added on Johnson Avenue and Easton Street?

Response C23-5:

As explained in Response to Comment C14-1, the Ronkonkoma Hub is a transit-oriented development that is designed to be a walkable community. Significant pedestrian improvements are proposed as part of this redevelopment. As indicated in the Response to Comment C14-1, the Ronkonkoma Hub TOD is intended to become a pedestrian-friendly community. The redevelopment efforts would include new sidewalks, benches, planters, and tree wells, all designed to create a pedestrian-friendly environment, providing connectivity throughout the TOD. However, as Johnson Avenue and Easton Street are not within the boundaries of the Ronkonkoma Hub (or even within the Town of Brookhaven), no sidewalk installation is proposed.

Comment C23-6:

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

Response C23-6:

The Town of Brookhaven has not received any commentary from the MTA regarding the Ronkonkoma Hub project. As explained in Response to Comment C13-2, the Ronkonkoma Hub project is independent of the MTA/LIRR Double Track project, and the MTA/LIRR performed its own traffic analysis for the Double Track project. The Environmental Assessment prepared for the MTA/LIRR Double Track project includes information on daily traffic crossing the railroad tracks at the at-grade crossings in their study area. This data indicates the crossing at 5th Avenue in North Bay Shore experiences the highest level of vehicular traffic at 36,100 vehicles per day. The Ocean Avenue crossing is second, reported to experience 32,000 vehicles per day followed closely by NYS Route 111 (Islip Avenue) at 31,800 vehicles per day.

THERESA MCNAMEE
1994 LOUIS KOSSUTH AVENUE
RONKONKOMA
February 5, 2014

Comment C24-1:

Families with school age children moving into the units (ex-Heatherwood complex on Peconic St) having an influx into Sachem School district. If this occurs, Islip must prevent a redistrict to Connetquot/Islip School.

Response C24-1:

As explained in Section 3.9.2 of the DSGEIS, the proposed Ronkonkoma Hub redevelopment project would generate approximately 214 school-aged children, who would attend school within the Sachem CSD. Section 3.8.2 of the DSGEIS projects that the annual taxes generated to the Sachem Central School District (CSD) by the Ronkonkoma Hub development would be $11,178,342, and the cost of educating the projected 214 school-aged children would be $4,433,438. Thus, there would be a projected annual revenue over expenses to the school district of $6,744,904.

As indicated in Section 3.9.2 of the DSGEIS, "student enrollment within the Sachem CSD has been steadily declining over the last five school years and has declined overall since the 2005-06 school year. According to data from www.nysed.gov, in the last five school years, enrollment in the Sachem CSD has declined by approximately 4.2 percent, and over the last nine school years (since 2005-06 when the enrollment was 15,623) the District overall has lost over 1,400 students. Peak enrollment in the last decade occurred in the 2005-06 school year, nine school years ago."

Also, as indicated in Section 3.9.2 of the DSGEIS, the Master Developer has consulted with the administration of the Sachem CSD, the public school district which would receive the children from the Ronkonkoma TOD. As indicated in Section 3.9.2 of the DSGEIS, the Master Developer met with James Nolan, District Superintendent, and Bruce Singer, Associate Superintendent of the Sachem CSD on January 23, 2013. Paul Pontieri, representing the Town of Brookhaven, was also in attendance. Both the Superintendent and Associate Superintendent acknowledged a decline in the student enrollment in the Sachem CSD and noted that young people are leaving Long Island. Both the Superintendent and Associate Superintendent indicated that the proposed project would be beneficial in keeping young people on Long Island, and expressed no concern over the increase in the number of potential students.

Comment C24-2:

If it's called the Ronkonkoma Hub, why has Islip been excluded?

Response C24-2:

As explained in Responses to Comments C13-7 and C13-8, Islip has not been excluded. In fact, the Town of Islip has had representation in numerous meetings regarding the Ronkonkoma Hub.

Comment C24-3:

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

Response C24-3:

See Responses to Comments C11-1 and C13-7, and Appendix F of this FGEIS.

Comment C24-4:

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

Response C24-4:

As explained in Response to Comment C16-2, there will be 3,459 parking spaces required, based on the proposed TOD District parking requirements. The Maximum Density Concept Plan indicates the construction of 3,638 parking stalls within the TOD, which exceeds the TOD District parking requirements. Moreover, as explained in Section 3.5 of the DSGEIS, if any existing designated commuter parking is displaced by the proposed development, it will be replaced at a minimum ratio of one-to-one. Such replacement parking shall be in place prior to the displacement of existing designated commuter parking, and shall be acceptable to the MTA.

Comment C24-5:

I also understand that the rate of these units averages to about $2500 per month with a smaller unit/studio going for $1600 per month. This is NOT affordable housing for the young people of Long Island. I foresee that there will be sharing of units regardless of number of bedrooms. Maybe a young couple will move in and have children. With a child on the way, income over expenses decreases making it even more difficult to move into a home.

Response C24-5:

Long Island has a supply constrained market for multi-family housing. As indicated in the Response to Comment C19-4, the intention at the Ronkonkoma Hub is build housing similar to what is being built in the Village of Patchogue. The market will determine what rents will be acceptable for a given location. It is not uncommon for rents in the described range at similar properties to be fully occupied.

Comment C24-6:

In 5 years, that child will be school aged, but the numbers being projected are too low, approximately 200 for the entire complex. If only 1 out of 3 units have 1 school aged child, that is an influx 500 student added to Sachem district. Has a study been done on well-established complexes with respect to parking and number of school aged children? Heatherwood has many apartment complexes in the Ronkonkoma vicinity and an inquiry to the transportation department of the local school district will yield how many students are bussed out of their complex. Also a ratio of number of parking spots to number of units would be a better projection for this HUB project.

Response C24-6:

The school-aged children factors used in the analysis in the DSGEIS are taken from the widely-accepted publication by Rutgers University, Center for Urban Policy Research, entitled *Residential Demographic Multipliers, Estimates of the Occupants of New Housing* (Rutgers Study). This study includes school-aged children factors for multi-family housing of different bedroom mixes and also differentiates for ownership and rental housing (see Table 52 of the DSGEIS).

Also, as indicated in the Response to Comment C24-1, both the Superintendent and Associate Superintendent of Sachem CSD indicated that the proposed project would be beneficial in keeping young people on Long Island, and expressed no concern over the number of potential students from the Ronkonkoma Hub that would attend school within that District.

Comment C24-7:

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

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

Response C24-7:

The comment is noted. As explained in Response to Comment C10-1, the Town of Brookhaven has undertaken a seven-year planning and review process, and has conducted numerous studies to accurately identify and assess the potential impacts of the proposed Ronkonkoma Hub project. As further explained in Response to Comment C13-7, the Town of Islip participated in numerous meetings throughout this process. Also, as explained in Response to Comment C13-8 and Section 3.3 of this FGEIS, the Town of Islip held a forum for its residents, and all comments provided by the Town of Islip have been addressed in Section 3.3 of this FGEIS.

MARIO MATTERA
RONKONKOMA CIVIC ASSOCIATION – TOWN OF ISLIP
PO BOX 1203
RONKONKOMA
February 5, 2014

Comment C25-1:

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

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

Response C25-1:

As explained in Response to Comment C8-1, detailed traffic impact analyses were included in the 2010 DGEIS and the DSGEIS. These analyses included the assumption that traffic would be added to the study area as a result of development of the TOD. This analysis also took no credit for the elimination of traffic to the existing uses within the TOD site, a very conservative approach given the level of development currently there. In addition, traffic comments raised by the Town of Islip which resulted in the evaluation of eight intersections within the Town of Islip have been addressed in this FGEIS (see Response to Comment C11-1 and Appendix F of this FGEIS).

Comment C25-2:

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

Response C25-2:

Section 5 of the Traffic Impact Study prepared as part of the DSGEIS considered the reduction of commuter parking on the north side of the station that would be replaced by new commuter parking on the south side. This information is also included in Section 3.5.2 of the DSGEIS. The amount of parking to be displaced was quantified (382 stalls) and the area that would receive the displaced parking was found to accommodate this level (the areas identified on the south side of the station could accommodate over 900 stalls if fully developed).

See Responses to Comments C8-1 and C11-1.

Comment C25-3:

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

Response C25-3:

The comment is noted. However, the property is not landlocked. In the current condition, and as explained in the traffic studies that have been conducted (see Appendix G of the 2010 DGEIS and Appendix H of the DSGEIS), there are multiple access points to and from the Ronkonkoma Hub. Upon redevelopment, as shown on Figure 14 in the DSGEIS, there will be multiple access points to and from the Ronkonkoma Hub, which will be designed to accommodate projected traffic.

Comment C25-4:

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

Response C25-4:

The comment is noted. See Response to Comment C12-6 for a discussion of the sewage treatment options being considered by Suffolk County.

Comment C25-5:

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

Response C25-5:

See Responses to Comments C13-7 and C13-8, and Section 3.3 of this FGEIS, regarding the Town of Islip's participation in meetings regarding the planning for the Ronkonkoma Hub, the forum held by the Town of Islip, and the Town of Brookhaven's responses to comments raised at the aforesaid forum, respectively.

TYRONE BALLIER – CENTRAL ISLIP
WAEL M. ABDELHALIM – BRENTWOOD
WARREN WITTMER – OAKDALE
NATALIE ALLEGATO – HAUPPAUGE
OMAR NSQUR – BAY SHORE
February 5, 2014

Comment C26-1:

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

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

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

Response C26-1:

See Responses to Comments C13-7 and 13-8, and Section 3.3 of this FGEIS regarding the Town of Islip's participation in meetings regarding the planning for the Ronkonkoma Hub, the forum held by the Town of Islip, and the Town of Brookhaven's responses to comments raised at the aforesaid forum, respectively.

JENNA MURPHY
February 9, 2014

Comment C27-1:

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

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

Response C27-1:

See Responses to Comment C13-7 and 13-8, and Section 3.3 of this FGEIS regarding the Town of Islip's participation in meetings regarding the planning for the Ronkonkoma Hub, the forum held by the Town of Islip, and the Town of Brookhaven's responses to comments raised at the aforesaid forum, respectively.

LARRY FARRELL, DIANE MOTTOLA AND STEVEN RACCUGLIA
ELECTRONIC COMMUNICATION FROM "MY RONKONKOMA"
February 5, 2014

Comment C28-1:

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

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

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

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

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

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

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

Finally, it is critical that any review process also properly analyze potential impacts from this massive proposal. This project involves a density of over 48 units to the acre at a time when our streets are already choked with traffic, when our air quality is already the worst in the state and at a time when impacts to our ground and surface waters are already well-documented. Development should improve our quality

of life, not made it worse. The legacy we leave our children shouldn't be traffic, high taxes and beaches where the water is too polluted for swimming,

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

Response C28-1:

As a regionally significant project, the Town of Brookhaven has been working with numerous other agencies/entities including, but not limited to, the Town of Islip, the MTA/LIRR, and Suffolk County. See Responses to Comments C13-7 and C13-8 regarding the Town of Islip's specific participation in meetings regarding the planning for the Ronkonkoma Hub, the forum held by the Town of Islip, and the Town of Brookhaven's responses to comments raised at the aforesaid forum.

FRED COSTE
1000 MAIN STREET
February 6, 2014

Comment C29-1:

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

Response C29-1:

See Response to Comment C23-2. As explained in that response, SEQRA requires that the potential for significant adverse impacts must be addressed in an environmental impact statement. The redevelopment of the Ronkonkoma Hub, within the already developed area, is not expected to influence terrorist activities.

Comment C29-2:

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

Response C29-2:

The directional distribution for the proposed TOD is based upon characteristics of the available roadway network and existing travel patterns in the area. This distribution indicates that, by far, the largest portions of the anticipated site traffic will utilize the major roadways in the study area. These include the Long Island Expressway from the east and west, as well as Hawkins Avenue and Ronkonkoma Avenue from the north and south. Other roadways, such as Easton Street, Railroad Avenue (south of the railroad tracks), and Lincoln Avenue may be used by some residents in the immediate area as they visit the TOD, but to a significantly lesser degree. The intersections noted in the comment are not likely to see significant increases in traffic volumes for these reasons. The Town of Islip Department of Planning and

Development did cite in its comments on the DSGEIS, a number of intersections which were evaluated further in this FGEIS.

See Response to Comment C11-1 and Appendix F of this FGEIS.

Comment C29-3:

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

Response C29-3:

The Town of Brookhaven has never claimed that the redevelopment of the Ronkonkoma Hub would solve the problem of housing for our young. However, as explained in the Responses to Comments C19-3 and C24-5, the development of this transit-oriented development helps to address the stated desires of our young who wish to remain on Long Island – apartments, near transit, that have other amenities that allow an exciting lifestyle (e.g., restaurants, shopping). According to *Families and Transit-Oriented Development: Creating Complete Communities for All,*[15] "[r]ecent TOD projects have often catered more to young professionals, empty nesters or other households without children, as these have been seen as the strongest market segments for transit-oriented housing."

With respect to the financial impacts of the proposed redevelopment, see Response to Comment C18-1 and Section 3.8 of the DSGEIS. Regarding the market need for this development, see Section 3.8 of the DSGEIS.

Comment C29-4:

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

[15] Reconnecting America and the Center for Transit-Oriented Development, *TOD 205: Families and Transit-Oriented Development: Creating Complete Communities for All*, June 2012.

fire rates in the surrounding communities. This is just one more hidden expense for the residents of both Townships.

Response C29-4:

As part of the environmental review process that has been conducted, the Town of Brookhaven undertook consultations with the Ronkonkoma Fire Department, within whose jurisdiction the Ronkonkoma Hub is situated. In addition, the Master Developer had meetings with Ronkonkoma Fire Department Commissioner Ray Griffin on April 12, 2013 to discuss the project and any issues the Ronkonkoma Fire Department may have (see Section 3.9.2 of the DSGEIS). As explained in the conditions and criteria included in this FGEIS (see Section 5.0), as part of the site plan review process, the Town of Brookhaven will require that the Master Developer submit confirmation that the site plan has been submitted to the Ronkonkoma Fire Department for review.

ANTHONY FRONTINO
19 ALCOLADE DRIVE
February 2, 2014

Comment C30-1:

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

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

Both Islip and Brookhaven towns need to come together and create a plan that will compliment [sic] the area and not overwhelm the system

Response C30-1:

See Responses to Comments C8-1 and C11-1 regarding traffic impacts, and Response to Comment C13-7 regarding the Town of Islip's participation in planning meetings regarding the Ronkonkoma Hub.

With respect to the "several apartment dwellings being proposed in the town of Islip," as required by SEQRA and its implementing regulations, all traffic impact studies conducted included cumulative impact analyses. However, the locations of proposed apartments cited by the commentator are 3.1± (Holbrook), 5.2± (Great River), and 8.9± (Brentwood) miles, respectively, from the Ronkonkoma Hub property. Accordingly, due to their distance and the fact that they would not have the potential to significantly impact the same roadways, they were not appropriate to consider in the cumulative impact analyses performed.

Comment C30-2:

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

Response C30-2:

See Responses to Comments C18-1, C19-4 and C24-5.

Comment C30-3:

The attraction of this plan is that it's centrally located near the train station. But, during peak hours, the train commute will cost you $9,100.00 annually. As it stands now, rents will run anywhere from $1,300 for a studio all the way up to $2,450 for a 2 bedroom. I'm sure those rents will rise by the time these dwellings are complete. This is just not feasible. In a real world, I don't think it can work.

Response C30-3:

The comment is noted.

JUDY LANDSBERG
RICHARD J. HARBISON SR.
GARY F HARTMAN
KAREN HARTMAN
KENNETH HOLM
THERESA BENDL
GRAHAM A. KERBY
LISA CONWAY
DONALD PIUS II
JAMES SUVIERO
DEBORAH GOETZ
DONALD PIUS
CORGNN MOSELEY
DARYL VANSACK
January 27, 2014

Comment C31-1:

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

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

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

Response C31-1:

The comment is noted. With respect to the commentary regarding schools, taxes and quality of life, see Responses to Comments C13-7, C18-1 and C19-3, and Sections 3.8.2 and 3.9.2 of the DSGEIS.

LORRAINE CARINI
JOYCE CARRERA
January 22, 2014

Comment C32-1:

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

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

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

Response C32-1:

As explained in Responses to Comments C10-1 and H43-2, the Town Board has conducted a seven-year planning and review process for the Ronkonkoma Hub redevelopment, and the support from interested Town of Brookhaven residents has far outweighed any concerns that have been raised. Moreover, as explained in Responses to Comments C10-1 and C15-1, the Town Board has conducted an extensive and comprehensive environmental review process wherein it has identified potential significant adverse impacts, evaluated those impacts, and has identified mitigation to minimize any potential significant adverse impacts.

PETITION IN OPPOSITION
EMPLOYEES OF NORTH FORK EXPRESS BUS COMPANY
January 23, 2014

Comment C33-1:

I am writing this letter with regards to the proposed Ronkonkoma Hub plan, consisting of 1,450 apartments, 195,000 square feet of retail space and 350,000 square feet of office space and medical facilities.

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

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

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

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

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

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

Response C33-1:

The comment is noted. However, no one was turned away at the public hearing held on January 9, 2014. When the main hearing room reached capacity in accordance with Fire Marshal occupancy standards, the Town Board made additional accommodations one level above the hearing room where people could see and hear the proceedings. As people left the main hearing room, others were admitted. In addition, the public comment period was extended until February 10, 2014, and as demonstrated in this FGEIS, all written comments were reviewed, considered and addressed in the same manner as verbal comments made at the public hearing.

JUDY PEPENELLA
January 9, 2014

Comment C34-1:

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

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

How about building garden like complexes instead of mini cities?

How about the towns changing the zoning for OWNER OCCUPIED homes to allow for studio or one bedroom apartments? Make it easier to LEGALLY do these units. How about a test pilot program for owners over the age of 60 or homeowners who do not have children in district? Yes, think out of the box, but do not destroy the fabric of the community to do so.

Response C34-1:

The comment is noted. As explained in Response to Comment C10-1, the Town Board conducted a seven-year planning and review process that numerous stakeholders and community members participated in. The action that was the subject of the DSGEIS is the culmination of the planning process for the Ronkonkoma Hub. As stated in Response to Comment C15-1, in accordance with SEQRA and its implementing regulations, the Town of Brookhaven has carefully identified and evaluated potential significant adverse impacts associated with the proposed action (including the proposed building heights – see Section 3.4 and 3.10 of the DSGEIS), and has identified mitigation measures that will minimize potential impacts.

Comment C34-2:

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

In 2012, the per capital income of Suffolk Residents was 37K. Those are our young adults who have a good job. On average many have hourly waged positions, which means they make under 20K. Do the math and you will see how their income vs the cost of living (rent, utilities food, insurance, etc.) They will not be able to afford these units without splitting/sharing expenses with one or more people per unit.

Response C34-2:

See Response to Comment C19-4.

Comment C34-3:

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

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

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

Response C34-3:

As part of the DSGEIS, the projected job creation and associated socioeconomic benefits have been assessed (see Section 3.8 of the DSGEIS and Response to Comment C18-1). With respect to the market for these apartments, please see Response to Comment C19-4.

Comment C34-4:

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

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

Again, I am asking the members of the Board to please vote NO to proceed with Mark Lesko's and Steve Bellone's plans to overdevelop Long Island and take as step back to rethink this project with input from NON paid (by developers and/or tax payers grants) to work together.
We must revitalize our main streets and communities, but we should not do so at the risk of losing the ambience of family residential communities that are the fabric of Long Island.

Response C34-4:

The comment is noted. It should be understood that the initiative to redevelop and revitalize the Ronkonkoma Hub as a transit-oriented development was commenced by the Town of Brookhaven in 2007. The Town did not solicit involvement from the development community until 2010, after initial visioning and planning studies were completed, the 2010 DGEIS was prepared and a public hearing thereon was held.

MACARTHUR BUSINESS ALLIANCE
P.O. BOX 472
BOHEMIA, NY 11716
February 13, 2014

Comment C35-1:

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

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

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

Response C35-1:

The comment is noted.

ANGELA PIAZZA
January 31, 2014

Comment C36-1:

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

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

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

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

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

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

Response C36-1:

The comment is noted. Also, see Responses to Comments C13-7, C18-1 and C19-4.

3.2 Transcript – Town of Brookhaven Public Hearing

SAUL FENCHEL, ESQ.
January 9, 2014

Comment H1-1:

At page 24 of the Urban Renewal Plan, it says, "The possible use of eminent domain by the Town of Brookhaven (as set forth in the MDDA, a copy of which is included [sic])," which is to be made part of this Urban Renewal Plan, "Any such use of eminent domain would follow the applicable requirements of New York State law."

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

Response H1-1:

As explained at the DEIS public hearing, if the Town of Brookhaven decided to use eminent domain to acquire any properties within the Ronkonkoma Hub area, separate eminent domain proceedings would be conducted (see Response to Comment C12-1).

Comment H1-2:

I simply have to inquire as to what would be the consequences of the inability of the sponsor, the designated developer, TRITEC, to purchase a certain property.

Response H1-2:

See pages 24 through 26 of the *Urban Renewal Plan* contained in Appendix B of the DSGEIS.

LEN AXINN
January 9, 2014

Comment H4-1:

I think our focus as neighbors should be to make sure the new development takes into account new road construction and infrastructure.

Response H4-1:

Traffic impacts have been carefully identified, evaluated and mitigated throughout the multi-year SEQRA process that the Town Board has conducted for this proposed action (see Sections 3.5 and 4.5 and Appendix G of the 2010 DGEIS, Section 3.5 and Appendix H of the DSGEIS and Responses to Comments C8-1, C11-1 and C13-1, Section 5.0 and Appendix F of this FGEIS).

Comment H4-2:

I just want to make sure we're treated properly, that there's concern for the existing buildings and residents there during the construction period for access and minimization of the noise and dust and all that, and if there is a condemnation proceeding, I'm sure it will be conducted after this hearing you mentioned, Mr. Romaine, and with all due respect to the property owners.

Response H4-2:

The issues of access, noise and dust during construction were addressed in the DSGEIS in Sections 3.5.2 and 3.5.3 (Traffic and Parking), Sections 3.7.2 and 3.7.3 (Noise), Sections 3.1.2 and 3.1.3 (Soils and Topography) and Sections 3.6.2 and 3.6.3 (Air Quality). The Town of Brookhaven is also requiring that a construction traffic management and logistics plan be provided prior to construction to ensure proper access and management during construction (see Response to Comment C17-10).

With respect to how a condemnation proceeding would be held, if condemnation is contemplated, see Response to Comment C12-1.

BRUCE EDWARDS
January 9, 2014

Comment H20-1:

...the density of this project is off the charts. I would like to see a more reasonable density.

Response H20-1:

The comment is noted. See Response to Comment C10-1 regarding the extensive planning and review process of the proposed action conducted by the Town of Brookhaven, and the comprehensive environmental review thereof.

Comment H20-2:

...the plan has no commuter parking in the plan in its current state... The former Hub project by the Long island Rail Road had done a study, and in it they noted that the Ronkonkoma parking lot is now at 105 percent capacity.

Response H20-2:

See Response to Comment C25-2 and Sections 3.5.2 and 3.5.3 of the DSGEIS for a discussion of commuter parking impacts and mitigation.

Comment H20-3:

Due to the proximity of the Ronkonkoma Hub, literally on the border of the Town, studies that were done did not include the surrounding areas, which are in the different jurisdiction. By not including the larger area, these studies are incomplete and faulty.

Response H20-3:

See Responses to Comments C11-1, C13-1, C13-7, C13-8 and C13-9.

Comment H20-4:

The company of VHP [sic] did a traffic study, and they used the morning rush hour between 7 a.m. and 9 a.m. Now, I was a commuter at Ronkonkoma for over 25 years, and if you go into the station at 7:00, you walk there. Without the inclusion of the Town of Islip it is problematic.

Response H20-4:

It is important to note that the Traffic Impact Study conducted the TOD (Section 3.5 of the DSGEIS and Appendix H) was performed to evaluate the potential impacts to traffic conditions of the development on the TOD in conformance with the Conceptual Master Plan. It was not performed to evaluate the traffic conditions in the area without the TOD. The comment indicates that the parking areas near the station are occupied prior to the 7:00 a.m. start of the traffic counts performed for the Traffic Impact Study. While this may be true to an extent, the uses contemplated in the Conceptual Master Plan do not generate significant levels of traffic prior to 7:00 a.m. The 7:00 a.m. to 9:00 a.m. time frame is used in the analysis of the impacts of residential and commercial developments as that is the period of time when such developments are expected to generate significant levels of traffic on adjacent streets. Therefore, any evaluation of time periods prior to 7:00 a.m. would not be appropriate. Also, see Response to Comment C11-1 and Appendix F of this FGEIS regarding traffic analyses conducted on roadways within the Town of Islip.

Comment H20-5:

…there is no ownership component in the residential sections of this project, which could take 10 percent of the Town population, we feel that it's a problem.

Response H20-5:

As explained in Section 3.8.2 of the DSGEIS, the mix of rental/ownership units is not known at this time, and will be driven by market demand.

GREGG FREEDNER
January 9, 2014

Comment H29-1:

…I don't believe we should have five-story buildings in Ronkonkoma. I don't think our fire departments can safely handle that, and I've been told by an expert that they can't.

Response H29-1:

The comment is noted. See Response to Comment C29-4 and Section 3.9 of the DSGEIS.

Comment H29-2:

I'm concerned about density, what can our streets handle. It was mentioned before that there is going to be a second track put on the MTA. You need to keep that into consideration with all the people coming out on those new trains, when you are going to have all these people working in this area. It's going to add a lot of people, a lot of traffic, so it's a concern of mine.

Response H29-2:

See Responses to Comments C8-1, C11-1, C13-1 and C13-2, and Section 3.5.2 of the DSGEIS.

Comment H29-3:

I'd like to see most of the apartments in there be one bedroom, so we don't overcrowd the schools. I would like to see a lot of the apartments be 55 and over.

Response H29-3:

The comment is noted. For a discussion of potential impacts to the Sachem CSD, see Responses to Comments C13-7, C18-1, C24-1 and C24-6, and Section 3.9.2 of the DSGEIS.

Comment H29-4:

My biggest concern is that their marketing fails them. There's a lot of empty buildings in Ronkonkoma right now, and I'm sure the people that built them planned on filling them, and I'm sure TRITEC plans on filling this project, too, and I hope they do; however, my concern is that a small blighted area becomes a giant monstrosity.

Response H29-4:

The comment is noted. Also, see Response to Comment C19-4.

KEN KELLANER
January 9, 2014

Comment H33-1:

I think if the developer is creative, he will come up with a system that integrates structural parking to create more land for better purposes, and also try to utilize the parking so when the residents leave to go to jobs elsewhere in the morning, the commuters commuting can reuse those parking spaces. We don't need spots for everybody. I think they could be cross-utilized throughout the day and over the weekend.

Response H33-1:

As explained in Section 3.5.2 and Appendix H of the DSGEIS, shared parking and structured parking are part of the Ronkonkoma Hub development.

DEBBIE GOETZ
January 9, 2014

Comment H34-1:

…I'm wondering how many families really would want to live that close to the train tracks.

Response H34-1:

The comment is noted. However, as indicated in the Responses to Comments C19-3 and C24-5, the demand for housing near transit is significant and has been well documented.

According to *Families and Transit-Oriented Development: Creating Complete Communities for All,*[16] "[r]ecent TOD projects have often catered more to young professionals, empty nesters or other households without children, as these have been seen as the strongest market segments for transit-oriented housing." The types of households who have tended to seek out TOD, including singles and young professional couples without children are also the types of households projected to grow the most over the next 25 years. In fact, singles will soon be the new majority in the United States. According to *Connect Long Island,*[17] "[o]ver the past ten years there has been 4.5% increase in the 25 – 34 year old population in the country. Over that same period, that same population has shrunk by 15.3% on Long Island." TOD, with mixed-use development near transit helps to address the stated desires of our young who wish to remain on Long Island in apartments, near transit, that have other amenities that allow for an exciting lifestyle (e.g., restaurants, shopping). This is supported by market studies that found that by 2030 almost a quarter of all U.S. households looking to rent or to buy are likely to want higher-density housing near transit.

Also, as indicated in the Response to Comment C19-3 of this FGEIS and in Section 3.4 of the DSGEIS, the Long Island Regional Planning Council and the NYMTC has recognized the desire for certain demographic cohorts to live near transportation and the *Long Island 2035 Comprehensive Regional Sustainability Plan* was prepared to guide such development, among other things.

Comment H34-2:

And the impact it would have on the local communities in the surrounding areas would be tremendous regarding the amount of traffic it would create considering 1,450 apartments could have at least one car per unit or more to the already overcrowded highways and local roadways.

▼

[16] Reconnecting America and the Center for Transit-Oriented Development, *TOD 205: Families and Transit-Oriented Development: Creating Complete Communities for All*, June 2012.

[17] Town of Babylon, *Connect Long Island: A Regional Transportation and Development Plan*, October 2011.

Response H34-2:

See Reponses to Comments C8-1, C11-1 and C13-1.

Comment H34-3:

Where are the jobs to sustain 3,000 more people in the area?

Response H34-3:

See Response to Comment C18-1 and Section 3.8 of the DSGEIS.

Comment H34-4:

There are several more apartment dwellings being proposed in the Town of Islip. They are proposing 250 apartments in the Holbrook area, 600 in Great River, and 9,000 units in Brentwood. How do we sustain all this; you know, sewer, water? What about the cost of hiring more police, fire and EMTs to the area?

Response H34-4:

See Responses to Comments C12-6, C24-1, C29-4 and C30-1, and Sections 3.2, 3.5, 3.8, 3.9 and 5.0 of the DSGEIS.

Comment H34-5:

And I have heard some speakers say that it will increase the tax revenue; however, I believe TRITEC has received $5 million in tax rate necessities and IDA tax abatements as well.

Response H34-5:

The Master Developer will seek IDA tax benefits to offset infrastructure costs that are typically borne by a municipality. No IDA benefits have been negotiated at this point. Under an IDA tax abatement, the base tax remains the same. The abatement is on the increase in the assessed value over the base tax. Properties in the Ronkonkoma Hub redevelopment area contain mostly industrial and commercial uses. To date, those taxes have been paid with no offsetting burden on schools. At full density, the impact on schools is projected to be 214 students across K-12 grades. Sachem CSD has had a decline in student population of 1.5 percent per year the last 5 school years, and has lost 469 students in the prior 10 years.

At full density, which is projected to occur over the next five-to-seven years, those 214 students will backfill the 469 students lost at virtually no additional cost to the Sachem CSD. No additional classrooms will be needed and teachers will not have to be laid off. At full assessment (after the anticipated abatements have expired), the Sachem CSD will have a surplus of approximately $6.7± million from the Ronkonkoma Hub area.

JOSEPH URBAN
January 9, 2014

Comment H35-1:

I'm 70 years old now, and retired. I am comfortable in my home and did not expect my life to be disrupted by having to relocate. What are my options?

Response H35-1:

See Responses to Comments C10-1 and C18-1 and the *Urban Renewal Plan* contained in Appendix B of the DSGEIS.

Comment H35-2:

I have attended all the meetings regarding this project. At every meeting, the question was asked about eminent domain. We were told by TRITEC and Mr. Bertoli, the Commissioner of Planning that would not be the case; eminent domain would not be used.

Response H35-2:

See Response to Comment C12-1.

SLAV ODYNOCKI
January 9, 2014

Comment H37-1:

For all the planning I've done for all these years, I would like to have more information as far as what is being done with the property with eminent domain. Will be enforced or not? And would be nice to get information as soon as possible, so I can continue whatever I need to do.

Response H37-1:

See Response to Comment C12-1.

MARYANN JOHNSTON
January 9, 2014

Comment H38-1:

And Urban Renewal requires some kind of removal to renew; doesn't it? Can't do renewal without removing. And I'm not opposed to blight. I'm opposed to the density of this project personally, and to the height of five stories.

Response H38-1:

The comment is noted. See Responses to Comments C12-1 and H1-1. Also, see Responses to Comments C2-1 (2010), C2-10 (2010), C3-1 (2010), and C3-5 (2010).

Comment H38-2:

I've watched what TRITEC did in Patchogue, and with all due respect, it's a stick building, no concrete, no steel. Sticks. That's not what we want to see being built in our town.

Response H38-2:

The comment is noted. All construction within the Ronkonkoma Hub is required to comply with all prevailing building codes.

Comment H38-3:

And as far as remediating a blighted situation, you don't have enough parking for commuters as it is in that train station. I'm concerned. How do you proposed to facilitate Transit-Oriented Development when the train only moves east and west? It doesn't move north and south. Everyone who lives there needs to have a car unless the only places they want to go are east and west.

Response H38-3:

See Responses to Comments C11-1, C8-1 and C13-2, Appendix F of this FGEIS and Section 3.5 of the DSGEIS.

Comment H38-4:

It is entirely too large, and, yes, it is something that is being footed by the taxpayer.

Response H38-4:

The comment is noted. See Section 3.8 of the DSGEIS for an analysis of the socioeconomic impacts of the proposed action.

MARIA GRAZIANO
January 9, 2014

Comment H41-1:

… -- I understand that the builders are getting a tax abatement, which means -- I'm thinking it means that, you know, our school taxes -- what happens to our school taxes, who pay them? …As far as the tax abatement, it seems like -- and the affordable housing, it seems that us as homeowners are going to be the ones who are going to be picking up that bill.

Response H41-1:

See Responses to Comments C18-1 and H34-5, and Sections 3.8.2 and 3.9.2 of the DSGEIS.

Comment H41-2:

I live a couple of blocks from the train station, and my block looks like I live in Manhattan. There are cars parked -- and they are not resident vehicles -- parked all over the block. There are times I can't even get into my driveway. I really don't know how that problem is going to be solved by adding more people with this housing project.

Response H41-2:

The impact of the proposed Ronkonkoma Hub project on parking has been comprehensively evaluated as part of the environmental review process conducted by the Town. See Responses to Comments C13-2 and C16-2, and Section 3.5.2 and Appendix H of the DSGEIS.

LARRY FARRELL
January 9, 2014

Comment H42-1:

So what I'm suggesting is based upon the way the project is now, and the closed-door dealings we've dealt with TRITEC on the Islip side, that we have to oppose this project as it is. So what I am suggesting is, is to create an inter-municipal agreement that can work with both the Town of Islip, the Town of Brookhaven, Suffolk County and New York State, and get the citizens' committee on that Board so we can all work together, and make sure this is a project that we can be proud of and make sure it works…I would like to see a citizens' committee board with Brookhaven, Islip, Suffolk County and New York State.

Response H42-1:

The comment is noted. As explained in the Responses to Comments C10-1 and C13-7, the Ronkonkoma Hub development has evolved since it was first conceived in 2007, and part of the evolution was a result of public workshops and meetings with the community.

PHILIP SANCHEZ, ESQ.
January 9, 2014

Comment H43-1:

My concern is that our clients be treated fairly, and at a certain point – and it was discussed here before – in the first phase, TRITEC did negotiate, they did work with the property owners in the first phase, and they acquired the property. Now my concern is moving into the second phase, that our clients are treated fairly, meaning that they receive just compensation, and this cloud of possibility of eminent domain, as Dr. Odynocki mentioned before, does not continue to hang over them.

Response H43-1:

See Response to Comment C12-1.

Comment H43-2:

The 50 acres that's identified in the project is not all blighted. There are thriving businesses there, there are residents there, and my clients have been here a very long time and invested a lot of money into these businesses, and a lot of money in their residences. And they are going to be negatively impacted when the project comes along.

Response H43-2:

As explained in Section 2.1 of the DSGEIS, the Town of Brookhaven completed a *Blight Study* and an *Urban Renewal Plan* in accordance with Article 15 of the New York State General Municipal Law, which concluded that, among other things, the Ronkonkoma Hub area is substandard or insanitary in accordance with both Article 15 of the New York State General Municipal Law and Article XLI of Chapter 85 of the Town Code. Substandard and insanitary conditions observed within the Ronkonkoma Hub area included: vacant and partially-vacant properties (representing 6.5 percent of Study Area) and vacant and partially-vacant buildings (representing 5.5 percent of gross floor area of Study Area), significant underutilization of development potential (the 232,978± square feet of development in the Study Area represents less than 39± percent of the total development potential permitted by zoning), deteriorated buildings, inadequate curb and sidewalk areas, lack of appropriate drainage and sewerage infrastructure, incompatible land uses, and an overall unattractive visual environment.

The *Urban Renewal Plan* makes several recommendations with regard to land uses, zoning and other land use controls, building conditions and public improvements, most notably:

- Redevelopment with several multi-family residential buildings, mixed-use buildings potentially containing office, residential and retail uses, mixed-use buildings potentially containing commercial, exhibition, hospitality, institutional, and residential uses, retail and office buildings, as well as special use/entertainment venues.

- Implementation of a TOD Zoning District in order to facilitate the redevelopment as described above.

- All structures to be acquired and demolished with the exception of the existing MTA parking garage and potentially the train station.

- Improvements and upgrades to infrastructure, including roads, sidewalks, curbs, public hardscape and landscape, gas lines, water mains, electric distribution, stormwater runoff collection systems, street and walkway lighting, public parking areas, and an STP.

NANCY GAMBY
January 9, 2014

Comment H44-1:

First of all, on the eminent domain, I happened to be the one to ask the question of TRITEC at an open meeting at Windows on the Lake, where I asked that if somebody doesn't want to sell – and well, TRITEC said they had three years to sell their property. And at that point, they said that if they didn't want to sell their property for whatever, TRITEC was going to offer them, that they would elicit eminent domain. That is a Newsday paper report, so that is public record. That was from TRITEC's mouth.

Response H44-1:

See Response to Comment C12-1.

Comment H44-2:

Okay, you have the ridership of the LIRR. They said their ridership would double. That brings 34,000 riders; okay? Then you have the 1,450 units, which at the beginning, when it was originally introduced, it was 450 units of proposed housing. So you have the ridership from those people, plus they only have 1.1 or 1.2 parking spaces per unit. If somebody wants to have a birthday party, where are they going to park? They have to have at least 30 of their neighbors give them the tenth of a car so they can have somebody over for a birthday cake.

Response H44-2:

See Responses to Comments C13-2, C16-2 and C25-2.

Comment H44-3:

You also have businesses that are going to open there. The businesses that open there will take away from the other businesses around in the area. There's businesses that are vacant all over the county.

Response H44-3:

See Response to Comment C19-3. With respect to competition to businesses in the area, *The SEQR Handbook* (http://www.dec.ny.gov/permits/55215.html) states, in pertinent part:

9. Are there economic or social factors which are inappropriate for inclusion in an EIS?

Purely economic arguments have been disallowed by the courts as a basis for agency conclusions when concluding a SEQR review by developing Findings. Therefore, potential effects that a proposed project may have in drawing customers and profits away from established enterprises, possible reduction of property values in a community, or potential economic disadvantage caused by competition or speculative economic loss, are not environmental factors. See East Coast Development Company v. Kay and Wal-Mart Stores v. Planning Board of the Town of North Elba.

Accordingly, impacts relating to competition from proposed new business that may be developed within the Ronkonkoma Hub are not appropriate considerations for the SEQRA process.

Comment H44-4:

And what gives TRITEC the right to acquire property over a prior property owner who is already there? Because they are going to be the owner of 50 acres?

Response H44-4:

As explained in Section 1.0 of this FGEIS, in 2010 (three years after the Town of Brookhaven commenced the visioning and planning process for the Ronkonkoma Hub), the Town of Brookhaven, in an effort to ensure that the planning efforts would result in the actual redevelopment of the blighted Hub area, decided to seek private developer input. The Town issued a RFEI and ultimately a RFQ for a Master Developer. TREK-RONK HUB LLC (an affiliate of Tritec) was selected after this competitive process conducted by the Town.

EDWARD SOLOMON
January 9, 2014

Comment H45-1:

Say "no" to eminent domain…

Response H45-1:

The comment is noted.

DIANE MOTTOLA
January 9, 2014

Comment H46-1:

And I've met TRITEC many times, and asked them about their studies and scope of their studies, and I mean, from what I've always seen from them and heard from them was that they won't come over onto the Islip side. They just refuse to hear that it's going to affect and congest and hurt us on the Islip side.

Response H46-1:

See Responses to Comments C9-1, C11-1, C13-7 and C14-1.

Comment H46-2:

We started with 450 units, and now we are up to 1,450 units. It's impossible to accept in its current form.

Response H46-2:

The comment is noted. See Response to Comment C9-1.

Comment H46-3:

...I just ask for you guys to have cooperation with the Town of Islip. I mean, we were trying to see if we can get a citizens group to handle both sides. If you guys would consider conducting some kind of group like that, to keep in touch so it's a liaison. I think it's very important for this project.

Response H46-3:

See Response to Comment C13-7.

3.3 Transcript – Town of Islip Public Forum

RICHARD ZAPOLSKI
February 5, 2014

Comment F1:

So as planning commissioner one of the things I look at is what are going to be some of the impacts on the Islip side that I'd be concerned with…So what I said to myself was, "Okay, if I'm in Islip and I'm going to go up to the Hub to dine, or that's where I work, how am I going to travel up there?"

So, I went from Vets Highway to Lakeland, and normally I'd make a right on Smithtown Avenue, head up over the bridge and take one of the turns into that north area. But the intersection of Smithtown Avenue and Lakeland wasn't in the study. So, what I'd be concerned with is if there's an impact at that light, if I need another turning lane, if I need to widen it a little bit, if I need a different type of traffic light head, how do I get that mitigation into the thoughts of the people who are putting the impact study together. So, that's one intersection.

Response F1:

See Response to Comment C11-1 and Appendix F of this FGEIS.

Comment F2:

The other intersection that I was concerned with was going up Ocean Avenue, where Ocean crosses Johnson, where the 7-Eleven is. That's a major thoroughfare that would go right into the Hub, but that intersection wasn't really studied. And where Pond Road crosses, there's also a signal there. It's much less of a signal, but it's a signal nonetheless. And then, if we consider a lot of that traffic will go up to the Expressway, what happens where Ocean Avenue crosses the Expressway, I'd like to see if there's an impact on that intersection as well.

Response F2:

See Response to Comment C11-1 and Appendix F of this FGEIS.

Comment F3:

I just want to note on here (indicating), too, the blue line is Brookhaven. So you can see that the southwest corner of Brookhaven is right where Pond Road and Johnson cross, so what this tells me is that, you know, two sides of the Hub project are – you know, are impacting Islip, so we really have to take a look at how the project does lead and affect that side.

Response F3:

See Response to Comment C11-1 and Appendix F of this FGEIS.

Comment F4:

I still want to take a look at what's going on on the Holbrook side, because I have Railroad Avenue, you know, south of the tracks into Holbrook, and we all know that people in Holbrook use that route to get the back way into the train station. And if there's going to be more attractions on the north side of the track, I'm sure some of the traffic patterns are going to change in that area, where Holbrook residents that are in Islip might cross the tracks and come over from that direction. So I want to take a look at the signalized intersections there and see how that area is impacted.

Response F4:

See Response to Comment C11-1 and Appendix F of this FGEIS.

Comment F5:

...one of the things that they identified in the study is that there will be some displaced parking. And what we noticed is in this figure, the red areas on the north side of the tracks are areas that will be displaced, and we're noticing they will be displaced to the wooded area on the south that are under County control. And not that that's a bad idea for the planning concept, but we really want to take a look at if there's a thousand parking spaces that were once on that side of the tracks and they will now be on our side of the tracks, what's the impact on our roads and our intersections? Do we need to add a lane to the road? Are we going to have pavement that is going to wear out quicker? So there might be some mitigation measures that we'd like to see in the report as an impact of that development.

Response F5:

As noted in Section 3.5.2 and Appendix H of the DSGEIS, the amount of parking to be displaced by development of the TOD was quantified as 382 stalls. While it is noted that the areas identified for the relocation of this parking could accommodate over 900 stalls, this was not the level that would be displaced. Also, see Response to Comment C25-2 and Appendix F of this FGEIS.

JOHN C. COCHRANE, JR.
February 5, 2014

Comment F6:

...has the FAA been contacted about the height of these buildings. On the Islip side we're always concerned about the height of the corridor about having two-story buildings. Why on the same distance away in Brookhaven is it they can have a five-story? The FAA controls that area; correct?...Has that air space been reviewed?

Response F6:

The conceptual development plan includes buildings of a similar height to the existing parking garage. Therefore, potential impacts to airport operations are not anticipated. However, during the site plan approval process, coordination with the Federal Aviation Administration (FAA) will be initiated. Note that the FAA review addresses the safe and efficient use of airspace; it does not control land use around or adjacent to airports. This coordination is required in order to comply with FAA Federal Aviation Regulation (FAR) Part 77: Objects Affecting Navigable Airspace. This coordination will assess the potential impact of the project on airports and airspace procedures (instrument and visual routes and approach and departure). In order to comply with FAR Part 77, coordination with the FAA would be initiated when the location (surveyed coordinates) and constructed height of the proposed buildings are fixed. Once that information is available, the Master Developer will be required to submit an FAA Form 7460-1 "Notice of Proposed Construction or Alteration" along with surveyed coordinates and a site map of the proposed project to the FAA. The FAA will evaluate the potential for the project to affect aeronautical operations that occur within the vicinity of the project site. As part of the evaluation process, the FAA may coordinate with local airports and the FAA may also provide an opportunity for the public to comment on the proposed project.

COUNCILMAN STEVEN J. FLOTTERON
February 5, 2014

Comment F7:

Is the 1,400 apartments, are they all apartments or is part of it ownership, or did they give an indication of that?

Response F7:

As explained in Section 2.2.1 of the DSGEIS, it was assumed that 50 percent of the units (725) would be rental and 50 percent (725) would be for-sale. The ownership and rental units would each be comprised of 50 percent one-bedroom units and 50 percent two-bedroom units. However, this was done solely for analysis purposes. The actual unit type and bedroom mix will be determined by market demand.

Comment F8:

Another thing I noticed in the Supplementary DGEIS is again, as you pointed out, 900 parking stalls moved to the south side. I know in a lot of the redevelopment - - - we've had success with the development of the former psychiatric center – the developers sometimes have mitigation things to improve things in the community, such as downtowns, downtown storefronts, parking. And for example, one thing that's blaring out here even from one of your conceptual renderings, is what sad shape the parking is on the south side, and again, how do we make sure there's mitigation fees or whatever to make sure these things are improved, because we're getting all this parking and traffic, and nothing is being improved by the developer. That, to myself, is a major concern.

Response F8:

As indicated in the Response to Comment F5, the amount of parking to be displaced by development of the TOD was quantified as 382 stalls. While it is noted that the areas identified for the relocation of this parking could accommodate over 900 stalls, this was not the level that would be displaced. As explained in Sections 3.5 and 5.0 of the DSGEIS and Section 5.0 of this FGEIS, extensive mitigation is required to be put in place to address potential traffic and parking impacts. Specific mitigation is required to be in place commensurate with the level of development, as set forth in Section 5.0 of this FGEIS.

Comment F9:

…all the increased parking that again the wear and tear will be on our own local roads, and who will be improving the entrance into that parking area and all the roads leading up to it; is it the taxpayers of the Town of Islip or is it the developer doing the upgrade and maintenance?

Response F9:

See Response to Comment F8 and Section 5.0 of this FGEIS. Upon implementation of all required mitigation, public roadway maintenance will continue to be the responsibility of the entities that own and maintain the roadways.

MARY CALAMIA
February 5, 2014

Comment F13:

I am still not satisfied that this project does anything for the Islip side of the tracks, other than becoming a financial and logistical burden for us. We're not opposed to redevelopment, but the density of this project is extreme. We are concerned about the strain on our roads, our schools, our infrastructure, our services, and quite frankly, our wallets.

Response F13:

As explained in Responses to Comments C8-1 and C11-1 as well as in Section 3.5 of the DSGEIS and Appendix F of this FGEIS, impacts to area roadways have been carefully examined, and extensive mitigation is required, commensurate with the level of development.

With respect to impacts to the Sachem School District, see Responses to Comments C13-7, C18-1, C24-1 and C24-6, and Section 3.9.2 of the DSGEIS.

Regarding sewage infrastructure, see Responses to Comments C12-6 and C13-3, Section 3.2.2 of the DSGEIS, and Sections 4.2 and 8.2 of the 2010 DGEIS. Also see Appendix G of this FGEIS.

With respect to community services, see Responses to Comments C13-7, C18-1 and C29-4, and Section 3.9.2 of the DSGEIS.

Comment F14:

As an aside, I'm also going to say that we are very concerned about the issue, or the possible issue of eminent domain being used to take properties, private properties, to give to a developer.

Response F14:

See Responses to Comments C12-1 and C12-4.

Comment F15:

Islip taxpayers are going to be called upon to bear their fair share of taxes, the tax burden, to cover the tax abatements, and yet the Islip residents have no voice. I want to know how it is that a project could receive a designation of "regionally significant" and not involve representation from the entire region. I

think it's a very important point that we need to bring up with everybody involved, including, I think, the Long Island Regional Planning people.

Response F15:

As explained in Response to Comment C13-7, the Town of Islip has been involved in numerous meetings regarding planning for the Ronkonkoma Hub redevelopment. The Ronkonkoma Hub property is within the Town of Brookhaven. Accordingly, the Town of Islip does not contribute tax dollars to the Ronkonkoma Hub area. See Responses to Comments C18-1 and H34-5 and Sections 3.8.2 and 3.9.2 of the DSGEIS regarding the expected tax benefits of the proposed development and the potential for tax abatements.

LARRY FARRELL
February 5, 2014

Comment F16:

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

Response F16:

See Responses to Comments C10-1, C11-1, C13-1, C13-7 and C18-1.

Comment F17:

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

Response F17:

See Responses to Comments C10-1, C11-1, C13-1 and C13-7.

Comment F18:

Brookhaven has instead repeated the mistakes of the past, and developed a plan which does not include, does not ever consider impacts in a land use consideration within the Town of Islip. We are asking that Islip work with the Town to ensure that whatever development is planned for the Ronkonkoma Hub is done in the right way. That means that both towns must be involve in the planning process, that zoning and land use must also be considered in the Town of Islip. Half a plan, which is what we have now, makes no sense.

Response F18:

See Responses to Comments C11-1 and C13-7.

Comment F19:

...it's essential that residents from both towns be included in the process. The process in Brookhaven has been going on for several years, and this is the first time someone has asked Islip residents to participate in the process.

Response F19:

See Responses to Comments C11-1 and C13-7.

Comment F20:

Finally, it is critical that any review process also properly analyze political potential impacts from the – from this massive proposal. This project involves a density of over 48 units to an acre at a time where our streets are already choked with traffic, where our air quality is already the worst in the state, and at a time when the impacts to our groundwater and surface waters are already well documented.

Response F20:

See Response to Comment C11-1 and Appendix F of this FGEIS, and Section 3.5 and Appendix H of the DSGEIS for an evaluation of traffic impacts.

See Section 4.6 of the DGEIS and Section 3.6.2 of the DSGEIS for an evaluation of air quality impacts.

See Section 4.2 of the 2010 DGEIS and Section 3.2.2 of the DSGEIS for discussions of water resources impacts.

DIANE MOTTOLA
February 5, 2014

Comment F21:

…I want to congratulate TRITEC Developers for having an interest in Ronkonkoma and the Long Island Rail Road station. I totally support economic growth and the need for jobs and housing. I feel that smart planning and public involvement are just as important, and I wish to make the Town of Brookhaven aware of what Ronkonkoma of Islip has inventory of presently. We are an active community with 19,000 residents. Our community has four schools and school bus routes that travel the roads. We have commercial development in the corridor to the Long Island Rail Road. Recently, the Long Island Rail Road had conducted a traffic study on Ocean Avenue, Lakeland Avenue, and estimated 33,000 cars per day. Long Island Rail Road also currently runs 72 trains a day. Our traffic and congestion undeniably exists. With a very active railroad and gate activities, our mobility is frustrating. Our population of residential homes, school, police, fire department should be considered and comply with the agreement of this development.

Response F21:

See Sections 3.5, 3.8 and 3.9, and Appendix H of the DSGEIS, the Responses to Comments C8-1, C11-1, C13-1, C13-7, C18-1, C22-1, C24-1 and C29-4, and Appendix F to this FGEIS.

Comment F22:

The lack of studies and the scope of this massive project should not be ignored…we ask for this project to be well balanced between two townships, and make a commitment in addressing what supporting a massive project and the negative impacts we will have on a community. If we can meet and exceed these requests, I would support such a project that will benefit all parties.

Response F22:

As explained in the Response to Comment C10-1, the Town of Brookhaven has undertaken a seven-year planning process, which had Town of Islip involvement, and has performed a comprehensive SEQRA review. Accordingly, the studies associated with the proposed action have been extensive.

NEIL ROSENBERG
February 5, 2014

Comment F24:

...I feel very much that the automobile traffic, the 55-foot tractor trailers that will be feeding the Hub, and the buildings and commercial property at the Hub all has to be looked at, and the Commissioner mentioned the intersections that have to be looked at, and we really have to see that.

Response F24:

The Maximum Density Conceptual Plan was prepared to allow for the evaluation of the maximum potential development of the TOD area. As specific site plans are developed for the proposed TOD, the site plans and adjacent roadways will be evaluated in further detail to assure that roadways and site areas can accommodate delivery vehicles (including tractor trailers).

See Responses to Comments C8-1, C11-1 and C13-1, and Appendix F to this FGEIS.

JAMES PENA
February 5, 2014

Comment F25:

…I look across and I see a picture, and I see a picture of progress, and with that progress is a lot of concerns. And the concerns are: Is anything going to get left behind? If what the engineer that goes into these mega jobs, if we don't think for a minute all of that is being thought of, we're mistaken.

Response F25:

The comment is noted.

BOB FRENCH
February 5, 2014

Comment F29:

But I also would like to see our Town Board heard as well, and I think you deserve a seat, you know, at the table to discuss the opinions of the residents and our concerns.

Response F29:

See Responses to Comments C13-7 and C13-8.

ROSE VANGUILDER
February 5, 2014

Comment F31:

We love Long Island, the character of Long Island. This is why people from Brooklyn, Queens, and all the other locations moved out to Long Island…We don't want to transform it back into New York City. This is the part that I am not pleased with the plan. I love the plan. I love progress. I love growth…I want to get jobs for Long Island. I want to help the unions to have jobs, but you have to draw the line at some point. I want to help them to build more units, but on another parcel of land where we don't have four-story units.

Response F31:

The comment is noted.

Comment F32:

…$1,300 for a studio is not affordable housing.

Response F32:

See Responses to Comments C18-1 and C19-4.

BRUCE EDWARDS
RONKONKOMA CIVIC ASSOCIATION
February 5, 2014

Comment F34:

I am the vice president of the Ronkonkoma Civic Association, and I am representing them here…In our opinion, the Ronkonkoma Hub project will have an adverse effect for the residents of Ronkonkoma. Due to the form-based zoning that is used by the Town of Brookhaven on this project, it will have a density that is much greater than the standard zone.

Response F34:

The comment is noted.

Comment F35:

To begin with, the study area does not include any of the roads outside of the Town of Brookhaven. And while the project is literally on the border of the Town of Islip, this aspect has not been taken into consideration.

Response F35:

See Responses to Comments C8-1, C11-1 and C13-1, and Appendix F of this FGEIS.

Comment F36:

As part of this project, much of the commuter parking which is currently on the Town of Brookhaven side will become part of the development. This commuter parking is expected to transfer to the Islip side of Ronkonkoma train station, using land owned by Suffolk County adjacent to existing commuter parking. Again, these studies have not included all the reduction of all the parking as per the developer's plans and not providing enough commuter parking.

Response F36:

See Response to Comment C25-2.

Comment F37:

The burden of additional traffic will be borne by the residents of the hamlet of Ronkonkoma.

Response F37:

See Responses to Comments C11-1 and C13-1, and Appendix F of this FGEIS.

Comment F38:

These are just a few of the issues that we feel are aspects of the development that is too large, as well as being landlocked by Long Island Rail Road tracks, Ronkonkoma Station and the Town of Islip. In response, we have been told that the benefits to the Town of Islip and its residents will be a sewage treatment plant; however, we say, "No amount of sewage capacity will make up for the damage that this project will cause to the hamlet of Ronkonkoma."

Response F38:

The comment is noted. See Response to Comment C25-3 regarding the assertion that the property is "landlocked."

Comment F39:

We also have spoken to the Lakeland Fire Department, with the commissioners, and they are not directly related to this project, but due to the mutual aid situations that fire departments use, they would actually be closer to the Hub than the Ronkonkoma Fire Department. Their equipment is not currently able to handle that height of buildings. Some of the equipment is just too old for that, and we feel that the Town of Islip and Ronkonkoma then would be on the hook, so to speak, for the cost of this, because it's not coming from state aid.

Response F39:

The Ronkonkoma TOD is within the service jurisdiction of the Ronkonkoma Fire Department. Also, see Response to Comment C29-4.

Comment F40:

...the developers have not been forthcoming with the fact that these IDAs that are going to be used will be coming basically out of the taxpayers' pocket, so you will be paying for this job as well.

Response F40:

See Response to Comment H34-5.

LEGISLATOR TOM CILMI
February 5, 2014

Comment F41:

I believe it would be irresponsible for Brookhaven to continue to move forward without working hand-in-hand with the Town of Islip and its residents, so I urge you to do whatever is possible to engage our neighbors to the east as well as the developer in a meaningful dialogue.

Response F41:

See Responses to Comments C13-7 and C13-8.

Comment F42:

Second, I have several concerns relative to the project's density, building size, affordability, marketability, and overall size, all of which I believe are addressed in the Draft EIS from the Town of Brookhaven. Nevertheless, I am concerned about the viability of such an ambitious project, but it's naturally my hope that my fears are unfounded and that the project is tremendously successful.

Response F42:

The commentator is correct that all of the issues raised above have been addressed in the DSGEIS, with specific comments thereon addressed in the various responses to comments in this FGEIS.

Comment F43:

That said, one of the most significant impacts associated with the Hub proposal is traffic. Given the proposed number of residential units combined with the variety of commercial, retail, institutional and entertainment-related space, there will be a significant increase in vehicular traffic, including commercial traffic, in and around the Hub area. This is underscored by the proposed volume of proposed parking at the Hub, which exceeds 5,000 spots, representing a more than 300 percent increase than what's currently there.

Response F43:

See Section 3.5 and Appendix H of the DSGEIS. Also, see Responses to Comments C8-1, C11-1 and C13-1, and Appendix F of this FGEIS.

Comment F44:

The Draft EIS proposes a variety of mitigation measures to deal with the increased traffic at ten different intersections. The traffic study, however, neglected to address Lakeland Avenue, County Route 93, which is linked to Hawkins Avenue by way of Johnson Avenue, and therefore provides direct access to the Hub area. County Route 93 is a popular north/south artery intersecting Sunrise Highway, Veterans Memorial Highway and the LIE at Exit 59, and is a primary route for commercial vehicles. There is every reason to believe that County Route 93 will be utilized extensively to and from the Hub. This portends a significant increase in traffic exasperated by the Rail Road's double track project.

Response F44:

See Responses to Comments C11-1 and C13-2, and Appendix F of this FGEIS regarding the additional traffic analyses performed on intersections within the Town of Islip. See Responses to Comments regarding the Double Track project and the cumulative impact assessment done in the DSGEIS, which evaluated the cumulative traffic impacts of the Ronkonkoma Hub project and the Double Track project.

Comment F45:

Furthermore, County Route 93 is proximate to a number of schools and dissects a vibrant residential community, adding to the traffic burden. My comments relative to traffic have been submitted to the Town of Brookhaven, and I have asked that the Final Impact Statement incorporate appropriate mitigation measures.

Response F45:

See Responses to Comments C10-4 and C11-1, and Appendix F of this FGEIS.

Comment F46:

...originally the County considered construction a sewage treatment plant to serve the Hub. It has come to my attention that the County is now considering connecting to the Southwest Sewer District. That means there will be some construction impact along the roads where the pipes will be located. I've asked our Commissioner of Public Works for a construction plan and a summary of all potential impacts to residences and businesses.

Response F46:

See Response to Comment C12-6 and Appendix G of this FGEIS for correspondence from SCDPW Commissioner Gil Anderson regarding the potential connection to the Southwest Sewer District.

Comment F47:

If done properly, with cooperation between the Town of Islip, Town of Brookhaven, the residents, labor, everybody involved, this project could yield significant rewards to our area in the way of jobs, in the way of tax base, in the way of housing particularly for our young people, but it also represents great risks. Only by working together can we mitigate those risks and end up with a development which is beneficial to the entire region.

Response F47:

The comment is noted. See Response to Comment C13-7 regarding the Town of Islip's involvement throughout the planning process for the Ronkonkoma Hub.

DOUG SMITH, ON BEHALF OF ASSEMBLYMAN GRAF
February 5, 2014

Comment F50:

The Assemblyman wanted to put a few things on the record tonight. He wanted to thank the Islip Town Board for holding this hearing. He anticipated TRITEC would not attend this hearing, and he's disappointed that they would not come and give the presentation to the Islip Town Board. So, we attended several hearing that occurred and public forums where the developer and Town of Brookhaven presented the project, and many of the testimonies provided here tonight, the Assemblyman has also heard, so tonight we're here to listen to what residents on the Islip side have to say, so we want to say thank you.

Response F50:

The comment is noted.

MATT FRANCISCO
February 5, 2014

Comment F51:

The Brookhaven side of the Ronkonkoma Hub, based on my research – and I could be wrong – is number one, just one small project out of many. This is just the beginning to urbanization of Long Island.

Response F51:

The comment is noted.

Comment F52:

…if only 50 percent of the actual Ronkonkoma Hub – like, I was under the impression we were coming here today – maybe I misread the flyer – was that we were going to talk about – or you guys were going to talk about what was happening on the Islip side, because based on what I found – and maybe I'm wrong – there were plans to develop our side of the tracks, too, with a recreation center and other buildings, and who knows what, which have been in the plans since the '90s.

Response F52:

The Town of Brookhaven has no information regarding proposed development on south side of the LIRR tracks within the Town of Islip. Moreover, the Town of Islip has not raised any comments regarding such proposed development.

THERESA MCNAMEE
February 5, 2014

Comment F53:

It hasn't been addressed yet, but I am doing the numbers. 1,450 units – I guess I should be asking, they are studios, one-bedroom, and two-bedroom apartments; is that correct?

Response F53:

As explained in Section 3.8.2 of the DSGEIS, the proposed bedroom mix that was evaluated is as follows:

- Rental – One-Bedroom: 363 units
- Rental – Two-Bedroom: 362 units
- Ownership – One-Bedroom: 363 units
- Ownership – Two-Bedroom: 362 units

Comment F54:

…I know the purpose for keeping young people on the Island to work and live here. Young people have children, and they don't have 1.5 cars per apartment, either, so I don't see how those numbers work with 1,600 parking spots and 1,450 units, and some of those units being three bedrooms.

Response F54:

See Response to Comment C16-2 regarding the parking required by the proposed zoning and the parking proposed by the Master Developer for the Ronkonkoma Hub project.

Comment F55:

Can Sachem handle, generally speaking, 500 new children in the next five to ten years? Where did I get 500? For 1,450 units, if there's one kid in one-third of the apartments, that's 500 kids.

Response F55:

See Response to Comment C24-1.

Comment F56:

My concern for Islip is will (sic), down the line, Sachem and Connetquot, which are both in Ronkonkoma, Lake Ronkonkoma on the Brookhaven side, which is Sachem; Connetquot, Ronkonkoma on the Islip side, will it redistrict and will some of those children be moving into the Connetquot District?

Response F56:

See Response to Comment C24-1.

ANGELA MCCABE
February 5, 2014

Comment F57:

But our concern as residents is the overpopulation that this is going to bring, and the traffic. I commute from Rosedale Avenue down Lakeland Avenue to my business on Vets Highway, and I can tell you the traffic is horrendous during rush hour both there and on the way home. This project is going to impact that significantly. And when we travel in the morning and the arms come down on the train and the school buses, every one of them has to open and close the doors, it takes even longer. Add that on to our second track we're going to be getting, and that's also going to pose a problem.

Response F57:

See Responses to Comments C8-1 and C11-1, and Appendix F of the FGEIS.

JAN WILLIAMS
February 5, 2014

Comment F58:

I will question the TRITEC story of 750 rentals, and 750 ownerships. That's something new. We're pretty up on this. That's a very small percentage of people that own.

Response F58:

See Response to Comment F7.

Comment F59:

These people are delegated, to our understanding, 1.1 parking spaces. You will still need a car or two or three…I don't know where all these cars are going to be parking.

Response F59:

See Response to Comment C25-2.

Comment F60:

As according to the Long Island housing index, this many units, by statistics, if you believe in statistics, will be 300 children added as a minimum. We don't know where that's going to go. And this project is going to get an abatement; they are not going to pay the full taxes.

Response F60:

See DSGEIS Sections 3.8.2 and 3.9.2, and Responses to Comments C18-1 and C24-1 of this FGEIS regarding impacts to schools and socioeconomic impacts. Also, see Response to Comment H34-5 regarding potential tax abatements.

Comment F61:

…I invite you, come out of my flag lot shared with three people, stand on Smithtown Boulevard, five minutes to get through that traffic there. If I can go east, I go east. That's where I wanted to go. Down Smithtown Boulevard east, follow the same cars, Rosedale Avenue to Ocean Avenue, there we go, plodding along at 10, 15 miles per hour, right to the Expressway, right to Ocean Avenue. So there is going to be a traffic problem, and I'm like two miles away.

Response F61:

See Section 3.5 and Appendix H of the DSGEIS and Responses to Comments C8-1 and C11-1, and Appendix F of this FGEIS regarding the extensive traffic analyses conducted for this proposed action.

4.0

Responses to Substantive Comments Raised from 2010 DGEIS Hearing of October 19, 2010 and Associated Public Comment Period

4.1 Written Correspondence

TATYANA GOLIKOVA, DEPUTY REGIONAL PLANNING & PROGRAM MANAGER
NEW YORK STATE DEPARTMENT OF TRANSPORTATION
NOVEMBER 1, 2010

Comment C1-1 (2010):

Increasing density could generate additional vehicle trips. Impacts on the surrounding roadway network need to be addressed. These impacts should be studied in more detail and specific recommendations should be made.

Response C1-1 (2010):

As indicated in Section 1.0 of this FGEIS, subsequent to the public hearing on the 2010 DGEIS, the Town of Brookhaven, in an effort to ensure that the planning efforts would result in the actual redevelopment of the blighted Hub area, decided to seek private developer input. The Town issued a RFEI and ultimately a RFQ for a Master Developer. Upon review of preliminary plans received as part of the RFEI and RFQ processes, the Town of Brookhaven prepared The *Blight Study*, which ultimately resulted in the preparation of an *Urban Renewal Plan* for the Ronkonkoma Hub area.

The densities recommended in the *Urban Renewal Plan* are different than those originally evaluated in the 2010 DGEIS, as such an updated Environmental Assessment Form was prepared by the Town Board, and, as previously noted, a Positive Declaration indicating the need to prepare a supplemental draft environmental impact statement was adopted on October 1, 2013. Thus, to ensure complete and comprehensive environmental review in accordance with SEQRA and its implementing regulations at 6 NYCRR Part 617, the Town of Brookhaven prepared an DSGEIS to identify and evaluate potential significant adverse environmental impacts that may differ from those evaluated in the 2010 DGEIS. As the maximum potential development being considered for the Ronkonkoma Hub area, as defined in the Urban Renewal Plan, is greater than that evaluated in the 2010 DGEIS, the DSGEIS was prepared to address potential changes in impacts that would result from the modified proposed action.

The DSGEIS evaluated the changes in the modified proposed action, including the preparation of a new Traffic Impact Study. The traffic impacts for the modified proposed action were specifically addressed in Section 3.5 and Appendix H of the DSGEIS. Supplemental traffic analyses have also been undertaken as part of this FGEIS, to respond to comments received on the DGEIS and DSGEIS, and are included in Responses to Comments C8-1 and C11-1, and Appendix F of this FGEIS.

Comment C1-2 (2010):

Consideration should be given to strategies aimed at reducing vehicular trip generation such as parking management (fewer parking spaces, priced parking, and preferential parking for car/vanpools), improve transit access, and provisions for bicycles and pedestrians.

Response C1-2 (2010):

The Town of Brookhaven has carefully evaluated parking requirements for TODs, and has designed the Ronkonkoma Hub TOD District to address the parking characteristics of a TOD, including shared parking. See Response to Comment C25-2 regarding parking for the TOD. See Response to Comment C14-1 for a discussion of provisions for bicycles and pedestrians.

Comment C1-3 (2010):

Where infrastructure improvements are needed in order to insure that adequate capacity exists to accommodate growth, consideration could be given to the creation of a transportation financing district(s) to offset costs and facilitate the implementation of identified mitigation measures.

Response C1-3 (2010):

As indicated on page 5 of the *Urban Renewal Plan*, while the selected master developer would provide the majority of funding for redevelopment efforts, the Town of Brookhaven would apply for New York State and Federal grants, as available, to fund various elements of the *Urban Renewal Plan*.

Comment C1-4 (2010):

Due to the fact that the DGEIS does not represent an application for a NYSDOT work permit, no formal comment is needed at this time on air quality or energy/Greenhouse Gas issues that are discussed within the DGEIS. If and when an application is made for a NYSDOT work permit, air quality and energy/greenhouse gas analyses should be submitted in accordance with requirements presented in the NYSDOT Environmental Procedures Manual and related documents.

Response C1-4 (2010):

See Response to Comment C8-7.

Comment C1-5 (2010):

The Plan indicates that because of the community visioning process it was evident that the community did not want any zoning changes or development modifications to the existing single-family residential neighborhoods located in the eastern perimeter, west and northwest portions of the 181-acre study. Therefore, the redevelopment area was reduced to a 53.73-acre area.

Response C1-5 (2010):

The comment is noted.

Comment C1-6 (2010):

Plan does not include, however, copies of public comments or a statistical compilation of comments in the Appendix.

Response C1-6 (2010):

Such requirement does not apply to a draft environmental impact statement, as public comments would not be available until the draft environmental impact statement was made available for public review and comment. However, in accordance with the requirements of SEQRA and its implementing regulations, specifically 6 NYCRR §671.9(b)(8), this FGEIS includes copies of all public comments received on the 2010 DGEIS in Appendix E, as well as copies of all public comments on the DSGEIS in Appendices A through D.

THOMAS A. ISLES, DIRECTOR OF PLANNING
SUFFOLK COUNTY DEPARTMENT OF PLANNING
NOVEMBER 4, 2010

Comment C2-1 (2010):

The Town of Brookhaven shall seek to establish with the Town of Islip a unified approach for the density shifting into the Hub and tie the preservation of open space and the protection of the regions natural resources with the increased intensification of the TOD.

Absent a program for density shifting it is unclear how the Ronkonkoma Hub Land Use and Implementation Plan stated goal of redirecting growth from outside the region to the Hub would be accomplished. The project area is located in Groundwater Management Zone I. In this zone the maximum allowable sewage flow is 600 gallons per acre per day without formal sewage treatment with nitrogen removal. The projected build out of the TOD is greater than the 32,400 gpd allowable flow for this area if on site sanitary systems are used (DEIS Appendix D Preliminary Feasibility Study for Sewage Treatment and Disposal pg. 4). The proposed action contemplates the construction of a 275,000 gpd STP that if the Theoretical Maximum Build Out Plan (the plan including the Islip development portion) was implemented would offer 72,000 gpd in excess capacity. The excess capacity of the STP would be growth-inducing by extension beyond the TOD and would allow higher density to sprawl past the bounds of the Hub. The Theoretical Full Build Plan (no Islip development) is estimated to generate a population of 1,058 residents all of which will place additional demands on public recreational requirements and open space needs in the area.

Response C2-1 (2010):

The Town of Brookhaven, pursuant to the *Blight Study* and the *Urban Renewal Plan* that have been prepared (see Section 1.0 of this FGEIS and Sections 2.1 and 2.2 of the DSGEIS), have found that the Ronkonkoma Hub area is blighted and in need of revitalization. The property that is the subject of both the *Blight Study* and the *Urban Renewal Plan* are entirely within the Town of Brookhaven. The Town of Brookhaven has no jurisdiction over property within the Town of Islip (and vice versa). Accordingly, the Town of Brookhaven had not and does not intend to prepare any planning studies, density studies, etc. that may include future speculative development outside its jurisdictional area. Moreover, contrary to the commentators suggestion, this revitalization plan is not an open space plan, and there is no pristine open space within the Ronkonkoma Hub area (see Sections 3.4 and 4.4 of the 2010 DGEIS and Section 3.4 of the DSGEIS). With respect to recreation, see Section 3.4 of the DSGEIS.

With respect to sanitary flow, as described in detail in Responses to Comments C12-6 and C13-3 and in the correspondence from SCDPW Commissioner Gil Anderson (see Appendix G of this FGEIS), Suffolk County is performing a regional analysis of sewage treatment needs and the means to address same. Suffolk County is currently reviewing the potential to connect the Ronkonkoma Hub area (as well as other areas, including those in the Town of Islip) to the existing Southwest Sewer District.

Comment C2-2 (2010):

At the time the Brookhaven Town Board legislatively considers the change of zone for the approximate 54 acre Ronkonkoma Hub TOD a referral shall be made to the Suffolk County Planning Commission pursuant to the referral requirements of NYS GML 239 and the Suffolk County Administrative Code Section A14-14 A.

The October 4, 2010 referral to the Suffolk County Planning Commission by the Town of Brookhaven is a request to review the Ronkonkoma Hub Transit Oriented Development Land Use and Implementation Plan and the TOD Form Based Code. The zone change process on the 54 acre area will undergo a separate legislative process at the Brookhaven Town Board in the future.

Response C2-2 (2010):

The Town Board will comply with all referral requirements of the Suffolk County Planning Commission.

Comment C2-3 (2010):

The TOD ordinance shall be revised to have performance standards related to public safety.

There is no indication in the referral material sent to the Suffolk County Planning Commission that the Town has considered public safety as a goal for development of the Ronkonkoma Hub TOD. The TOD ordinance should be revised to have performance standards related to public safety. The Suffolk County Planning Commission Guidebook should be reviewed and supplement Town regulations where appropriate.

Response C2-3 (2010):

Public safety has been considered in the design guidelines of the TOD ordinance. Also, see Response to Comment C17-10.

Comment C2-4 (2010):

The TOD ordinance shall be revised to have performance standards related to energy efficiency.

There is no indication in the referral material sent to the Suffolk County Planning Commission that the Town has considered energy efficiency as a goal for development of the Ronkonkoma Hub TOD. The TOD ordinance should be revised to have a performance standard related to energy efficiency. The Suffolk County Planning Commission Guidebook should be reviewed and supplement Town regulations where appropriate.

Response C2-4 (2010):

See Section 12.0 of the 2010 DGEIS and Section 8.0 of the DSGEIS for a discussion of energy impacts. Also, as with other development within the Town of Brookhaven, the energy efficiency components of the site plans

will be considered during site plan review process, and all development will be required to conform to prevailing energy codes.

Comment C2-5 (2010):

The Town should consider amending the study boundary to include relevant portions of the Town of Islip (with the support of the Town of Islip), particularly the railroad parking areas.

The recent referral to the Suffolk County Planning Commission included a Draft Environmental Impact Statement with additional information regarding the Land Use and Implementation Plan. The DEIS included a section entitled "Theoretical Maximum Build-Out Plan" as part of the Alternatives chapter of the DEIS. The section outlines conceivable additional potential development and potential impacts should the Town of Islip undergo a similar endeavor. Rail Road parking areas located in the Town of Islip are critical to adequately analyzing land use issues within the Hub. The DEIS analysis contemplates an additional 25,000 SF of retail, a 1,000 space parking garage and solar panel array canopies over surface parking lots on the Town of Islip side of the Ronkonkoma Station. A coordinated planning effort for the Brookhaven and Islip portions of the Ronkonkoma Hub could give consideration to the development of uniform design standards between the two towns, uniform open space, landscaping, signage, setback and infrastructure standards and improve the safety, aesthetics and the functioning of the regional transportation system (*SCPC Guidebook pg. 28 Specific Transportation Policies).* The Suffolk County Planning Commission would be pleased to assist in coordinating such an effort.

Response C2-5 (2010):

See Responses to Comments C2-1, C10-1 and C13-7.

Comment C2-6 (2010):

Continued coordination with the Suffolk County Department of Public Works is in order.

Data to support the underlying assumption that increased densities within the Hub would reduce dependence on single occupancy automobile use remains minimal in the referral documents to the Suffolk County Planning Commission. A fundamental assumption underlying the study is that the development of high density mixed-use transit oriented developments with jobs, housing and shopping will decrease dependence on driving, reduce trip generation, promote a more efficient use of land and therefore enhance environmental quality. Traffic analysis in the referred materials utilizes the Institute of Transportation Engineers "Trip Generation Manual" to calculate traffic volumes but only notes "various studies were reviewed" in order to substantiate a 25% reduction in calculated motor vehicle trip generation (DEIS Appendix G Traffic and Parking Analysis pg. 26). This "capture" reduction presumes that the proximity to public transit and the creation of a high density mixed commercial/residential node will reduce dependence on single occupant motor vehicles. The record should be more specific with regard to literature reviewed and the record should include objective analysis from identified similarly sized transit-oriented developments

which demonstrate this principal. Moreover, a portion of the motor-vehicle trips generated from the Hub endeavor will discharge onto CR 29 (Ronkonkoma Avenue).

Response C2-6 (2010):

The traffic studies performed as part of the 2010 DGEIS and the DSGEIS have been reviewed internally by the Town of Brookhaven Division of Traffic Safety as well as the SCDPW. All comments of the Town of Brookhaven Division of Traffic Safety have been addressed (see Responses to Comments C9-1 through C9-6, and Appendix F of this FGEIS).

The SCDPW offered one comment, which was to clarify that Ronkonkoma Avenue is System Road 29 not County Road 29. SCDPW provided no additional comments on the traffic analyses performed (see Response to Comment C7-1).

Comment C2-7 (2010):

The Town [of Brookhaven] should continue discussions with the SCDPW regarding the creation of the proposed STP and should further coordinate with the Town of Islip on the development of the Ronkonkoma Hub.

A sewage treatment plant (STP) is proposed to accommodate the waste water flow of the TOD. A Preliminary Feasibility Study for Sewage Treatment and Disposal was conducted for this proposal and included in the DEIS and referral documents to the Commission. No existing STP in the area has uncommitted excess capacity to accommodate the proposed intensity of the TOD. For the development plan exclusively in the Town of Brookhaven the STP will be sited in the southeast corner of the Hub area. The parcel is a 5.47 acre site that will accommodate the 275,000 gpd STP. An alternative site is proposed should the Town of Islip develop the south side of the Hub. This site would be just south of the rail road tracks on a 9.00 acre parcel. The alternative site could accommodate at least the 275,000 gpd STP. The alternative site is significantly larger than the primary site, offering greater opportunity for expansion of the STP in the future to accommodate an expansion of the district. The Suffolk County Department of Public Works is conducting a study with respect to districting and combining contributing areas for the purpose of sewage treatment in this area.

Response C2-7 (2010):

See Responses to Comments C2-1, C12-6 and C13-3.

Comment C2-8 (2010):

The proposed TOD Code is intended to be applicable to the Ronkonkoma Hub. Ideally variations of the TOD Code could be provided for other rail road stations in the Town. Each TOD could be created within the context of the community character surrounding the rail road station and at appropriate densities. The Town should tie the creation of TOD Codes to an overall examination of the distribution of higher density and affordable housing throughout the Town.

Response C2-8 (2010):

The comment is noted.

Comment C2-9 (2010):

The Town should consider incorporating green methodologies for stormwater management into the TOD Code. The Suffolk County Planning Commission Guidebook and bulletin regarding managing stormwater should be reviewed.

Response C2-9 (2010):

As indicated in Section 4.2.2 of the DSGEIS, all site-specific applications would be subject to compliance with the Town's stormwater ordinance (Chapter 86 of the Town Code). Also, see Response to Comment C2-4 (2010).

Comment C2-10 (2010):

The Town should consider revising the TOD Code to include a framework for flexible dimensional standards related to use and density to provide some guidance to regulating Boards.

The proposed ordinance provides little guidance on preferable land uses within the TOD and standards related to them. The ordinance should be fleshed out to provide floor area ratio guidance for particular preferred uses and design performance standards for dimensional frameworks.

Response C2-10 (2010):

As indicated in Section 4.4.2 of the DSGEIS, the TOD District (included in Appendix D of the DSGEIS) has been designed as a Form-Based Code. Form-based codes are different from conventional zoning in that they emphasize building form and appearance rather than specifying bulk regulations. Form-based codes focus on regulating the public realm, including street types, blocks, and civic spaces and provide for flexibility in use, site and architectural design. Form-based codes also include an extensive use of graphics to illustrate, for example, the anticipated relationship of the building to the street or site.

The TOD District establishes objectives, policies, and standards to promote orderly development and redevelopment within the Ronkonkoma Hub area for purposes of encouraging high-density mixed-use development, housing, retail, office, entertainment and institutional uses. The overall intent of the TOD District is to encourage the efficient use of land, be a catalyst for revitalization, and foster a sense of place through development of a new transit-oriented, mixed use, pedestrian-friendly community.

Development within the Ronkonkoma Hub area is controlled by a "Regulating Plan" (see Figure 3 and Appendix D of the DSGEIS). This plan designates the subdistricts that comprise the TOD District and the various roadways within and adjacent to the subdistrict. With respect to approvals, the Planning Board would determine whether proposed development within the Ronkonkoma Hub area complies with the Regulating Plan and with the descriptions, building forms and development parameters applicable to each of the subdistricts, as defined in the TOD District. These subdistricts convey the specific character that the Town wishes to achieve within the Ronkonkoma Hub area. The subdistricts included within the TOD District and shown on the Regulating Plan are as follows:

- Neighborhood Subdistrict (A)
- Downtown Living Subdistrict (B)
- Marketplace Subdistrict (C)
- Main Street Subdistrict (D).

The distribution of uses, building configurations (including height in feet and stories), building alignment, accessory buildings, parking requirements and streetscape requirements are specified for each of the four subdistricts. Other parameters set forth in the TOD District include permitted and prohibited uses, public and private street types, designated outdoor space, signage and supplementary public lighting.

Comment C2-11 (2010):

Pursuant to 239-m6 of the General Municipal Law, the referring municipality with (30 days) after final action, shall file a report with the Suffolk County Planning Commission, and if said action is contrary to this recommendation, set forth the reasons for such contrary action.

Response C2-11 (2010):

The comment is noted. The Town Board will comply with all relevant requirements of the General Municipal Law.

EXECUTIVE BOARD

LAKE RONKONKOMA CIVIC ORGANIZATION
NOVEMBER 1, 2010

Comment C3-1 (2010):

Maximum Height: We recommend that the heights of structures in Neighborhood Zones be limited to three stories and the heights of structures in Main Street Zones be limited to four stories.

Response C3-1 (2010):

As indicated in Section 2.2.1 of the DSGEIS, the TOD District has been revised from the prior TOD District considered in the 2010 DGEIS. Similar to the prior TOD District, development within the Ronkonkoma Hub area would be governed by a "Regulating Plan" (see Figure 3 and Appendix D of the DSGEIS). This Regulating Plan designates the subdistricts that comprise the TOD District and the various roadways within and adjacent to the subdistrict. The subdistricts included within the TOD District are shown on the Regulating Plan. These subdistricts convey the specific character that the Town wishes to achieve within the Ronkonkoma Hub area.

- Neighborhood Subdistrict (A) -- The Neighborhood Subdistrict is a predominantly residential area with medium-to-high density building types. It allows for a limited amount of ground floor commercial use and live/work units. It provides a transition between single-family homes and more compact mixed-use areas.

- Downtown Living Subdistrict (B) -- The Downtown Living Subdistrict is predominantly a mixed-use residential area with medium-to-high density building types. It allows for up to 50 percent commercial use.

- Marketplace Subdistrict (C) -- The Marketplace Subdistrict allows for predominantly retail-focused mixed-use, maintaining a high level of flexibility to attract diverse local and national retailers.

- Main Street Subdistrict (D) -- The Main Street Subdistrict is intended as predominantly a pedestrian-oriented, mixed-use town center. Regional shopping, entertainment, and outdoor dining uses are encouraged.

As shown on the Regulating Plan, Neighborhood Subdistrict A forms the northern perimeter (along Union Avenue) and the eastern perimeter of the Ronkonkoma Hub TOD area. Downtown Living Subdistrict B is located south of Union Avenue, adjacent to Hawkins Avenue and adjacent to Carroll Avenue. Another portion of Downtown Living Subdistrict B is located east of the Mill Road roundabout, north of the railroad tracks. Marketplace Subdistrict C is surrounded by Union Street to the north, Hawkins Avenue to the east,

Garrity Avenue to the west and Railroad Avenue to the south. Finally, Main Street Subdistrict D forms the remainder of the Ronkonkoma Hub TOD area. The majority of Subdistrict D is located along the northern and southern sides of Railroad Avenue, from Ronkonkoma Avenue (with the exception of the area of Marketplace Subdistrict C) to Mill Road, and includes the train station and the existing parking garage. It also extends to the north along several new private streets and abuts Downtown Living Subdistrict B to the east and west.

Each of the subdistricts is further broken down by maximum height in stories and maximum height in feet, as depicted on the Regulating Plan. Specifically,

- Neighborhood Subdistrict (A) -- Maximum height of four stories, 70 feet, east of Carroll Avenue and maximum height of three stories, 56 feet west of Carroll Avenue
- Downtown Living Subdistrict (B) -- Maximum height of four stories, 70 feet
- Marketplace Subdistrict (C) -- Maximum height of three stories, 56 feet
- Main Street Subdistrict (D) -- Maximum height of five stories, 70 feet, with the exception of four blocks south of Railroad Avenue, which would have a maximum height of four stories and 60 feet.

The visual impacts of the proposed development, at the maximum heights that would be permitted by the TOD District, have been evaluated (see Section 3.10 and Figures 17 through 33 in the DSGEIS). The visual analysis demonstrates that development in accordance with the TOD District would not result in significant adverse visual impacts.

Comment C3-2 (2010):

Neighborhood Zones: To be successful, new residential structures should be respectful of the character of the existing single-family district and attempt to integrate into the neighborhood and not stand apart as a separate community. The majority of the existing single-family homes do not exceed 2 stories in height and with an appropriate design it is possible to create new three story residential structures that fit with this context. But this is not possible with a four-story structure; therefore we recommend that the heights of structures in Neighborhood Zones be limited to three stories.

Response C3-2 (2010):

See Response to Comment C3-1 (2010).

Comment C3-3 (2010):

Main Street Zones: There is sufficient scientific evidence to indicate that buildings over four stories in height can create psychological and sociological problems. When people live and work further away from the

ground they distance themselves from the casual, everyday society that occurs on the sidewalks and streets below. Tall buildings are not pedestrian-friendly because the majority of people who live above four stories become unwilling to participate in the public life below; unless there is some specific task which brings people to street level, the tendency is to stay home, alone. To quote Christopher Alexander's *A Pattern Language:*

> "At three or four stories, one can still walk comfortably down to the street, and from a window you can still feel part of the street scene: you can see details in the street - the people, their faces, foliage, shops. From three stories you can yell out, and catch the attention of someone below. Above four stories these connections break down. The visual detail is lost; people speak of the scene below as if it were a game, from which they are completely detached. The connection to the ground and to the fabric of the town becomes tenuous; the building becomes a world of its own: with its own elevators and cafeterias. We believe, therefore, that the "four-story limit" is an appropriate way to express the proper connection between building height and the health of a people."

Therefore we recommend that the heights of structures in Main Street Zones be limited to four stories.

Response C3-3 (2010):

See Response to Comment C3-1 (2010). Also, as explained in *The SEQR Handbook:*

> *9. Are there economic or social factors which are inappropriate for inclusion in an EIS?*
>
> *. . .Some social factors may be considered arbitrary, discriminatory, or speculative, and consequently are inappropriate for inclusion in an EIS. Such factors may include, but are not limited to, potential for crime, drug problems or psychological stress. These kinds of social concerns may be raised by the public during the comment period or hearing on an EIS. In such cases, they may be acknowledged, but given limited weight, when SEQR findings are developed during the agency's final decision-making.* (emphasis added)

Comment C3-4 (2010):

Landscaped Berm: We recommend that the use of landscape berms should be better defined. In areas where a Neighborhood Zone faces a single-family district the preference should be that new residential structures have their front doors face the street, have a front lawn and a sidewalk to the front door. In this manner multi-story residential unit s can be successfully integrated into the existing single-family district. In addition, a berm should not be permitted in either Neighborhood Zones or Main Street Zones if the berm is visible to an existing single-family home or from a new residential structure in a Neighborhood Zone. A substantial landscape buffer is always preferable to the use of berms.

Response C3-4 (2010):

The TOD District does not include a requirement for berms, however, it does specify parameters for landscaping and streetscape design. The specific landscaping design for each site will be reviewed by the Planning Board as part of the site plan review process.

Comment C3-5 (2010):

Building Facades: To promote a pedestrian-friendly environment and create a varied and interesting streetscape, we recommend that a single façade surface and composition be limited to no more than 50 feet wide and that façade widths vary. Should the façade of a building exceed 50 feet in width, the façade should be designed to appear as multiple facades even though the interior behind may be continuous. This may be achieved through a variation in the façade composition and/or a substantial change in the distance from the façade to the street. As an example, a 70-foot long façade may be designed to appear as a façade 30 feet wide and another façade 40 feet wide that has a distinct change in composition and is set back from the adjacent façade by 2 feet.

Response C3-5 (2010):

The Town of Brookhaven has worked with the community, the Master Developer and its design team to ensure that the TOD District and the Regulating Plan require varied and interesting streetscapes. The TOD District provides design guidelines for building facades and configuration, building heights, public and private street type designs, streetscape design (including landscape and furnishings), designated outdoor space, lighting and signage.

Comment C3-6 (2010):

Earlier in 2010, the Town of Brookhaven adopted the Portion Road Land Use Plan which includes provisions for the revitalization of the existing central business district around the intersection of Portion Road and Hawkins Avenue, just 2 miles north of the Ronkonkoma Hub. Portion Road Land Use Plan contains a Market Analysis, which we have found to be an indispensable tool for land use planning, so we applaud the development and inclusion of a market analysis in the Ronkonkoma Hub Transit-Oriented Development Draft Land Use Plan. However, the market analysis for the hub does not take into consideration the close proximity of the existing business district along Portion Road or the existence of the associated market analysis and its goals. For the hub land use plan to be successful both business districts, Portion Road and the hub, must have compatible goals; the goals of the hub plan cannot be achieved at the expense of the Portion Road plan and vice versa. Therefore, we recommend that the Ronkonkoma Hub Market Analysis be revised; that the goals of the plan take into consideration, and be reconciled with, the goals of the adopted Portion Road Land Use Plan. Market Analysis, and include recommendations to achieve the ultimate objective of creating two compatible and successful business districts.

Response C3-6 (2010):

Since the time this comment was offered (i.e., on the 2010 DGEIS), as explained in Section 2.1 of the DSGEIS and Section 1.0 of this FGEIS, the Town of Brookhaven, using, among other things, the Market Analysis as a guide, embarked on a competitive selection process for a Master Developer. This process has assisted the Town in refining the proposed zoning and design of the Ronkonkoma Hub area to ensure that the uses will be marketable.

With respect to competition with other businesses, see Response to Comment H44-3.

DONALD MONTI, PRESIDENT AND CEO
RENAISSANCE DOWNTOWNS
NOVEMBER 5, 2010

Comment C4-1 (2010):

Appendix C: Section 2 Regulating Plan

In order to create a unified "place", residential and commercial zones should be allowed to interact throughout the redevelopment area so as to avoid pockets of vibrancy at the expense of creating an overall live, work, learn, shop and play environment that will be attractive to the market as a whole. As such, we would recommend not separating the Main Street and Neighborhood Zones. A series of character building Main Street amenities can help residents identify not only with the whole of the TOD but further identify with the micro-neighborhood in which they choose to live. Additionally, street level residential blocks located within the commercial zones foster community and neighborly fellowship.

Response C4-1 (2010):

The TOD District promotes the interaction between residential and commercial uses. For further discussion, see Response to Comment C3-1 (2010).

Comment C4-2 (2010):

Appendix C: Section 5 Permitted Uses

We suggest that the Town review the following uses thus far omitted from the Zoning Code. The larger the mix of allowable uses, the more potential the TOD will have in creating a vibrant 24/7 sustainable community.

- Healthcare Related Industries
- Educational Facilities
- Boutique Hotel and Bed & Breakfast – Critical to a successful transportation hub
- Adult care Facilities
- Senior and Independent/Assisted Living Options
- All office use (not limited to "Professional") – The more people working in this newly created downtown equates to more jobs with less cars on the road
- Service organizations such as Police, Fire, EMS and US Postal Service
- Performing Arts Theater
- Places of Worship.

Response C4-2 (2010):

As explained in Sections 2.1 and 2.2 of the DSGEIS and Section 1.0 of this FGEIS, since the time this comment was made on the 2010 DGEIS, the Town of Brookhaven has further refined the TOD District to include additional uses to ensure that a vibrant and sustainable community will be created.

Comment C4-3 (2010):

Appendix C: Section 6 Building Form Standards

General Provisions – As noted above, we feel that these zones should be reexamined and potentially overly each other to encompass the entire TOD.

Response C4-3 (2010):

See Response to Comment C4-2.

Comment C4-4 (2010):

Appendix C: Section 6 Building Form Standards

"Where a site abuts an existing single family district, a landscaped berm, at least four (4) to six (6) feet in height should be constructed." – If a landscaped berm is necessary, the ordinance may want to consider some options to allow for pedestrian connectivity between the abutting residential neighborhood and the newly developed downtown. This will foster an increased sense of pride beyond the TOD boundary line.

Response C4-4 (2010):

See Response to Comment C3-4 (2010).

4.2 Transcription and Comment Cards from DGEIS Public Hearing of October 19, 2010

CHRIS HUDMAN
LAKE RONKONKOMA

Comment H-1:

I would like to say that as a commuter out of Ronkonkoma every morning, I do agree that the area does need a face-lift; especially the commercial properties around it, especially the store fronts around Railroad Avenue have been vacant for a while, so it would actually help the Ronkonkoma train station.

Response H-1:

The comment is noted.

Comment H-2:

My only concern is regarding the apartment complex. If there are any unsold units for an extended period of time, will they be converted into low income or section 8 housing? Now I understand that this is not the intention on the project, but as we all know, money talks and if the developer does not receive their money basically it's a losing proposition. I just want to know if that's a possibility…basically I want to know that this won't be converted into low-income or section 8 housing.

Response H-2:

See Responses to Comments C18-1 and C19-2.

GEORGE SCHRAMM
35 LAKEWOOD ROAD, LAKE RONKONKOMA
PRESIDENT OF THE LAKE RONKONKOMA CIVIC ORGANIZATION

Comment H-3:

The HUB does have a market analysis, but unfortunately it appears that the analysis does ignore the existence of the Portion Road analysis previously completed and the downtown area. Now the downtown area is approximately two miles from the railroad station, so moving forward we feel the analysis should be adjusted before the final plan. That some accounting should be done for combining the two efforts so that they are reconciled, so that one doesn't become an issue, that both of these commercial areas have to proceed together and have to be compatible.

Response H-3:

See Response to Comment C3-6 (2010).

Comment H-4:

The consultant has recommended a range for the residential component of three to four stories, and a range in height for the commercial component of four or five stories. The civic is recommending that we choose, in the final version of the plan, the lower number of stories for each of those components, three-story residential and a four story commercial. The residential areas, these new blocks are near existing single-family homes that are two-stories in height in the majority; a four-story building would be out of character and difficult to transition. In the commercial area, five-stories would also be out of character and there is also good science that supports that buildings over four-stories create problems and I will quote a section from the book Christopher Alexander's Pattern Language "at three or four stories, one can still walk comfortably down to the street and from a window you can still feel a part of the street scene, you can see details from the street, the people, their faces, foliage, shops. From three stories you can yell out, catch the attention of someone below. Above four stories, these connections break down, the visual detail is lost. People speak of the scene below as if it were a game from which they are completely detached. The connection to the ground and to the fabric of the town becomes tenuous; the building becomes a world of its own with its own elevators and cafeterias. We believe, therefore, that the four story limit is an appropriate way to express the proper connection between building height and the health of people. Of course, it is in the spirit of the pattern which is most essential. Certainly buildings that are five stories or perhaps even six might work if it was carefully handled, but it is difficult. On the whole we advocate for a four story limit with only occasional departures." The civic also recommends a four story limit for the final version of the plan.

Response H-4:

See Responses to Comments C3-1 (2010) and C3-5 (2010).

JAMES ZAMBIC

Comment H-5:

We're still trying to figure out what we're going to do with the Ronkonkoma transportation hub. I would urge you to try to fast-track this. Try to get this program moving, and figure out what they're going to do. As you heard from a lot of the comments, the stores are vacant; you know the area could use some improvement, along with the jobs that it would create. It would create a lot of jobs, construction jobs. A project of this size is much needed for the area.

Response H-5:

The comment is noted.

THOMAS LAPANNY
UNION AVENUE, LAKE RONKONKOMA

Comment H-6:

My main concern is, right now for me to get out of my development, to get on to Union Avenue when a train pulls in, it's impossible. I remember when the train first became electrified, how we were promised in our area that there was going to be routes directly to the LIE so that all these cars, it looks like the field of dreams at night. And we were promised that there were going to be roads that would lead right to the LIE to avoid our neighborhood, so that we can go to Waldbaums and we can go to the pizza place and bring home a pizza for our family without having to wait ten minutes every time a train comes in. Now that this is going to become even bigger, are there going to be roads that will alleviate those problems for us so that we can live like a normal community? That's my only concern.

Response H-6:

Detailed traffic studies were prepared as part of the 2010 DGEIS (see Sections 3.5 and 4.5 and Appendix G thereof) and the DSGEIS (see Section 3.5 and Appendix H thereof), both of which included required mitigation measures.

See Responses to Comments C8-1 and C11-1.

LEANN YAP
yapleann@gmail.com

Comment H-7:

The people living on Garrity Avenue cannot get onto the L.I.E. or Ronkonkoma Avenue during rush hour. In addition to this, we have a massive amount of traffic RUSHING down our block to get to the L.I.E. We need to do something about this now.

Response H-7:

Detailed traffic studies were prepared as part of the 2010 DGEIS (see Sections 3.5 and 4.5 and Appendix G thereof) and the DSGEIS (see Section 3.5 and Appendix H thereof), both of which included required mitigation measures.

See Responses to Comments C8-1 and C11-1.

Comment H-8:

We also need a study done on the impact of our block with all the new development.

Response H-8:

Garrity Avenue runs north/south from Railroad Avenue at its southern terminus to Express Drive South at its north end. There are several other roadways which connect Garrity Avenue to Ronkonkoma Avenue. A portion of Garrity Avenue, between Union Street and Bergen Street is restricted to southbound traffic only. While Express Drive South and Ronkonkoma Avenue will serve as some of the main roadways to and from the TOD, the traffic analyses performed have identified significant mitigation measures to maintain traffic flow on those roadways.

See Responses to Comments C8-1 and C11-1.

Richardherbst360@gmail.com

Comment H-9:

What improvements and/or effect will implementation have on Union Avenue (near Hawkins Avenue)?

Response H-9:

The Traffic Impact Study described in Section 3.5 and Appendix H of the DGEIS included improvements to mitigate traffic impacts in the study area. This included improvements to Union Avenue as well as the intersections of Union Avenue at Hawkins Avenue and Union Avenue at Mill Road.

See Response to Comment C8-1.

Comment H-10:

Who is the developer on this project?

Response H-10:

The Master Developer is TREK RONK HUB LLC.

Comment H-11:

How soon will we see changes and improvements taking place?

Response H-11:

As explained in Response to Comment C10-1, the Town of Brookhaven is at the final stages of completion of the SEQRA process. Once the SEQRA process is completed (i.e., a Findings Statement is adopted), the Town Board can then make substantive decisions regarding the Ronkonkoma Hub. Assuming that approvals are granted by the Town Board, the Master Developer can then begin the site plan approval process.

JAMES ZAMBIK
82 ELM STREET, LAKE RONKONKOMA

Comment H-12:

I own the property at 82 Elm Street and would like my property to be included in the rezoning so I can sell my property to the developer. How do I accomplish this? I am in favor of this plan and believe it will be a positive situation for all surrounding landowners!

Response H-12:

The subject property is situated within the Ronkonkoma Hub area. Accordingly, if the Town Board ultimately approves the creation of the TOD District and the associated changes of zone, the property at 82 Elm Street would be included therein.

LILY BEDELL
24 CROTTY COURT, LAKE GROVE

Comment H-13:

We own 59 Railroad Avenue. We don't always get notices- please send.

Response H-13:

The comment is noted. The Town of Brookhaven follows all legal notification requirements.

Comment H-14:

When will we be approached for selling our property?

Response H-14:

The Master Developer is in the process of negotiating with various property owners within the Ronkonkoma Hub area. Also, see Responses to Comments C12-1 and C12-4.

5.0

Conditions and Criteria Under Which Future Actions Will Be Undertaken or Approved Including Requirements For Subsequent SEQRA Compliance

6 NYCRR §617.10(c) and (d) state, in pertinent part:

> *"(c) Generic EISs…should set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance…"*
>
> *(d) When a final generic EIS has been filed under this part:*
> *(1) No further SEQR compliance is required if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS or its findings statement;*
>
> *(2) An amended findings statement must be prepared if the subsequent proposed action was adequately addressed in the generic EIS but was not addressed or was not adequately addressed in the findings statement for the generic EIS;*
>
> *(3) A negative declaration must be prepared if a subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action will not result in any significant environmental impacts;*
>
> *(4) A supplement to the final generic EIS must be prepared if the subsequent proposed action was not addressed or was not adequately*

addressed in the generic EIS and the subsequent action may have one or more significant adverse environmental impacts."

Based on the analyses contained in this FGEIS, the following represent the conditions and thresholds, which, if met, would allow full development of the Ronkonkoma Hub area within the Town of Brookhaven without the need for further SEQRA compliance or further approval from the Town Board:

- Total development of the Ronkonkoma Hub area shall not exceed the following development limits:[18]
  - 1,450 residential units
  - Approximately 195,000 SF - retail
  - Approximately 360,000 SF - office/medical
  - Approximately 60,000 SF - flex space (including hospitality, conference and exhibition space, and/or residential units)

- Sanitary discharge (whether through connection to an existing Suffolk County STP, to a new Suffolk County STP or to another approved location) associated with development/redevelopment of parcels within the Ronkonkoma Hub area shall not exceed 400,000 gpd. In the event that development/redevelopment is proposed that would cause this capacity to be exceeded, additional evaluation must be conducted and additional sewage capacity must be secured to support the additional development.

- No residential development shall be permitted south of Railroad Avenue between Hawkins Avenue and Mill Road in order to minimize the potential for residents within the proposed development to be affected by LIRR operational noise.

[18] With the exception of the limitation on residential units (which is a maximum), the amount of retail, office/medical and flex space can vary (as same will be dictated by actual market demand), as long as such development conforms with the requirements of the TOD District.

- The development or improvement of the internal and immediate perimeter roadway systems within and bordering the Ronkonkoma TOD area should be performed as the parcels adjacent to those roads are developed to ensure adequate and safe access to surrounding roadways. Functionally, the proposed improvements to the majority of these roads are to provide parking areas and other roadside amenities to serve the adjacent and surrounding parcels.

- The roundabout proposed at Railroad Avenue and Mill Road must be completed at such time as the adjacent development access which forms the south leg is developed (see Condition Figure B [Figure 3 herein]).

Traffic Mitigation Table

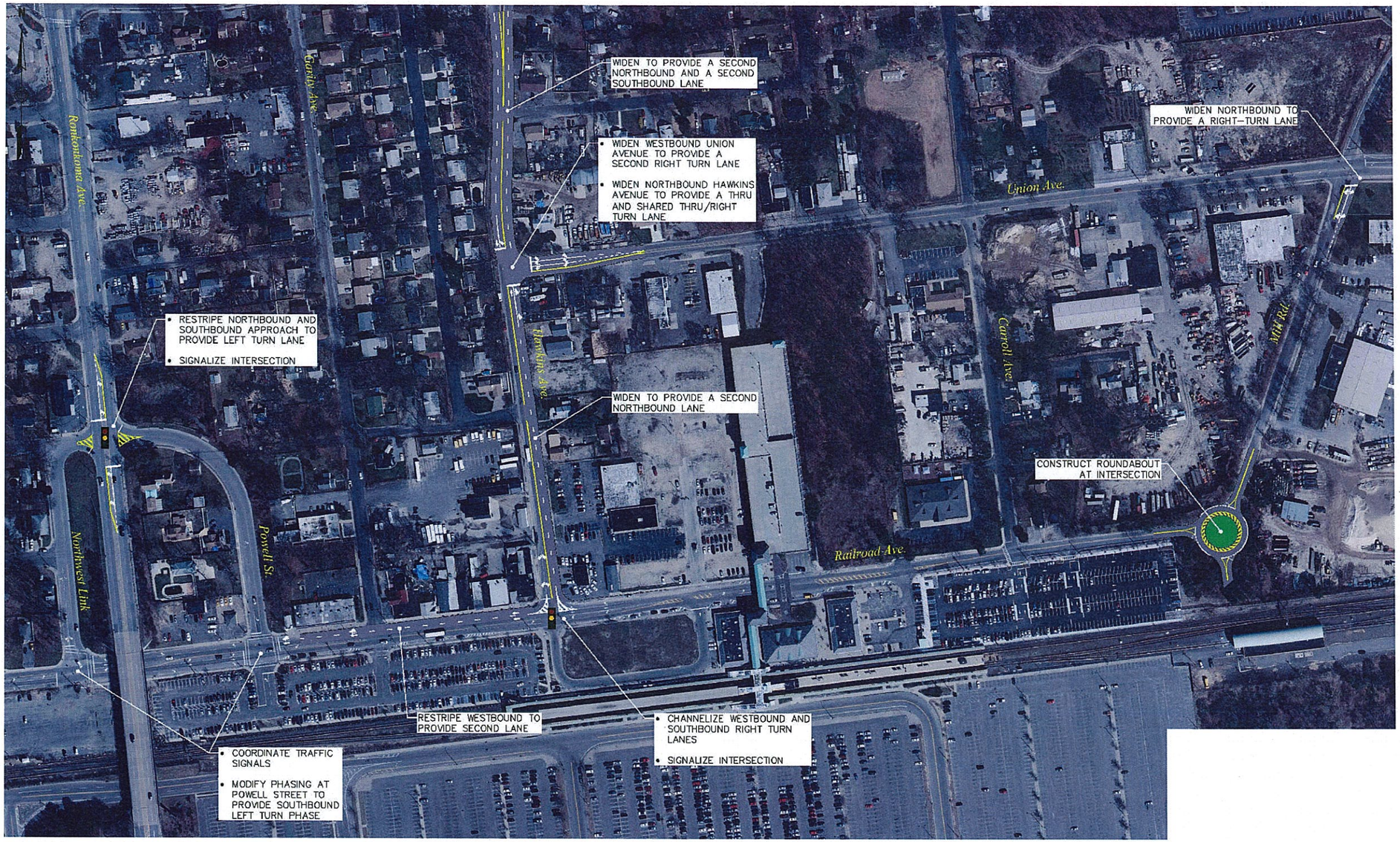
	Location	Capacity Improvements		Signal Improvements
		Existing Conditions	Proposed Mitigation	
1	LIE North Service Road & Hawkins Avenue	Westbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Restripe approach to: One shared left-turn and through lane, one through lane and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
		Northbound - One exclusive left-turn lane, two through lanes	Increase left-turn storage lane by removing a portion of the raised median	
2	LIE South Service Road & Hawkins Avenue	Eastbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Widen and add a 4th 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 4th 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 3rd approach lane. New configuration: Two through lanes and an exclusive right-turn lane	

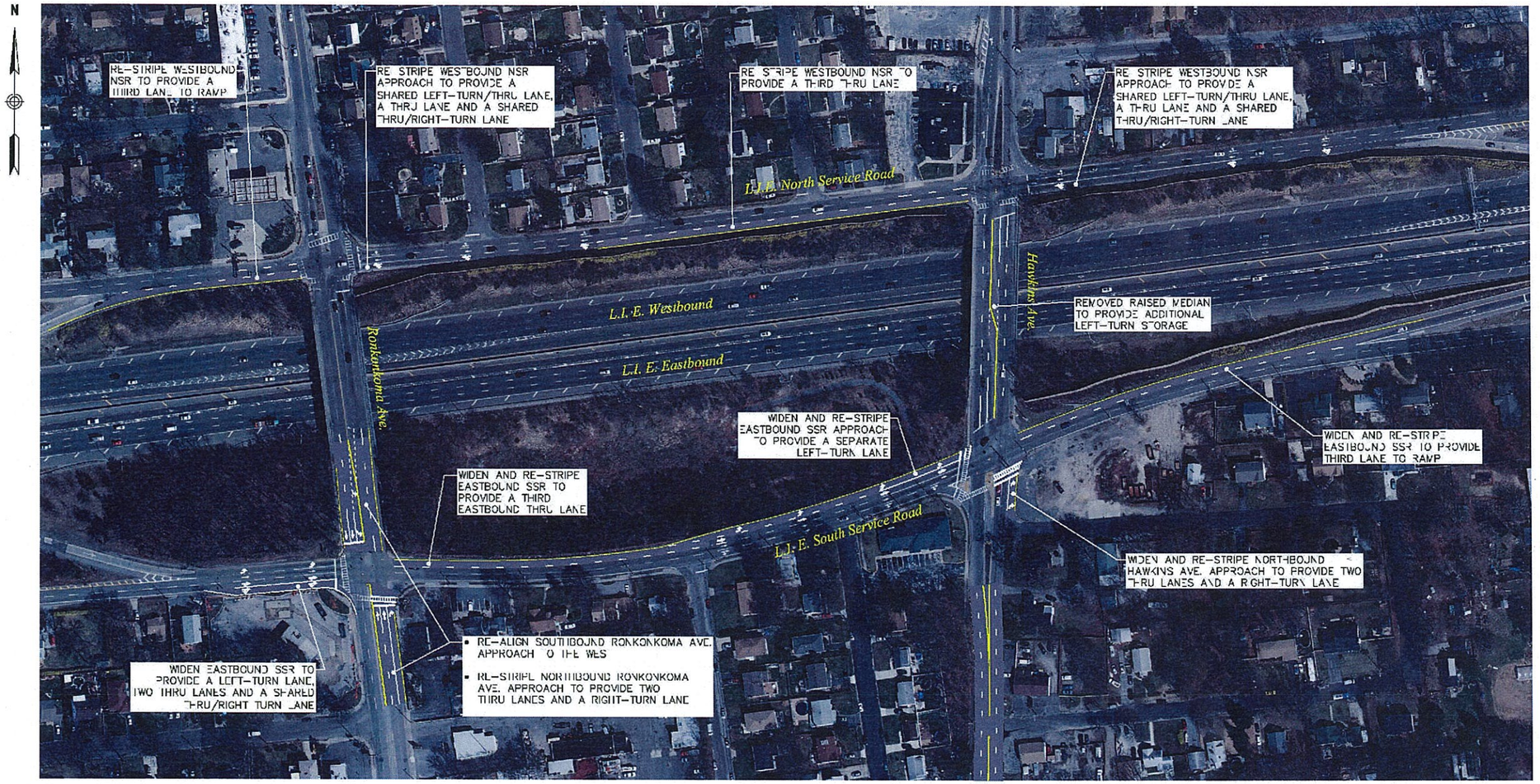
Traffic Mitigation Table...continued

	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 3rd 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 2nd 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 / 2nd 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.	

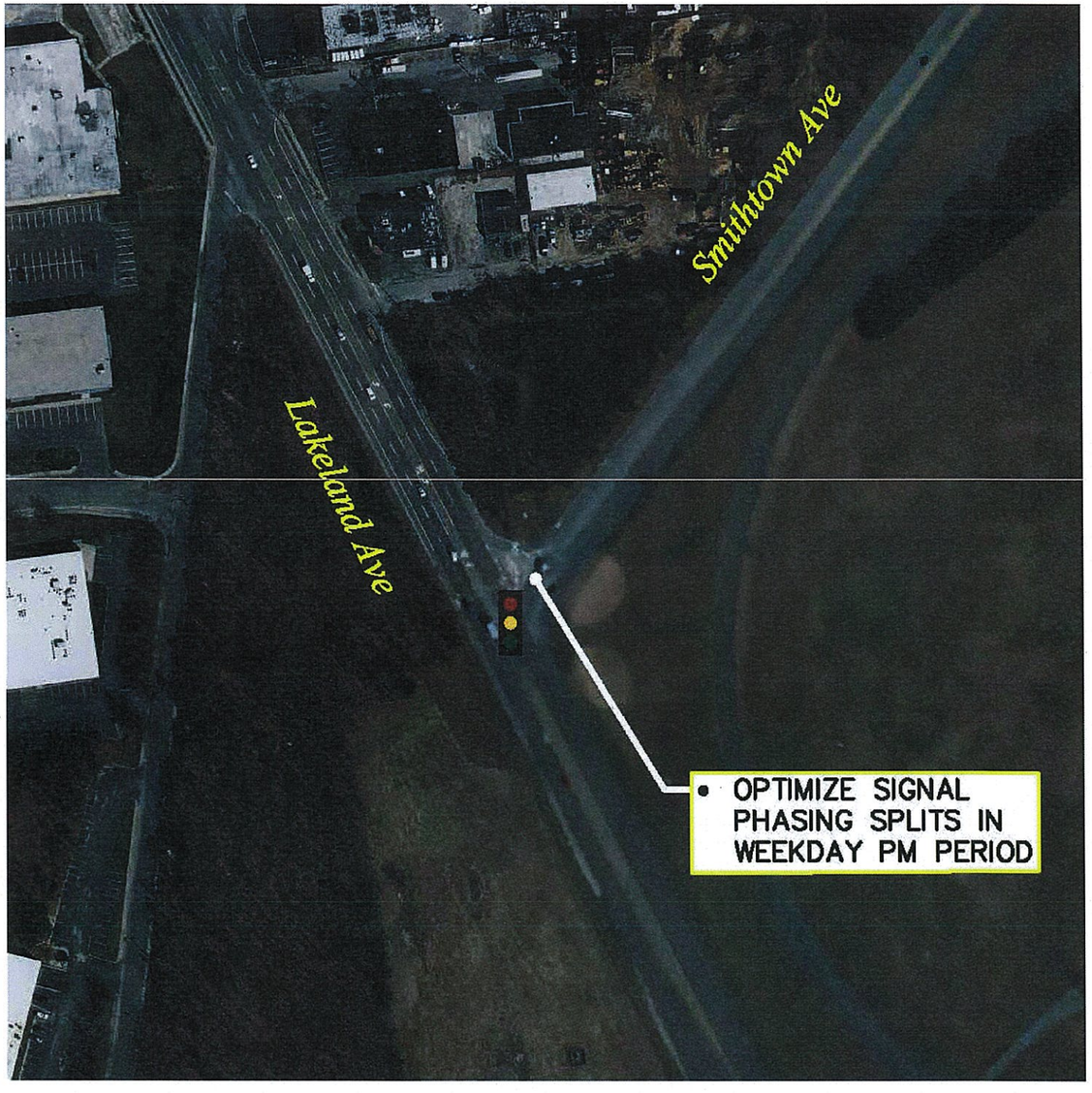
Traffic Mitigation Table...continued

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


WIDEN TO PROVIDE A SECOND NORTHBOUND AND A SECOND SOUTHBOUND LANE
WIDEN NORTHBOUND TO PROVIDE A RIGHT-TURN LANE
• WIDEN WESTBOUND UNION AVENUE TO PROVIDE A SECOND RIGHT TURN LANE
• WIDEN NORTHBOUND HAWKINS AVENUE TO PROVIDE A THRU AND SHARED THRU/RIGHT TURN LANE
• RESTRIPE NORTHBOUND AND SOUTHBOUND APPROACH TO PROVIDE LEFT TURN LANE
• SIGNALIZE INTERSECTION
WIDEN TO PROVIDE A SECOND NORTHBOUND LANE
CONSTRUCT ROUNDABOUT AT INTERSECTION
RESTRIPE WESTBOUND TO PROVIDE SECOND LANE
• CHANNELIZE WESTBOUND AND SOUTHBOUND RIGHT TURN LANES
• SIGNALIZE INTERSECTION
• COORDINATE TRAFFIC SIGNALS
• MODIFY PHASING AT POWELL STREET TO PROVIDE SOUTHBOUND LEFT TURN PHASE
Ronkonkoma Ave.
Garnet Ave.
Hawkins Ave.
Carroll Ave.
Mill Rd.
Union Ave.
Railroad Ave.
Northwest Link
Powell St.


N
RE-STRIPE WESTBOUND NSR TO PROVIDE A THIRD LANE TO RAMP
RE STRIPE WESTBOUND NSR APPROACH TO PROVIDE A SHARED LEFT-TURN/THRU LANE, A THRU LANE AND A SHARED THRU/RIGHT-TURN LANE
RE STRIPE WESTBOUND NSR TO PROVIDE A THIRD THRU LANE
RE STRIPE WESTBOUND NSR APPROACH TO PROVIDE A SHARED LEFT-TURN/THRU LANE, A THRU LANE AND A SHARED THRU/RIGHT-TURN LANE
L.I.E. North Service Road
L.I.E. Westbound
L.I.E. Eastbound
Ronkonkoma Ave.
Hawkins Ave.
REMOVED RAISED MEDIAN TO PROVIDE ADDITIONAL LEFT-TURN STORAGE
WIDEN AND RE-STRIPE EASTBOUND SSR APPROACH TO PROVIDE A SEPARATE LEFT-TURN LANE
WIDEN AND RE-STRIPE EASTBOUND SSR TO PROVIDE A THIRD EASTBOUND THRU LANE
WIDEN AND RE-STRIPE EASTBOUND SSR TO PROVIDE THIRD LANE TO RAMP
L.I.E. South Service Road
WIDEN AND RE-STRIPE NORTHBOUND HAWKINS AVE. APPROACH TO PROVIDE TWO THRU LANES AND A RIGHT-TURN LANE
RE-ALIGN SOUTHBOUND RONKONKOMA AVE. APPROACH TO THE WES
RE-STRIPE NORTHBOUND RONKONKOMA AVE. APPROACH TO PROVIDE TWO THRU LANES AND A RIGHT-TURN LANE
WIDEN EASTBOUND SSR TO PROVIDE A LEFT-TURN LANE, TWO THRU LANES AND A SHARED THRU/RIGHT TURN LANE


LIE SSR
Pond Rd
• RESTRIPE SOUTHBOUND APPROACH TO PROVIDE A LEFT TURN LANE AND A THRU LANE
• MODIFY PHASING TO PROVIDE A SOUTHBOUND LEFT TURN PHASE


Smithtown Ave
Lakeland Ave
• OPTIMIZE SIGNAL PHASING SPLITS IN WEEKDAY PM PERIOD

- The northbound right turn lane proposed at the intersection of Mill Road at Union Avenue (described in the Traffic Mitigation Table for location 6 and depicted on Condition Figure A [Figure 2 herein]) must be constructed when either the adjacent Parcel I or Parcel K, as shown on the Maximum Density Concept Plan, is developed.

- With respect to off-site mitigation, the following discussion provides the required off-site mitigation phasing, and identifies trip generation thresholds at which certain mitigation must be in place. It is noted that these thresholds are based on the net trip generation, which represents the anticipated trips after adjustments for the TOD and pass-by credits[19] have been applied.

  - *Mitigation Level One (Initial Construction)* – Prior to occupancy of the initially constructed building(s) within the TOD, Hawkins Avenue should be improved from Railroad Avenue to just south of the LIE. This includes the installation of a new traffic signal at Railroad Avenue. The mitigation detailed in the Traffic Mitigation Table for locations 5 and 10 and depicted on Condition Figure A (Figure 2 herein), shall be completed during this initial phase and prior to building occupancy (except for the requirement for an additional northbound lane on Hawkins Avenue north of Union Avenue for which additional right-of-way is required, which is discussed as a separate mitigation phasing item).

  - *Mitigation Level Two* – Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 400 vehicles per hour (combined entering and exiting), the mitigation detailed in the Traffic Mitigation Table for locations 7, 8, 9, 11 and 12 and depicted on Condition Figures A and C (Figure 2 and 4 herein) shall be completed.

[19] The TOD credit is a reduction in gross trip generation of 25 percent, applied to all uses in the TOD. The pass-by credit is a further reduction in trip generation for retail and restaurant uses within the TOD as prescribed in the Institute of Transportation Engineer's *Trip Generation Manual*, latest edition, but shall not exceed 20 percent for any specific use (see Section 3 of the Traffic Impact Study in Appendix H of the DSGEIS).

- *Mitigation Level Three* – Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 500 vehicles per hour (combined entering and exiting), the mitigation detailed in the Traffic Mitigation Table for locations 2 and 4 and depicted on Condition Figure B (Figure 3 herein), along the entirety of the LIE South Service Road shall be completed.

- *Mitigation Level Four* – Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 700 vehicles per hour (combined entering and exiting), the mitigation detailed in the Traffic Mitigation Table for locations 1 and 3 and depicted on Condition Figure B (Figure 3 herein), along the entirety of the LIE North Service Road shall be completed.

- *Mitigation Level Five* – Upon reaching a trip generation of 1,100 vehicles in the p.m. peak hour (combined entering and exiting trips), traffic mitigation along Hawkins Avenue, between Union Avenue and the LIE South Service Road that was begun under *Mitigation Level One (Initial Construction)* must be completed, as detailed in the Traffic Mitigation Table for location 5 and depicted on Condition Figure A (Figure 2 herein). This includes the construction of the second northbound lane on Hawkins Avenue from Union Avenue to the LIE South Service Road and the striping of the westbound Union Avenue approach to three lanes as depicted on Condition Figure A (Figure 2 herein). No building permits shall be issued for development that would result in a trip generation of greater than 1,100 vehicles in the p.m. peak hour (combined entering and exiting) until such traffic mitigation is implemented, unless same is deemed unnecessary by the Town Board based upon a change in traffic conditions.

In the event that any of the conditions are proposed to be exceeded by future development, additional SEQRA compliance would be necessary in accordance with 6 NYCRR §617.10(d)(2), (3) or (4), as would be appropriate, given the actual development plan proposed and the associated potential environmental impacts associated therewith.

Furthermore, with respect to future development approvals (i.e., after the Town Board adopts the TOD District, applies the zoning to the Ronkonkoma Hub area, and approves the Maximum Density Concept Plan, as described above), the applicants will be required to obtain site plan approval from the Planning Board for proposed development. In addition to the standard site plan application requirements, at the time a site plan is submitted to the Town, an applicant must:

- Prepare and submit a construction traffic management and logistics plan. This plan, at a minimum, should indicate the following:
  - Days/hours of proposed construction activity
  - Designated routes of heavy vehicles to and from the site
  - Parking areas for workers and heavy vehicles
  - Construction staging areas

- If existing designated commuter parking will be temporarily or permanently displaced to accommodate the proposed development, prepare and submit a plan that demonstrates that parking will be replaced at a minimum ratio of one-to-one. Such replacement parking shall be in place prior to the displacement of existing designated commuter parking, and shall be acceptable to the MTA.

- Provide a letter of sewer availability/connection approval (or documentation from the appropriate regulatory agency as to the approved method of sanitary discharge) prior to final site plan approval.

- Demonstrate (for multi-story buildings) that there is adequate water pressure for the higher elevations in the buildings, and, where necessary, install a booster pump system.

- Implement water conservation measures, including low-flow fixtures, low-flow toilets, and/or drip irrigation.

- Submit confirmation that the site plan has been submitted to the Ronkonkoma Fire Department for review.

- Based on extensive experience, Suffolk County Transit typically increases or modifies the level or type of service provided in reaction to changes in demand, if any, as development occurs. The Master Developer of the TOD will engage Suffolk County Transit in discussions in this regard and will continue dialogue throughout the development process to maximize the effectiveness of this service at the TOD develops over time.

- During the site plan approval process, coordination with the FAA will be initiated. This coordination is required in order to comply with FAA Federal Aviation Regulation (FAR) Part 77: Objects Affecting Navigable Airspace. This coordination will assess the potential impact of the project on airports and airspace procedures (instrument and visual routes and approach and departure). In order to comply with FAR Part 77, coordination with the FAA would be initiated when the location (surveyed coordinates) and constructed height of the proposed buildings are fixed.

- Once that information is available, the Master Developer will be required to submit an FAA Form 7460-1 "Notice of Proposed Construction or Alteration" along with surveyed coordinates and a site map of the proposed project to the FAA. The FAA will evaluate the potential for the project to affect aeronautical operations that occur within the vicinity of the project site. As part of the evaluation process, the FAA may coordinate with local airports and the FAA may also provide an opportunity for the public to comment on the proposed project.