Engineering, Surveying and Landscape Architecture, P.C.

DRAFT ENVIRONMENTAL IMPACT STATEMENT
PROPOSED DEVELOPMENT OF THE "VILLAGE AT JAMESPORT"
NORTH SIDE OF STATE ROUTE 25, HAMLET OF JAMESPORT
TOWN OF RIVERHEAD, SUFFOLK COUNTY

PROJECT LOCATION:
9.712±-acre parcel
North side of State Route 25
Hamlet of Jamesport, Town of Riverhead

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DATE OF ACCEPTANCE:

DEADLINE FOR COMMENTS:

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1.0

EXECUTIVE SUMMARY

This document is a Draft Environmental Impact Statement ("DEIS") prepared in accordance with the State Environmental Quality Review Act ("SEQRA") and its implementing regulations at 6 NYCRR Part 617 and pursuant to a Positive Declaration issued on March 4, 2008 and a Final Scope issued on October 8, 2008 by the Town of Riverhead Town Board (hereinafter the "Town Board"), as lead agency for the action contemplated herein. This DEIS evaluates the potential adverse impacts associated with the proposed action, which includes the (a) demolition of existing structures, and (b) development of the 9.712± acre site with a mixed-use, campus-style, commercial center in accordance with the Rural Corridor ("RLC") Zoning District, to be known as the "Village at Jamesport." The proposed development includes the construction of 10 buildings with various uses, including professional office, retail and bistro/café. The subject property is situated on the north side of New York State Route 25 ("State Route 25") in the hamlet of Jamesport, Town of Riverhead, Suffolk County, New York. The Suffolk County Tax Map ("SCTM") designates the subject parcel as District 600 – Section 68 – Block 1 – Lot 35.

This DEIS evaluates the following impact issues:

- Impacts to Soils and Topography;
- Impacts to Water Resources;
- Impacts to Ecology;
- Impacts to Land Use, Zoning, Growth and Community Character;
- Impacts to Transportation and Parking;
- Impacts to Noise and Odors;
- Impacts to Socioeconomics;
- Impacts to Community Services and Facilities; and
- Impacts to Aesthetics and Cultural Resources.

This Executive Summary is designed solely to provide an overview of the proposed action, a brief summary of the potential adverse impacts identified, and mitigation measures proposed as well as alternatives considered. Review of

the Executive Summary is not a substitute for the full evaluation of the proposed action performed in Sections 2.0 through 10.0 of this DEIS.

Brief Description of Proposed Action

The proposed action consists of the development of a 9.712±-acre unoccupied site situated on the north side of State Route 25 in the hamlet of Jamesport, Town of Riverhead with a mixed-use, campus-style commercial center to be known as the "Village at Jamesport."

The proposed Village at Jamesport consists of 10 mixed-use commercial buildings, organized in a campus-style configuration. Each building would range in size from 4,000 square feet to 5,000 square feet. The total gross floor area of the 10 buildings is 42,000 square feet, with 17,000 square feet of retail space, 17,000 square feet of professional office space and 8,000 square feet of bistro/café space. The office space component of the proposed development includes 8,340 square feet of professional office space and 8,660 square feet of professional medical space. The proposed bistro/café use specifically includes two, 4,000-square-foot buildings, with 50 seats each. The office uses and the two bistros are permitted in the RLC zoning district, by Special Permit from the Town Board, pursuant to Section 108-282(B)(1) and (4) of the Code of the Town of Riverhead ("Riverhead Zoning Code").

Implementation of the proposed action would reduce the area of woodland from 9.378± acres to 0.314± acre, and the area of meadow or brushland from 0.304± acre to 0.105± acre. The total area of impervious surfaces on the site would increase from approximately 0.03± acre to 3.918± acres. The total area of lawn, landscaping and native grasses/ground cover would increase from 0 acre to 5.375± acres. After site development, approximately 1.603± acres would consist of landscaping, 2.404± acres would consist of maintained lawn (i.e., sod), and the remaining 1.368± acres would consist of native grasses or ground cover that would not be maintained.

Access and Parking

The proposed design includes an access driveway on State Route 25 that would run through the center of the property. It is also proposed that this driveway be signalized. Parking areas proximate to the individual buildings are proposed. The proposed site plan contains 226 parking spaces, including 24 handicapped accessible spaces. Pursuant to Section 108-60 of the Riverhead Zoning Code, the proposed development requires 226 parking spaces. According to the ADA-design requirements, seven handicapped accessible spaces are required. As such, the proposed action complies with Town and ADA parking requirements.

Drainage and Utilities

As the proposed action would increase the area of impervious surface on the site, stormwater runoff would increase. The proposed stormwater management plan includes the use of subsurface structures, including leaching pools and catch basins, to accommodate all stormwater on-site. The proposed drainage system is designed to accommodate a two-inch rain event.

To accommodate sanitary discharge, the proposed development includes the installation of on-site sanitary systems. According to the project engineer, E.S. Kalogeras, P.E., the total projected sanitary flow for the proposed commercial development is 4,615± gallons per day ("gpd"). The maximum permissible flow, pursuant to Article 6 of the Suffolk County Sanitary Code ("SCSC"), is 5,827± gpd, and thus, the proposed action would comply with Article 6.

Potable water would be supplied by the Riverhead Water District. The projected potable water usage for the development is the same as that estimated for sewage flow - 4,615± gpd. The projected volume of water to be used for irrigation of on-site landscaping is estimated at 2,429± gpd, when averaged over the entire year. To reduce water demand from the Riverhead Water District, the project sponsor would consider the installation of an irrigation well on the subject property, if requested by the water district, and subject to the review and approval of the New York State Department of Environmental Conservation ("NYSDEC").

Landscaping

The proposed site plan includes a total of 5.375± acres of landscaped area (55.3 percent of the site). The proposed landscaping would include a diverse mix of plant species (i.e. deciduous trees, ornamental trees, broadleaf evergreens, coniferous evergreens, deciduous shrubs, native ground cover and native grasses), providing screening and visual appeal throughout the year. Pursuant to Section 108-284.B.4 of the Riverhead Zoning Code, Kwanza flowering cherry trees would be planted in an orchard-style throughout the parking lot. Kwanza flowering cherry trees would also be planted along the road frontage. Coniferous evergreens (e.g., Arborvitae) would be planted to the east of the parking areas and along the south-western perimeter of the property to serve as a screen buffer for neighboring properties. Approximately 1.368± acres of native grasses or ground cover would be planted at the site perimeters. The landscaped and maintained lawn areas would be fully-irrigated with an automatic sprinkler system.

Design and Architecture

The proposed mixed-use commercial center is being designed as a walkable community to promote shared use with the surrounding retail and commercial parcels. The proposed design allows for direct access into the site from State Route 25, offering on-site parking and providing sidewalks and internal pathways. The proposed development would extend from downtown Jamesport with a design that is consistent with surrounding retail and commercial uses along State Route 25. The commercial development is designed to embrace the residential character of its surroundings by repeating elements of sloping roofs, divided lite windows, and the use of siding materials that replicate natural materials. Also, cupolas and gambrel roofs would be used to connect with the country farm atmosphere of the agricultural context in the area.

Required Permits and Approvals

The proposed action would require the following permits and approvals prior to its implementation:

Special Permit for Professional Office and Bistro Uses	Town of Riverhead Town Board
Site Plan	Town of Riverhead Planning Board
Area Variance (Maximum Impervious Surface Area)	Town of Riverhead Zoning Board
Water Connection	Riverhead Water District
Water and Sanitary Review	Suffolk County Department of Health Services
Referral	Suffolk County Planning Commission
Highway Work Permit (State Route 25)	New York State Department of Transportation

Probable Impacts of the Proposed Action

Soils and Topography

Soils

Implementation of the proposed action would result in the disturbance of soils on the subject site for foundation excavation, utility installation, grading, paving, and landscaping. However, such disturbances would be entirely contained within the boundaries of the subject site. The proposed action would require the clearing of existing vegetation and regrading to modify and reduce slopes for building footprints. According to the project engineer, approximately 88,000 cubic yards of material would be excavated and a portion of same would be used on the subject site for the proposed development. All other material would be transported off-site. Prior to and during construction, specific erosion and sediment control measures would be implemented and would include sediment fences, perversion berms/swales, vegetated level spreader, temporary sediment traps and a vegetated sediment basin to accommodate stormwater runoff. A stabilized construction entrance would be installed to trap sediment from trucks leaving the site.

The majority of the site is comprised of Haven loam, 0 to 2 percent slopes ("HaA"), and a limited extent of the following: Riverhead sandy loam, 0 to 3 percent slopes ("RdA"), Riverhead sandy loam, 3 to 8 percent slopes ("RdB"), Riverhead sandy loam, 8 to 15 percent slopes ("RdC"), Riverhead and Haven soils, 0 to 8 percent slopes ("RhB"), and Carver and Plymouth sands, 3 to 15 percent slopes ("CpC"). According to the *Soil Survey of Suffolk County, New York*, some of these soils have defined engineering limitations for the development of buildings, streets or parking lots, for the establishment of lawns or landscaping, and/or for sanitary disposal.

Where the engineering limitations are defined as being associated with slopes, these areas, where necessary, would be regraded. Retaining walls are also proposed in areas where slopes would be maintained. Thus, such engineering limitation would be overcome. In portions of the site, where soils are identified as having a sandy surface layer, which could affect the establishment and maintenance of lawns and landscaping, such areas would be regraded and top soil would be applied.

Overall, no significant adverse impacts to existing on-site soils would be expected. Also, there are no projected engineering limitations associated with

on-site soils that could not be addressed with engineering controls or that would hinder site development.

Topography

Elevations on the subject site range from 10.4± feet above mean sea level ("msl") to 60± feet above amsl. The topography of the site is rolling in some areas and steeper slopes exist along the northeastern property line. The subject property is proposed to be regraded and slopes minimized for a development footprint situated at elevations ranging from 23 feet to 25 feet. The majority of the site (i.e., 86 percent) consists of slopes of less than 15 percent, and the proposed development includes reducing this area to 84.5 percent of the site. The area of slopes greater than 15 percent (but less than 30 percent) will increase by 1.49 percent due to grade changes along the north, west and east property lines. In areas of substantial grade changes, slopes will be vegetated and fine graded. Retaining walls would be installed in various locations to stabilize slopes and permanent seeding would be undertaken. Overall, while the proposed site plan requires the regrading of areas to minimize slopes and to raise elevations, where needed, no significant adverse impacts associated with topographic changes are expected.

Water Resources

Groundwater

The Long Island Comprehensive Waste Treatment Management Plan ("208 Study")

The subject property is located in Hydrogeologic Zone IV, which is characterized by shallow flow systems. To minimize the potential for adverse impacts to groundwater, the proposed project would comply with the relevant highest priority areawide alternatives of the *208 Study.*

Special Groundwater Protection Area Plan

The subject property is situated within the Central Suffolk (North) SGPA and is recommended for "cluster development, farmland-cluster, replat and cluster." As indicated in the SGPA Plan, the recommendation for replatting and clustering of a number of areas are "...old filed maps which, if developed according to the current ownership pattern, would produce either a higher density than would be

desirable or a land use pattern that would not produce open space" (page 3-5). There is no old filed map for the subject property.

The SGPA Plan suggests that in order to preserve the integrity of agriculture and open space lands, which protect groundwater and surface waters, new business development should occur at locations within the boundaries of existing commercial areas within the SGPA. The subject property is located at the periphery of the Central Suffolk SGPA (north) in downtown Jamesport. Situated between residential, retail, commercial and agricultural land uses, the proposed action will enhance the already existing retail and commercial uses in the downtown area. The SGPA also recommends that new commercial developments should retain natural areas on site. While the proposed action requires the clearing of natural vegetation and the regrading of these areas, the proposed landscaping plan incorporates a diverse mix of native species, including 1.368± acres of native grasses or ground cover. Furthermore, the proposed development is projected to generate less sanitary flow than that which is permitted on the site. Moreover, there would be no toxic or hazardous materials stored on the site. Overall, the proposed development is not expected to adversely impact groundwater resources.

Suffolk County Sanitary Code

Pursuant to Article 6 of the SCSC, the maximum permissible flow (based on 600 gallons per day per acre), if an on-site sanitary system is used, is 5,827± gpd. The projected sanitary flow for the approximately 42,000-square-foot mixed-use commercial center would be 4,615± gpd. In that this flow is well below that which is permitted for Zone IV (i.e., 5,827 gpd), the proposed development complies with the density requirements in Article 6, and thus, individual on-site sanitary systems are permissible.

Article 7 of the SCSC is applicable to the storage of any restricted toxic and hazardous materials. According to the applicant, no toxic or hazardous materials are expected to be stored on-site. However, if future tenants propose otherwise, such tenants would be required to comply with the limitations set forth in Article 7 of the SCSC.

Article 12 of the SCSC relates to the storage and handling of toxic and hazardous materials. There are no tanks proposed for the storage of toxic or hazardous materials, and thus, the proposed development would not be subject to review under Article 12 of the SCSC. All buildings would be heated with natural gas.

Water Usage and Supply

The projected potable water usage for the development is the same as that estimated for sewage flow – 4,615± gpd. However, it is estimated that an additional 2,429± gpd of water would be used for irrigation of lawn and

landscaped areas. Potable water is provided by the Riverhead Water District and, the availability of water has been confirmed. However, to reduce water demand from the Riverhead Water District, the project sponsor would consider the installation of an irrigation well on the subject property, which would be subject to the review and approval of the NYSDEC.

Stormwater Management (During Construction)

The New York State Pollutant Discharge Elimination System ("SPDES") General Permit for Stormwater Discharges from Construction Activities (GP-0-08-001) is an NPDES-approved program with permits issued in accordance with the Environmental Conservation Law ("ECL") and administered by the NYSDEC. The SPDES program extends permitting coverage for stormwater discharges to "Waters of New York State." As the proposed stormwater management controls would collect and recharge stormwater, and there would be no discharge to "Waters of the United States" or to "Waters of New York State," the proposed project does not meet the conditions for a SPDES General Permit.

Notwithstanding, a Stormwater Protection Plan (SWPP-1) was developed and proposes that all stormwater during construction would be accommodated on-site through a temporary vegetated retention basin with discharge to groundwater, as well as leaching pools with sediment traps to prevent sedimentation. Proper erosion and sedimentation controls would be implemented prior to and during construction. Overall, therefore, the proposed project would not be expected to result in significant adverse impacts related to stormwater during construction.

Stormwater Management (Post-Development)

Upon implementation of the proposed action, the area of impervious surface would increase by 3.888± acres and, therefore, the volume of stormwater runoff would also increase. The proposed stormwater management plan includes catch basins and leaching pools to provide for the adequate storage of stormwater runoff generated from a two-inch rain event across the site.

Surface Water

There are no surface waters or regulated wetlands on or adjacent to the subject property, and thus, no adverse impacts upon such resources would occur.

The proposed action includes the clearing of the majority of the Successional Southern Hardwoods and the small areas of old field and shrubland on-site. However, the impact of this loss is mitigated by the fact that these areas exist in their present state only because of the total clearing of former mature forest to create farmland. Thus, the impacts to the natural ecology of the site happened decades ago, and would not result from implementation of this proposed action.

There are no rare ecological communities on the subject site, no known rare plants or animals, and no wetlands, and hence none would be affected by the proposed development. Overall, therefore, implementation of the proposed action is not expected to result in significant adverse ecological impacts.

Land Use, Zoning, Growth and Community Character

Land Use

Implementation of the proposed action would result in the conversion of an unoccupied parcel to a mixed-use center. As the site is situated in the heart of downtown Jamesport, the proposed campus-style configuration would be an extension of the downtown, with uses complimentary to the existing residential uses, retail stores and commercial shops, and agricultural properties.

It is the intent of the project architect to create a design that interconnects the proposed development with downtown Jamesport. Green space and sidewalks internal and along the road frontage have been incorporated into the proposed design to create a walkable development. Aesthetically, the proposed buildings would be set back no less than 110 feet from State Route 25 and vegetated buffers at the road frontage and along the site perimeter would buffer surrounding properties as well as enhance views into the subject site. Kwanza flowering cherry trees would be planted along the site frontage, along the internal driveways and within the parking areas. A 10-foot buffer consisting of coniferous evergreens, comprised mainly of Mission Arborvitae, is proposed along the eastern side of the development and along the southwest property line. Various deciduous shrubs trees and ornamental trees would be planted throughout the site, including Bradford Pears within the parking areas, to further enhance the development.

The proposed uses, in conjunction with the development layout, architecture and location, will reflect the character of the downtown Jamesport community. Therefore, no significant adverse land use impacts would be expected.

Zoning

The subject parcel is zoned Rural Corridor (RLC). The proposed project includes retail development, which is a permitted use in the RLC District, as well as professional office and bistro/café components, which are special permit uses in the RLC zoning district. The proposed action would be consistent with all bulk requirements of the RLC zoning district with the exception of maximum allowable impervious surface. The maximum allowable impervious surface area is 105,763.7± square feet or 25 percent of the site. The proposed impervious surface is 170,684 square feet or approximately 40 percent of the site. As such, the proposed development would require a variance from the Town of Riverhead Zoning Board.

The area variance occurs as a result of the minimum acceptable paving requirements set forth in Section 108-60(F)(3) of the Riverhead Zoning Code. However, Section 108-284(B)(6), the parking standards for development within the RLC District, which this application is subject to comply with, recommends the use of pervious pavement for groundwater recharge. In accordance with Section 108-284(B)(6)(a) and (b), the applicant prefers to use a pervious surface for portions of the parking area, which would eliminate the need for the variance from Section 108-60(F)(3). An analysis of Section 267-b of the New York State Town Law, which sets forth the criteria for area variances, demonstrates that the proposed development meets such criteria.

Consistency with the Special Permit Use Criteria (§108-133.5 of Riverhead Zoning Code)

Pursuant to §108-133.5, of the Riverhead Zoning Code, the proposed action requires special permits from the Town Board for the proposed professional office and bistro uses. The proposed uses meet the criteria for the issuance of a special permit.

Growth and Community Character

The proposed development would serve the existing community without a resultant increase in population. Also, while the proposed development would expand the local job base, it is expected that most of the employees would be existing community members. Thus, an influx of population is not expected.

Implementation of the proposed action is expected to result in the creation of several temporary (i.e., construction-related) and permanent jobs, and is expected to increase property tax revenues to local taxing districts (e.g., police, school, etc.). As the proposed action includes only commercial uses, no school-aged children would be generated upon project implementation such that no growth pressure would be experienced by the local public school district. Additionally, the proposed development does not represent a significant demand upon other community-provided services (e.g., police, fire, water supply, etc.). The proposed action is not expected to result in the generation of significant traffic volumes, although a traffic signal is proposed at the site access driveway at State Route 25. Overall, no significant growth would be expected to occur as a result of the proposed development.

It is the intent of the project architect to create a design that interconnects the proposed development with downtown Jamesport. The proposed buildings have been designed as farm-style, and to echo the character of the surrounding residences in terms of shape roofline and massing, so as to be consistent with surrounding properties in downtown Jamesport. The proposed uses, in conjunction with the development layout, architecture and location, will reflect the character of the downtown Jamesport community. The proposed campus-style commercial center would be developed in accordance with the prevailing RLC zoning district regulations, and would further comply with the relevant goals of the *Comprehensive Plan* for downtown Jamesport. The proposed landscaping plan provides visual buffer to enhance views of the subject site from surrounding properties and State Route 25. Overall, the proposed development is expected to be consistent with, and to enhance, the character of the surrounding community.

Transportation and Parking

Transportation

Trip Generation

The total combined number of site-generated trips is as follows: 57 trips (40 entering and 17 exiting) during the AM Peak Hour; 167 trips (81 entering and 86 exiting) during the PM Peak Hour; and 207 trips (115 entering and 92 exiting) during the Saturday Peak Hour.

Traffic Operations Analysis

Capacity analyses indicated that the signalized State Route 25 at South Jamesport Avenue intersection operates with a level of service of C or better during the AM and PM peak periods and operates with a level of service D during the Saturday peak period. This can be improved by making minor changes in the phase splits and providing more green time to the east-west phase. The critical approaches at the stop-controlled intersections of State Route 25 at Manor Lane, and State Route 25 at Circle Drive, operate well during the AM peak period. However, both of these intersections would operate poorly during the PM and Saturday peak periods under the Build and No-Build Conditions.

Site Access – Evaluation as Unsignalized and Signalized

As an unsignalized driveway, the proposed development would have a stop-controlled access driveway forming a T-intersection with State Route 25 that would allow all vehicular movements. The southbound access driveway would provide a shared left and right turn lane. The eastbound and westbound approaches provide a shared left turn and through lane and a shared through and right turn lane. The results of the capacity analysis of the site access on State Route 25, without signalization, for the Build condition for the AM, PM and Saturday peak periods indicated that the unsignalized site driveway operates at an unacceptable level of service during both the weekday PM and Saturday peak periods in the Build Year. As such, the site access driveway was analyzed with a signal and the intersection of State Route 25 and South Jamesport was analyzed with optimized signal timing.

As a signalized driveway and signal timing changes at State Route 25, the site access would improve the levels of service and result in both intersections operating at levels of service B or better during all time periods. Based on the traffic analysis, the proposed development has been designed with a signalized access driveway and signal timing modifications at South Jamesport Avenue. With the implementation of these roadway modifications, there are no significant adverse traffic impacts expected.

Parking

Parking and Circulation

Pursuant to Section 108, Attachment 1, of the Riverhead Zoning Code, the required number of parking spaces for the proposed uses is as follows:

- Retail Stores – 1 space per 200 square feet;
- Medical and Professional Office buildings – 1 space per 150 square feet; and
- Bistro/Cafes – 1 space per three seats.

The project architect has designated five percent of the retail and professional office building area as mechanical space and, therefore, omitted from the parking calculations. The total number of parking spaces required for the land use specified on the site plan is 226. The site plan provides for 226 parking spaces, which includes 24 handicap parking spaces. This meets the Town requirement, indicating that the site will have a sufficient number of parking spaces to accommodate the expected peak parking demand.

The proposed site plan has been designed to provide reasonable circulation for employees, retail patrons, delivery vehicles and emergency services. The site plan depicts a central access roadway connecting several parking lots, which are dispersed throughout the site. This design provides the advantage of locating all of the parking proximate to the various buildings. The configuration of the parking layout and aisles in the conceptual plan provides for adequate circulation.

Noise and Odor

Noise

A noise impact analysis was prepared to evaluate the potential noise impacts from the operation of the proposed mixed-use commercial center. The noise impact analysis evaluated existing and future sound levels, which included mechanical equipment and building operations. Existing sound levels in the study area were dominated by roadway noise from State Route 25 and Manor Lane, along with commercial activities at adjacent properties. The Build condition sound levels were calculated from sound levels for mechanical equipment and building operations, evaluated under both daytime and nighttime conditions.The area surrounding the project site was evaluated and potential sensitive locations to noise were identified as receptor locations, including the residential areas along Manor Lane and commercial areas on State Route 25. A total of 50 receptor locations were identified in the vicinity of the proposed development.

Daytime

The Build sound levels are projected to range from 47 dBA to 60 dBA during the daytime period, which complies with the Town's noise criteria of 65 dBA at all receptor locations.

Nighttime

The Build sound levels range from 41 dBA to 57 dBA during the nighttime period. Sixteen of the 50 receptor locations exceed the Town's nighttime criteria of 50 dBA. However, these same 16 receptor locations exceed the Town's nighttime criteria under the existing conditions as well. Implementation of the proposed project would not result in any new receptor locations exceeding the Town's nighttime criteria.

The NYSDOT and the Town of Riverhead have developed noise impact criteria that establish noise thresholds deemed to result in adverse impacts. The noise analysis for the proposed project evaluated the Build sound levels to determine whether or not the proposed development will generate sound levels at the receptor locations that will meet these criteria.

Overall, therefore, the proposed project would not be expected to result in significant adverse noise impacts.

Odor

The proposed action includes the creation of 42,000± square feet of building area, largely comprised of professional office and retail space (17,000± square feet each). Such uses are not expected to generate objectionable odors as a result of their operation. The balance of the proposed building area (8,000± square feet) is bistro/café use. Odors generated by such uses are handled with exhaust systems, such that no significant adverse impacts related to odors would be expected.

Socioeconomics

Implementation of the proposed action would convert the unoccupied parcel to a mixed-use development. According to the Riverhead Assessor, the projected assessment for the proposed development is $1.18 million with estimated tax revenues of $177,000. It is estimated that the proposed development would generate 240± permanent jobs, thus adding to the local employment base of the Jamesport and Town of Riverhead communities. The proposed development is also expected to attract new patrons to the area, which is expected to benefit surrounding businesses in downtown Jamesport. Overall, the proposed action would provide significant economic benefits to the residents of Jamesport and the Town of Riverhead.

Community Facilities and Services

Fire Protection

The subject property is located within the service area of the Jamesport Fire District. Through consultations with the Jamesport Fire District, it was determined that the estimated response time to the subject site is four–to-five minutes from the time of notification. There were no comments or concerns specifically related to the proposed project; however, to mitigate the potential impacts related to the demand for fire protection services, several design measures would be undertaken, including the design of access driveways and parking areas to accommodate emergency vehicles and equipment, the design of all entryways and corridors with appropriate width for emergency service access, and sprinklers in all buildings for a first response in the event of a fire. It is estimated that the proposed development would generate an additional $7,040.87± in taxes per year for the Jamesport Fire District. Therefore, no significant adverse impacts to fire protection services would be expected.

Ambulance Services

The subject property is located within the service area of the Riverhead Volunteer Ambulance Corps. Through consultations with Chief Donna Johnson, it was determined that the development of the site would not, adversely impact the ambulance company. It is estimated that the proposed development would generate an additional $1,614± in taxes per year for the Riverhead Volunteer Ambulance Corps. As such, no significant adverse impacts to the ambulance company would be expected.

Police Protection

The subject property is located within the service area of the Town of Riverhead Police Department. Through consultations with the Police Department, it was determined that the estimated response time to the subject site is approximately seven minutes. There was also a noted concern in which the Riverhead Police Department requested determination whether a traffic signal would be needed to regulate the flow of traffic entering and exiting the site on to State Route 25. As such, the traffic impact study prepared as part of this DEIS evaluated the site access driveway and determined that, with the installation of a traffic signal with other signal timing modifications; it would operate at an acceptable level of service and would decrease traffic congestion. It is estimated that the proposed development would generate approximately $39,000± per year for the Town of Riverhead, a portion of which would be for police services. Therefore, no significant adverse traffic or safety impacts would result and there would not be a significant demand on the Riverhead Police Department.

Medical Services

Any hospital-related services required by users of the proposed development would likely be transported to the Peconic Bay Medical Center. As the development would not create a permanent population that could significantly increase the demand for services, no significant adverse impacts to the Peconic Bay Medical Center would be expected.

Schools

The subject parcel is situated within the Riverhead Central School District. As the proposed development includes commercial uses only, no school-aged children would be generated. Therefore, there would be no adverse impacts to the school district. In fact, the proposed development would result in increased tax revenues to the school district. It is estimated that the proposed development

would generate approximately $105,571 in annual property tax revenues to be received by the Riverhead Central School District.

Solid Waste

Solid waste from the proposed development would be collected by a private carter and disposed of in accordance with prevailing regulations. All trash enclosures are screened with vegetation and placed throughout the subject site to adequately serve all proposed buildings. It is estimated that the proposed development would generate approximately 19.60± tons per month of solid waste. Overall, it is not expected that the proposed action would result in significant adverse impacts associated with solid waste handling or disposal.

Aesthetics and Cultural Resources

Aesthetics

Implementation of the proposed project would alter views from State Route 25. The proposed buildings would be set back no less than 100 feet from State Route 25 and vegetated buffers at the road frontage and along the site perimeter would buffer surrounding properties as well as enhance views into the subject site. Specifically, Kwanza flowering cherry trees would be planted along the site frontage and along the internal driveways. A 10-foot buffer consisting of coniferous evergreens, comprised mainly of Mission Arborvitae, is proposed along the eastern side of the development and along the southwest property line. Various deciduous shrubs trees and ornamental trees would be planted throughout the site, including Bradford Pears within the parking islands, to further enhance the development.

The proposed buildings are designed to embrace both the residential and agricultural character of its surroundings by repeating elements of sloping roofs, divided lite windows, and the use of siding materials that replicate natural materials. Also, cupolas and gambrel roofs would be used to connect with the country farm atmosphere of the agricultural context in the area. Overall, implementation of the proposed project would not be expected to result in significant adverse impacts to views of the site or to the visual character along State Route 25 in the vicinity of the subject site.

Cultural Resources

A Phase I Archaeological Investigation was conducted by TRACKER-Archaeology Services, Inc. The Phase IA and Phase IB studies, conducted between March 24, 2008 and April 7, 2008, determined that the subject site did not contain any sites of cultural significance. As such, development of the subject parcel would have no significant adverse impacts on cultural resources.

Mitigation Measures

In an effort to minimize potential adverse environmental impacts from the proposed development, mitigation measures have been incorporated as set forth below.

Soils and Topography

- Erosion and sedimentation control measures will be installed, as needed prior to construction, including the installation of sediment fences, perversion berms/swales, a vegetated level spreader, temporary sediment traps, and a temporary vegetated sediment basin;
- All erosion and sedimentation control measures will be routinely maintained during construction to ensure their proper functioning;
- After site clearing, the area will be paved and/or planted to minimize the amount of time that soils are exposed; and
- In areas of substantial grade changes, slopes will be vegetated and fine graded. Retaining walls would be installed in various locations around the site perimeter to stabilize slopes and permanent seeding would be undertaken.

Water Resources

- The proposed project will adhere with the relevant recommendations of the *208 Study*, *NURP Study*, *Nonpoint Source Management Handbook*, the *Long Island Comprehensive Waste Treatment Management Plan (208 Study), Special Groundwater Protection Area Plan* and other applicable studies to ensure adequate protection of groundwater;

- Of the 3.772± acres of lawn area proposed, approximately 1.368 acres of this total would consist of native grasses or ground cover that would be left to grow naturally around the site perimeter, and would not require irrigation;

- To reduce water demand from the Riverhead Water District, the project sponsor would consider the installation of an irrigation well on the subject property, which would be subject to the review and approval of the NYSDEC;

- The proposed landscaping would consist of native species, to the maximum extent practicable, to limit the demand for irrigation;

- The proposed project will adhere to the relevant regulations of the Suffolk County Sanitary Code; and

- The proposed drainage plan includes catch basins and leaching pools to accommodate all stormwater on-site.

Ecology

- The proposed species of deciduous shrubs and trees, and broadleaf and coniferous evergreens, would provide the necessary habitat for many of the bird species that leave the site during construction to re-establish upon project completion;

- Of the 3.772± acres of lawn area proposed, approximately 1.368 acres of this total would consist of native grasses or ground cover that would be left to grow naturally around the site perimeter; and

- A portion of the existing woodland at the northeast corner of the property would be retained.

Land Use, Zoning, Growth and Community Character

- Landscaped greens and sidewalks have been incorporated into the proposed site plan to create a walkable development such that visitors to the downtown would have the ability to park in one location and shop by foot;

- The proposed design and uses would be consistent with the relevant recommendations in the Town's *Comprehensive Plan* for downtown Jamesport;

- The proposed action is consistent with the criteria for issuance of the special permits required from the Town Board for the proposed professional offices and bistros;

- The proposed site layout is such that proposed parking areas would not be visible from the adjacent roadway (State Route 25);

- The proposed buildings have been set back no less than 110 feet from State Route 25 and vegetated buffers at the road frontage would enhance views of the subject site;

- The proposed landscaping includes deciduous trees, ornamental trees, broadleaf evergreens, coniferous evergreens, deciduous shrubs, and ground cover vegetation distributed throughout the development; and

- Of the 3.772± acres of lawn area proposed, approximately 1.368 acres of this total would consist of native grasses or ground cover that would be left to grow naturally around the site perimeter.

Transportation and Parking

- Subject to regulatory review and approval, a traffic signal will be installed at the proposed State Route 25 site driveway to enhance operation of traffic services and to avoid traffic congestion; and

- Internal and external sidewalks will provide for safe pedestrian movements.

Noise and Odor

- State-of-the-art mechanical equipment (e.g., heating and ventilation system fans) will be used to minimize noise impacts;

- Mechanical equipment will be located within the building interior to minimize noise impacts;

- All construction activities would be undertaken during non-sensitive time periods and in accordance with the Riverhead Town Code; and

- Odor-control mechanisms at exhaust systems will be installed for the two bistro/café uses.

Socioeconomics

The proposed action would result in a significant increase in property taxes and would generate both temporary and permanent jobs. As such, no mitigation measures are required.

Community Services and Facilities

- The proposed buildings would comply with Town and State building and fire codes; and
- All buildings would be sprinklered as a first response in the event of a fire.

Aesthetics

- The proposed site plan includes landscaped greens and sidewalks to create a walkable development that conforms to the existing character of downtown Jamesport;
- Brick paver sidewalks have been incorporated into the design in lieu of concrete or other impervious materials, to aesthetically enhance the proposed development;
- The proposed design includes the preservation of portions of the existing wooded areas and the installation of screening vegetation to provide visual buffering for neighboring properties;
- The commercial development is designed to embrace both the residential and agricultural character of its surroundings by repeating elements of sloping roofs, divided lite windows, and the use of siding materials that replicate natural materials;
- Cupolas and gambrel roofs would be used to connect with the country farm atmosphere of the agricultural context in the area; and
- The proposed design will connect the commercial center with the existing downtown area to be perceived as a part of the downtown and not a destination outside of the downtown.

Alternatives and Their Impacts

No-Action Alternative

The No-Action Alternative involves leaving the subject site in its present state. While the implementation of this alternative would leave the site unchanged and would not result in environmental impacts, this alternative would deprive the project sponsor of the legal right to develop the site. Moreover, this alternative does not meet the objectives of the project sponsor or the recently-adopted *Comprehensive Plan* and prevailing zoning.

Identically-Sized Plan with No Special Permit Required

This alternative consists of the development of a mixed-use commercial center, with a site layout identical to that of the proposed action. However, this alternative involves uses that are not "special permit uses," pursuant to Section 108-282(B) of the Riverhead Zoning Code. Specifically, this alternative plan has the same combined area of 42,000 square feet, but with 22,700 square feet consisting of retail space and the remaining 19,300 square feet consisting of various uses including antique shops, craft stores, and/or museums.

2.0

DESCRIPTION OF THE PROPOSED ACTION

2.1 Project Description

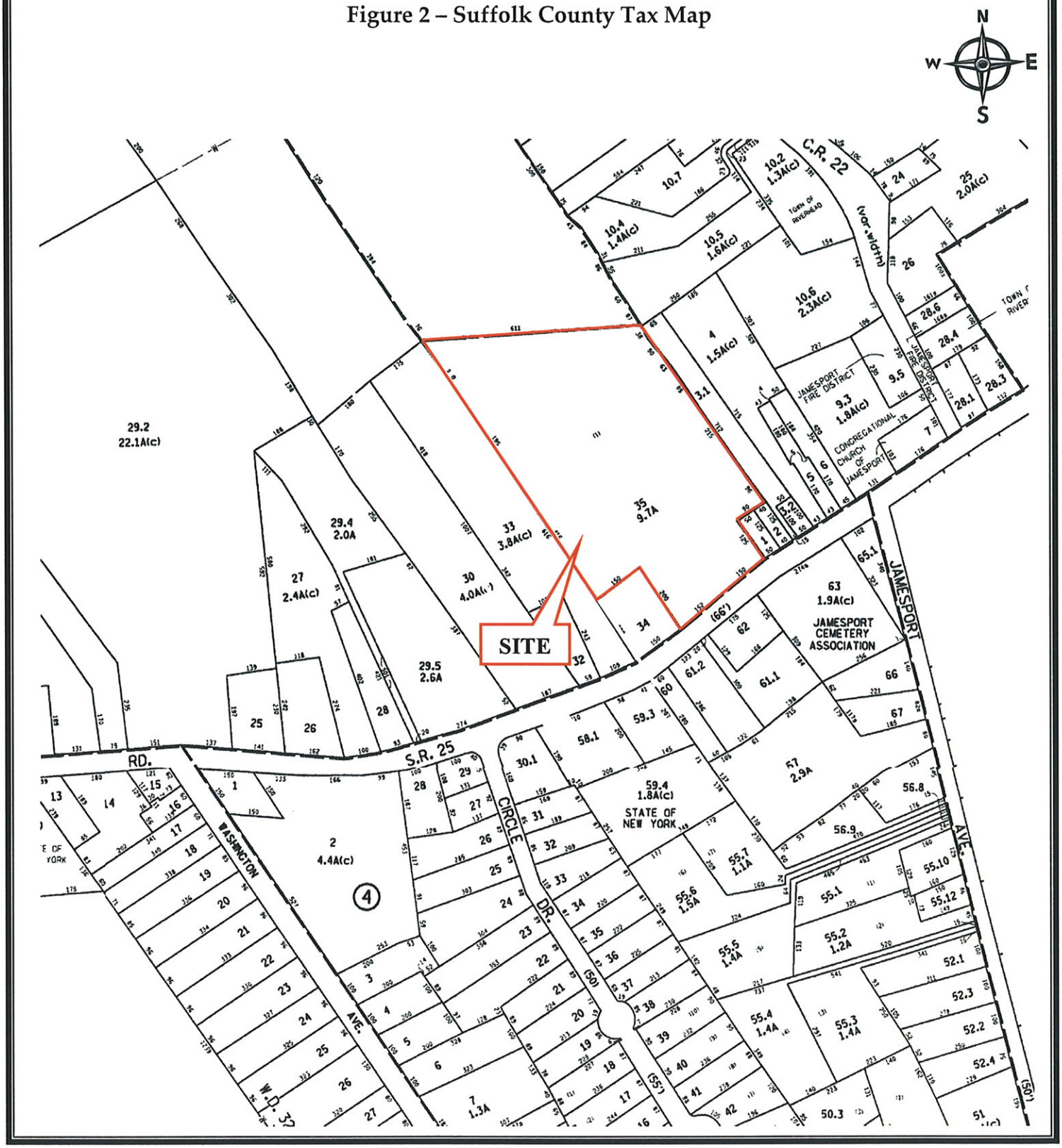
The proposed action consists of the development of a 9.712±-acre unoccupied site situated on the north side of New York State Route 25 ("State Route 25") in the hamlet of Jamesport, Town of Riverhead with a mixed-use, campus-style commercial center to be known as the "Village at Jamesport." The Suffolk County Tax Map ("SCTM") number for the subject parcel is District 600 – Section 68 – Block 1 – Lot 35 ("Lot 35") (see Figure 1 – Site Location Map and Figure 2 – Suffolk County Tax Map). The subject 9.712±-acre site is currently zoned Rural Corridor ("RLC") and consists largely of woodland.

The proposed Village at Jamesport consists of 10 mixed-use commercial buildings, organized in a campus-style configuration. Each building would range in size from 4,000 square feet to 5,000 square feet. The total gross floor area of the 10 buildings is 42,000 square feet, with 17,000 square feet of retail space, 17,000 square feet of professional office space and 8,000 square feet of bistro/café space. The office space component of the proposed development includes 8,340 square feet of professional office space and 8,660 square feet of professional medical space (e.g., chiropractor, optometrist, osteopath). The proposed bistro/café use specifically includes two, 4,000-square-foot buildings, with 50 seats each. The office uses and the two bistros are permitted in the RLC zoning district, by Special Permit from the Town of Riverhead Town Board, pursuant to Section 108-282(B)(1) and (4) of the Riverhead Zoning Code.

Figure 1 – Site Location Map

Source: DeLorme Street Atlas, 2003
Scale: 1″=1000′

Figure 2 – Suffolk County Tax Map



Source: County of Suffolk Real Property Tax Service Agency, Suffolk County Tax Map Section No. 068, 1997.

Scale: 1"=455'

Upon implementation of the proposed action, based on the proposed site plan (see Sheet SP-1 in Appendix B) prepared by Searles, Stromski Associates, the site would be modified as follows:

Table 1 – Site Data for Existing and Post-Development Conditions

Land Description	Existing	Post-Development
Area of Buildings	0.03± acre	0.964± acre
Area of Pavements	0	2.954± acres
Total Area of Planted Lawn, Landscaping and Native Grasses/Ground Cover	0	5.375± acres
Landscaping		*1.603± acres*
Maintained Lawn		*2.404± acres*
Native Grasses/Ground Cover		*1.368± acres*
Wooded Area	9.378± acres	0.314± acre
Area of Meadow or Brushland	0.304± acre	0.105± acre
Total	9.712± acres	9.712± acres

As indicated above, implementation of the proposed action would reduce the area of woodland from 9.378± acres to 0.314± acre, and the area of meadow or brushland from 0.304± acre to 0.105± acre. The total area of impervious surfaces on the site would increase from approximately 0.03± acre to 3.918± acres. The total area of lawn, landscaping and native grasses/ground cover would increase from 0 acre to 5.375± acres. After site development, approximately 1.603± acres would consist of landscaping, 2.404± acres would consist of maintained lawn (i.e., sod), and the remaining 1.368± acres would consist of native grasses or ground cover that would not be maintained (see Site Landscaping Plan [SP-2] Appendix B).

Access and Parking

The proposed design includes an access driveway on State Route 25 that would run through the center of the property. It is also proposed that this driveway be signalized. Parking areas proximate to the individual buildings are proposed. The proposed site plan contains 226 parking spaces, including 24 handicapped accessible spaces. Pursuant to Section 108-60 of the Riverhead Zoning Code, the proposed development requires 226 parking spaces. According to the ADA-design requirements, seven handicapped accessible spaces are required. As such, the proposed action complies with Town and ADA parking requirements.

Drainage and Utilities

As the proposed action would increase the area of impervious surface on the site, stormwater runoff would increase. The proposed stormwater management plan includes the use of subsurface structures, including leaching pools and catch basins, to accommodate all stormwater on-site (see Grading, Utility, & Drainage Plan, in Appendix B). The proposed drainage system is designed to accommodate a two-inch rain event.

To accommodate sanitary discharge, the proposed development includes the installation of on-site sanitary systems. According to the project engineer, E.S. Kalogeras, P.E., the total projected sanitary flow for the proposed commercial development is 4,615± gallons per day ("gpd"). As discussed in Sections 3.2 and 4.2 of this DEIS, the maximum permissible flow, pursuant to Article 6 of the Suffolk County Sanitary Code, is 5,827± gpd. As such, the projected sanitary flow is below the maximum permissible flow.

Potable water would be supplied by the Riverhead Water District. The projected potable water usage for the development is the same as that estimated for sewage flow - 4,615± gpd. The projected volume of water to be used for irrigation of on-site landscaping is estimated at 2,429± gpd, when averaged over the entire year. To reduce water demand from the Riverhead Water District, the project sponsor would consider the installation of an irrigation well on the subject property, if requested by the water district, and subject to the review and approval of the New York State Department of Environmental Conservation ("NYSDEC").

Landscaping

The proposed site plan includes a total of 5.375± acres of landscaped area (55.3 percent of the site). The proposed landscaping would include a diverse mix of plant species (i.e. deciduous trees, ornamental trees, broadleaf evergreens, coniferous evergreens, deciduous shrubs, native ground cover and native grasses), providing screening and visual appeal throughout the year. Pursuant to Section 108-284.B.4 of the Riverhead Zoning Code, Kwanza flowering cherry trees would be planted in an orchard-style throughout the parking lot. Kwanza flowering cherry trees would also be planted along the road frontage. Coniferous evergreens (e.g., Arborvitae) would be planted to the east of the parking areas and along the south-western perimeter of the property to serve as a screen buffer for neighboring properties. Approximately 1.368± acres of native grasses or ground cover would be planted at the site perimeters (see Site Landscaping Plan [SP-2] Appendix B). The landscaped and maintained lawn areas would be fully-irrigated with an automatic sprinkler system.

Design and Architecture

The proposed mixed-use commercial center is being designed as a walkable community to promote shared use with the surrounding retail and commercial parcels. The proposed design allows for direct access into the site from State Route 25, offering on-site parking and providing sidewalks and internal pathways. The proposed development would extend from downtown Jamesport with a design that is consistent with surrounding retail and commercial uses along State Route 25. As depicted on the Elevation Plans prepared by the project architect (see Appendix K), the commercial development is designed to embrace the residential character of its surroundings by repeating elements of sloping roofs, divided lite windows, and the use of siding materials that replicate natural materials. Also, cupolas and gambrel roofs would be used to connect with the country farm atmosphere of the agricultural context in the area.

2.2 Purpose, Benefit and Need

The intent of the project sponsor is to develop the property with a mixed-use, campus-style commercial center, which would promote shared use with the surrounding retail and commercial parcels. As a privately-owned parcel, it is also the intent of the project sponsor to develop the subject property in accordance with prevailing zoning, with uses permitted as-of-right or by special permit from the Town Board. As the subject property is currently unoccupied, the proposed Village at Jamesport would result in an increase in the property taxes generated from the site. As detailed in Section 4.7 of this DEIS, property taxes are estimated to increase from $8,782.07 (2008-2009) to $177,000±, upon implementation of the proposed action. Additionally, the proposed Village at Jamesport would create temporary construction jobs and permanent part- and full-time employment opportunities, representing economic benefits.

2.3 Required Permits and Approvals

The proposed action would require the following permits and approvals prior to its implementation:

Special Permit for Professional Office and Bistro Uses	Town of Riverhead Town Board
Site Plan	Town of Riverhead Planning Board
Area Variance (Maximum Impervious Surface Area)	Town of Riverhead Zoning Board

Water Connection	Riverhead Water District
Water and Sanitary Review	Suffolk County Department of Health Services
Referral	Suffolk County Planning Commission
Highway Work Permit (State Route 25)	New York State Department of Transportation

3.0

EXISTING ENVIRONMENTAL CONDITIONS

3.1 Soils and Topography

Soils

According to the *Soil Survey of Suffolk County, New York* (USDA, 1975), soils are classified according to distinct characteristics and placed (according to these characteristics) into "series" and "mapping units." A "series" is a group of mapping units formed from particular disintegrated and partly weathered rocks that lie approximately parallel to the surface and which are similar in arrangement and differentiating characteristics such as color, structure, reaction, consistency, mineralogical composition and chemical composition. "Mapping units" differ from each other according to slope and may differ according to characteristics such as texture.

The *Soil Survey of Suffolk County, New York* indicates that the majority of the site is comprised of Haven loam, 0 to 2 percent slopes ("HaA"), and a limited extent of the following: Riverhead sandy loam, 0 to 3 percent slopes ("RdA"), Riverhead sandy loam, 3 to 8 percent slopes ("RdB"), Riverhead sandy loam, 8 to 15 percent slopes ("RdC"), Riverhead and Haven soils, 0 to 8 percent slopes ("RhB"), and Carver and Plymouth sands, 3 to 15 percent slopes ("CpC") (see Figure 3). Relevant excerpts from the *Soil Survey of Suffolk County, New York* relating to the soil series and mapping units are presented below:

Figure 3 – Soils Map

* Site boundary is approximate.

Source: USDA Natural Resources Conservation Service, National Cooperative Soil Survey. *Web Soil Survey 2.0*

Scale: 1:2,180

Haven Series

The Haven series consists of deep, well-drained, medium-textured soils that formed in a loamy or silty mantle over stratified coarse sand and gravel. These soils are present throughout the county, but most areas are on outwash plains between the two terminal moraines. Slopes range from 0 to 12 percent, but they generally are one to six percent. Native vegetation consists of black oak, white oak, red oak, scrub oaks, and pitch pines.

In a representative profile, a thin layer of leaf litter and decomposed organic matter is on the surface in wooded areas. Below this is the surface layer of dark grayish-brown loam about three inches thick. In cultivated areas, the surface layer is mixed with the material formerly in the upper part of the subsoil, and a plow layer of brown or dark-brown loam, about 10 inches thick, is present. The subsoil is dark-brown to strong-brown, friable loam to a depth of about 19 inches. The lower part, to a depth of 28 inches, is yellowish-brown, friable gravelly loam. The substratum, to a depth of 55 inches, is yellowish-brown to brownish-yellow loose sand and gravel.

Haven soils have high to moderate available moisture capacity. Reaction is strongly acid to very strongly acid throughout. Natural fertility is low. The response of crops to lime and fertilizer is good. Internal drainage is good. Permeability is moderate in the surface layer and subsoil and rapid or very rapid in the substratum. The root zone is 25 to 35 inches thick.

Haven loam, 0 to 2 percent slopes ("HaA") - This soil has the profile as that described as representative of the series. It is nearly level and generally on outwash plains. Some areas of this soil are on moraines and generally are on the top of low-lying hills. Some of these areas are slightly undulating. Most areas of this soil are large, but on moraines the areas are smaller and are irregular in shape.

Included with this soil in mapping are small areas of Scio soils and some crescent-shaped, gravelly areas. Also included are soils that have a moderately coarse textured surface layer and a medium-textured subsoil. In many areas of this soil that are mapped in association with Bridgehampton soils, the soil is deeper and siltier than that described as representative of the series. Bridgehampton soils generally are included in mapping in these areas. Also included, on moraines, are areas of Montauk soils that have a very weak fragipan. Montauk soils formed in loose sandy till.

The hazard of erosion is slight on this Haven soil. Primary management concerns are keeping the soil from crusting after rain, maintaining tilth, and reducing the plowpan.

The soil is used extensively for crops, and it is well suited to all crops commonly grown in the county. Potatoes are the main crop, but cauliflower, cabbage, corn, onion, and sod crops are also grown. Because of the nearly level slope and ease of excavation, most areas of this soil in the western part of the county are being used for housing developments and industrial parks.

Riverhead Series

The Riverhead series consists of deep, well-drained, moderately coarse-textured soils that formed in a mantle of sandy loam or fine sandy loam over thick layers of coarse sand and gravel. These soils occur throughout the county in rolling to steep areas on moraines and in level to gently sloping areas on outwash plains. These soils range from nearly level to steep; however, they are generally nearly level to gently sloping. Native vegetation consists of black oak, white oak, red oak and scrub oak.

In a representative profile, the surface layer is brown to dark brown sandy loam about 12 inches thick. The upper part of the subsoil, to a depth of about 27 inches, is strong-brown, friable sandy loam. The lower part of the subsoil is yellowish-brown, very friable loamy sand to a depth of about 32 inches. Below is yellowish-brown, friable gravelly loamy sand to a depth of about 35 inches. The substratum is very pale brown and brown loose sand and gravel or sand to a depth of 65 inches.

Riverhead soils have moderate to high available moisture capacity. Internal drainage is good. Permeability is moderately rapid in the surface layer and in the subsoil and very rapid in the substratum.

Riverhead sandy loam, 0 to 3 percent slopes ("RdA") - This soil has the profile as that described as representative of the series. It generally is on outwash plains, and the areas are large and uniform. Where this soil occurs on outwash plains, it generally has slope characteristics of this landform. Slopes are undulating in places. A few small, irregular areas are on moraines.

Included with this soil in mapping are small areas of Sudbury soils that are less than one to two acres in size. Also included are areas of soils near Bridgehampton that have a profile similar to that of this soil, except that at a depth of about 30 inches they have layers of gray and strong brown silt loam one to two feet thick. Also included are areas of Haven and Plymouth soils that have a texture marginal to sandy loam and areas of soils that have a loam or fine sandy loam surface layer and a sandy loam subsoil. Areas of Montauk soils on moraines that have a very weak fragipan formed in loose sandy till are included.

The hazard of erosion is slight on this Riverhead soil. This soil is limited only by moderate droughtiness in the moderately coarse textured solum. It tends to develop a plowplan if it is intensively farmed.

This soil is well suited to all crops commonly grown in the county, and it is used extensively for that purpose. Most areas in the western part of the county, however, are used for housing developments and industrial parks.

Riverhead sandy loam, 3 to 8 percent slopes ("RdB") - This soil is on moraines and outwash plains. It generally is in areas along shallow, intermittent drainageways. Slopes generally are moderately short, but large areas on moraines are undulating.

The profile of this soil is similar to the one described as representative of the series, though in cultivated areas this soil is likely to be two to three inches shallower to coarse sand and gravel, and the surface layer is likely to contain a slightly larger amount of gravel.

The hazard of erosion is moderate to slight on this Riverhead soil. The main concerns of management are controlling runoff and erosion and providing adequate moisture.

This soil is well suited to all crops commonly grown in the county, and it is used mainly for this purpose. Most areas in the western part of the county, however, are used for housing developments and as industrial sites.

Included with this soil in mapping are small areas of Bridgehampton, Haven and Plymouth soils in a complex pattern. The texture of these soils is marginal to sandy loam. These included soils generally are on large separations. Also included are narrow strips of Haven loam, thick surface layer, along intermittent drainageways, and soils that have a surface layer of loam or fine sandy loam and a subsoil of sandy loam. Included with this soil on moraines are Montauk soils that have a very weak fragipan that formed in loose sandy till.

The hazard of erosion is moderate to slight on this Riverhead soil. The main concerns of management are controlling runoff and erosion and providing adequate moisture.

This soil is well suited to all crops commonly grown in the county, and it is used mainly for this purpose. Most areas in the western part of the county, however, are used for housing developments and as industrial sites.

Riverhead sandy loam, 8 to 15 percent slopes ("RdC") - This soil is in narrow bands on outwash plains along the side slopes of deep, intermittent drainageways. Slopes are short. On the Harbor Hill moraine and on the Ronkonkoma moraine east of the Shinnecock Canal, the areas of this soil are larger than in other places in the county and they generally are rolling.

The profile of this soil is similar to the one described as representative of the Riverhead series, but in cultivated areas this soil generally is three to four inches shallower to coarse sand and gravel, and it is as much as 15 percent gravel, by volume.

Included with this soil in mapping are eroded and gravelly areas too small to map separately. Also included in a complex pattern with this Riverhead soil are Haven and Plymouth soils that have a texture marginal to sandy loam. these soils generally are in large separations on moraines. Along the bottom of intermittent drainageway, strips of Haven loam, thick surface layer, that are too narrow to map separately are also included.

The hazard of erosion is moderately severe on this Riverhead soil. Controlling erosion is the main concern of management. This soil is limited by droughtiness and by the difficulty of applying irrigation water. The response of crops to application so lime and fertilizer is good. Slope limits the use of large farm machines.

This soil is suited to crops commonly grown in the county; however, the hazard of erosion reduces its usefulness for marking. Most areas of this soil are in trees or brush. A few small traces were formerly cleared and farmed along with adjoining less sloping soils, but many of these area are now in grass or brush because the use of heavy farm equipment on these areas are impracticable. Many of the larger area of this soil are used for housing developments where large lots are needed. These rolling area are in the western part of the county.

Riverhead and Haven soils, 0 to 8 percent slopes ("RhB") – This mapping unit consists of areas of Riverhead sandy loam, of Haven loam, or of both. The areas have been altered by grading operations for housing developments, shopping centers, industrial parks and similar nonfarm uses. In the western part of the county, the areas of this mapping unit are very large and large acreages area used as sites for housing developments.

Originally, the Riverhead and Haven soils in this unit each had the profile described as representative of its respective series but grading operations have

left a man-made profile that is significantly different. In places, the surface layer and the upper part of the subsoil have been removed, but in other places they have been left undisturbed. Undisturbed areas have been filled with soil material cut from adjoining high spots, but the Riverhead and Haven soils can be identified because sufficient diagnostic characteristics of the respective series remain. In some areas, Riverhead and haven soils that have not been graded make up as much as 25 percent of this unit. In places, another 10 to 15 percent has been so deeply cut or filled that the upper 40 inches is sandy and contains no diagnostic horizons of the respective series.

Included with these soils in mapping are areas in which most or all diagnostic horizons have been destroyed, but these areas contain at least 12 inches of loam, silt loam, or sandy loam in the upper 40 inches. In places this 12 inches of material is in one layer, and in others it is in several thinner layers. Also included are small areas of Cut and fill land and Montauk soils, graded.

These soils are suited to most grasses and shrubs generally used for lawns and landscaping. In places very deeply cut or filled areas are slightly droughty and need supplemental irrigation. The response of plants to application of lime and fertilizer is good. The practice generally is to build on the soils immediately after grading; therefore, the number of existing buildings on areas of the soils in this unit is the main factor in determining their future uses.

Carver Series

The Carver series consists of deep, excessively drained, coarse-textured soils. These soils are nearly level to steep and are throughout the county on rolling moraines and broad outwash plains. Slopes range from 0 to 35 percent. Native vegetation is white oak, black oak, scrub oak and pitch pine.

In a representative profile, a thin layer of leaf litter and partly decayed organic matter is on the surface. Below this is the surface layer of dark-gray sand about three inches thick. The subsurface layer is gray or light-gray loose sand to a depth of eight inches. The subsoil is loose sand to a depth of about 22 inches. It is brown in the upper part and strong brown in the lower part. The substratum, to a depth of 60 inches is loose sand that contains some gravel. It is light yellowish brown to brownish yellow to a depth of 31 inches. Below this is a light yellowish brown.

Carver soils have a very low available moisture capacity. Natural fertility is very low. The response of crops to applications of lime and fertilizers is fair. Permeability is rapid throughout. The root zone is mainly in the uppermost 30 to 40 inches.

Carver and Plymouth sands, 3 to 15 percent slopes ("CpC") - These soils are mainly on rolling moraines; however, they are also on the side slopes of many drainage channels on the outwash plains. Individual areas of this mapping unit are large on the rolling topography of the Ronkonkoma moraine, and in these areas slopes are complex. On the outwash plain, this unit is in long, narrow strips parallel to drainageways. This unit can be made up entirely of Carver sand, entirely of Plymouth sand, or of a combination of the two soils.

The Carver soil in this mapping unit has a profile similar to that described as representative of that series. The Plymouth soil in this unit has a profile similar to that described as representative of the Plymouth series, except that its texture is sand throughout the profile, rather than loamy sand.

Generally included with this unit in mapping are areas of Plymouth loamy sand or loamy coarse sand that are very close to sand in texture. Also included are small areas of Carver and Plymouth sands, 0 to three percent slopes. Small areas of these soils on moraines are as much as 25 percent gravel throughout, especially along the crest of low ridges. Also included are soils, similar to this Carver soil, that have dark iron and humus coatings on the sand grains in the upper part of the subsoil. In the bottom of many closed depressions, these soils have siltier accumulations from adjoining hillsides; and in some places silty lenses are deep into the substratum.

The hazard of erosion is slight to moderate on the soils in this unit. These soils are droughty, and natural fertility is low. In some places, slope is a limitation to use.

These soils are not well suited to crops commonly grown in the county. These sandy soils severely limit installation and maintenance of lawns and landscaping shrubs. Almost all of these soils are in woodland. Many areas in the western part of the county, particularly along the north shore, are used as homesites.

A description of the engineering and planning limitations for the soils in the area of the proposed project is included in Table 2.

Table 2 – Soil Engineering and Planning Limitations

Symbol	Mapping Unit	Slopes	Sewage Disposal Fields	Homesites[1]	Streets, Parking Lots	Lawns, Landscaping, Golf Fairways
HaA	Haven Loam	0-2%	SL	SL	SL	SL
RdA	Riverhead Sandy Loam	0-3%	SL	SL	SL	SL
RdB	Riverhead Sandy Loam	3-8%	SL	SL	M (A)*	SL
RdC	Riverhead Sandy Loam	8-15%	M (A)	M (A)	SE (A)**	M (A)
RhB	Riverhead and Haven Soils	0-8%	SL	SL	M (A)	SL
CpC	Carver and Plymouth Sands	3-15%	SL/M (B)	SL/M (B)	M/SE (A)	SE (C)

NOTES:

Engineering and Planning Limitation Rating:

SL = Slight - Few or no limitations or limitations can be overcome at little cost.

M = Moderate - Limitations are harder to correct or not possible to correct entirely.

SE = Severe - Use severely limited by some characteristics difficult or costly to overcome.

Reasons for Limitations:

(A) Slope

(B) Slopes in Places

(C) Sandy Surface Layer

* Slight for town or county roads

**Moderate for town or county roads.

Source: Soil Survey of Suffolk County, New York, United States Department of Agriculture, Soil Conservation Service (1975).

Site Specific Soil Borings

Soil Mechanics Drilling Corp. performed four soil borings for purposes of identifying soil strata and determining the depth to groundwater. Each of the soil borings were drilled to a depth of 27 feet below grade (bgs) and are depicted on the Grading, Utility & Drainage Plan (SP-3) (see Appendix B). A summary of each boring follows:

Boring B-1 (located at the south-southeast portion of this site):

0 to 0.5 foot: Dark brown organic loam
0.5 to 1 foot: Brown sandy silt loam

[1] The *Soil Survey of Suffolk County* evaluates the engineering and planning limitations of soils for the development of homesites. However, as the *Soil Survey* does not include ratings for other types of buildings, the homesites evaluation is used to determine potential limitations for the development of the proposed action.

1 to 3 feet: Light brown sand trace silt and gravel
3 to 4 feet: Dark brown silty fine sand, trace gravel and roots
4 to 8 feet: Light brown sand, trace silt, gravel and silty sand lenses
8 to 13 feet: Light brown/tan fine sand, trace gravel
13 to 27 feet: Brown/light brown sand, trace silt and gravel

Groundwater was encountered at 14-feet, one-inch bgs.

Boring B-2 (located to the north of Boring B-1):

0 to 0.5 foot: Dark brown silty sand loam
0.5 to 1.5 feet: Brown silty loam
1.5 to 4 feet: Light brown silty fine sand, trace gravel
4 to 8 feet: Light brown/tan sand, trace silt and gravel
8 to 23 feet: Light brown/tan sand, trace gravel
23 to 27 feet: Brown sand, trace gravel

Groundwater was encountered at 24-feet, two-inches bgs.

Boring B-3 (located to the northwest of Boring B-1):

0 to 0.5 foot: Brown silty sand loam
0.5 to 2 feet: Brown silty fine sand, trace gravel
2 to 18 feet: Light brown/tan sand, trace gravel
18 to 27 feet: Brown sand, trace silt and gravel

Groundwater was encountered at 19-feet, five-inches bgs.

Boring B-4 (located at the northern property line):

0 to 2 feet: Brown sandy silt loam
2 to 4 feet: Brown sand, trace silt, gravel and silty sand lenses
4 to 8 feet: Light brown/tan fine sand, trace silt
8 to 27 feet: Light brown/tan sand, trace gravel

Groundwater was not encountered.

Topography

According to the USGS Topographic Map, Mattituck Quadrangle (see Figure 4) and site-specific topographic information included on the Grading, Utility, & Drainage Plan (see SP-3 in Appendix B), the elevation of the subject site varies throughout, with the lowest elevation at 10.4± feet above mean sea level ("msl") at the western portion of the site and 60± feet above msl at the northeastern portion of the property. The topography is rolling, and steeper slopes exist at the

northeastern portion of the site. Review of the USGS Topographic Map and the *Soil Survey of Suffolk County, New York*, indicates mining activities have occurred to the east of the subject site. The topography (and ecological characteristics – see discussion in Section 3.3 of this DEIS) suggest similar activities have occurred on the subject parcel. The following table details the existing slopes on the subject property:

Table 3 – Existing Slope Conditions for Subject Property

Slopes	Acreage	Percent of Land Area
0 to 15 percent	8.351±	85.99
15 to 30 percent	1.257±	12.94
Greater than 30 percent	0.104±	1.07

The majority of the site (i.e., approximately 86 percent) consists of slopes of less than 15 percent. Approximately 14 percent of the site consists of slopes greater than 15 percent.

Figure 4 – Topographic Map

* Site location is approximate.

Source: Earthvisions Inc. Topographic Map. Mattituck Quadrangle. 1996.
Scale: 1:2000

3.2 Water Resources

Groundwater

Depth to Groundwater and Flow Direction

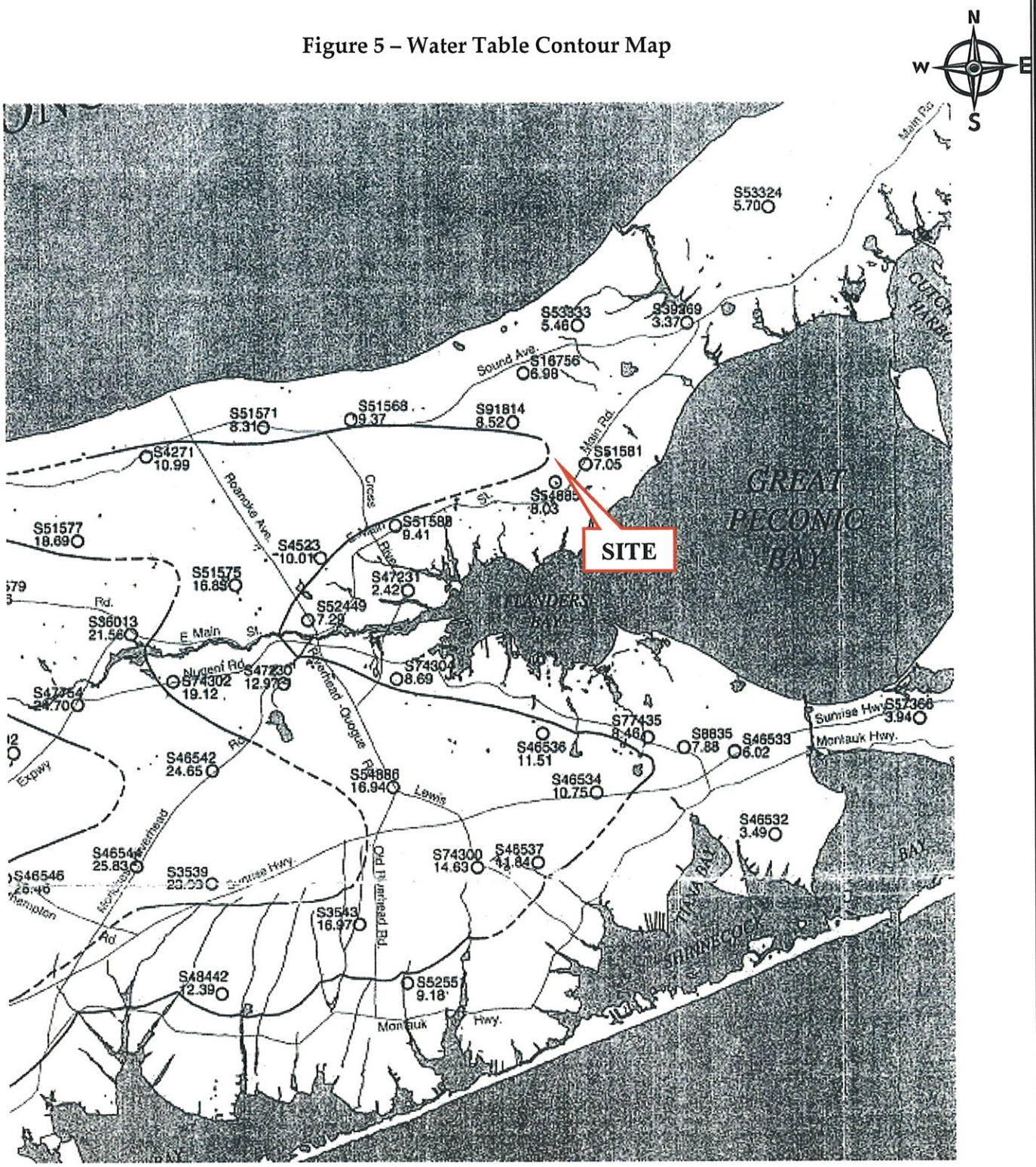
Long Island is considered a sole source aquifer region, which means that the groundwater is the single water supply source. Thus, land uses have the potential to impact the quality of the water supply.

There are three major aquifers under Long Island: the Upper Glacial, the Magothy and the Lloyd. The Upper Glacial and Magothy are the significant water supply sources for most of Long Island. In recent years, suburbanization has caused contamination in areas of the Upper Glacial aquifer, since it is closest to the surface.

According to the Suffolk County Department of Health Services map, *Water Table Contours and Locations of Observation Wells in Suffolk County* (2002), the groundwater elevation is approximately 8± feet above msl (see Figure 4). As explained in Section 3.1, the general site elevation ranges from 10.4± feet above msl (west) to 60± feet above msl (northeast). Therefore, published resources indicate the depth to groundwater across the site to range from approximately three feet to 52± feet below grade surface ("bgs"). Groundwater flow direction is southeast.

As indicated in Section 3.1, Soil Mechanics Drilling Corp. drilled four soil borings on the subject parcel. Of the four soil borings, the shallowest groundwater was encountered in the southeast portion of the site (B-1), at 14-feet, one-inch bgs. To the north (B-2) and northwest (B-3), groundwater was encountered at depths of 24-feet, two-inches, and 19-feet, five-inches, respectively. At the northern boundary of the subject site, groundwater was not encountered in a boring drilled to 27 feet bgs.

Figure 5 – Water Table Contour Map



* Site location is approximate.

Source: USGS. Water table in the Upper Glacial Aquifer, Eastern Long Island – Plate 1B, March-April 2000

Scale: 1:24,000

The Long Island Comprehensive Waste Treatment Management Plan (*208 Study*)

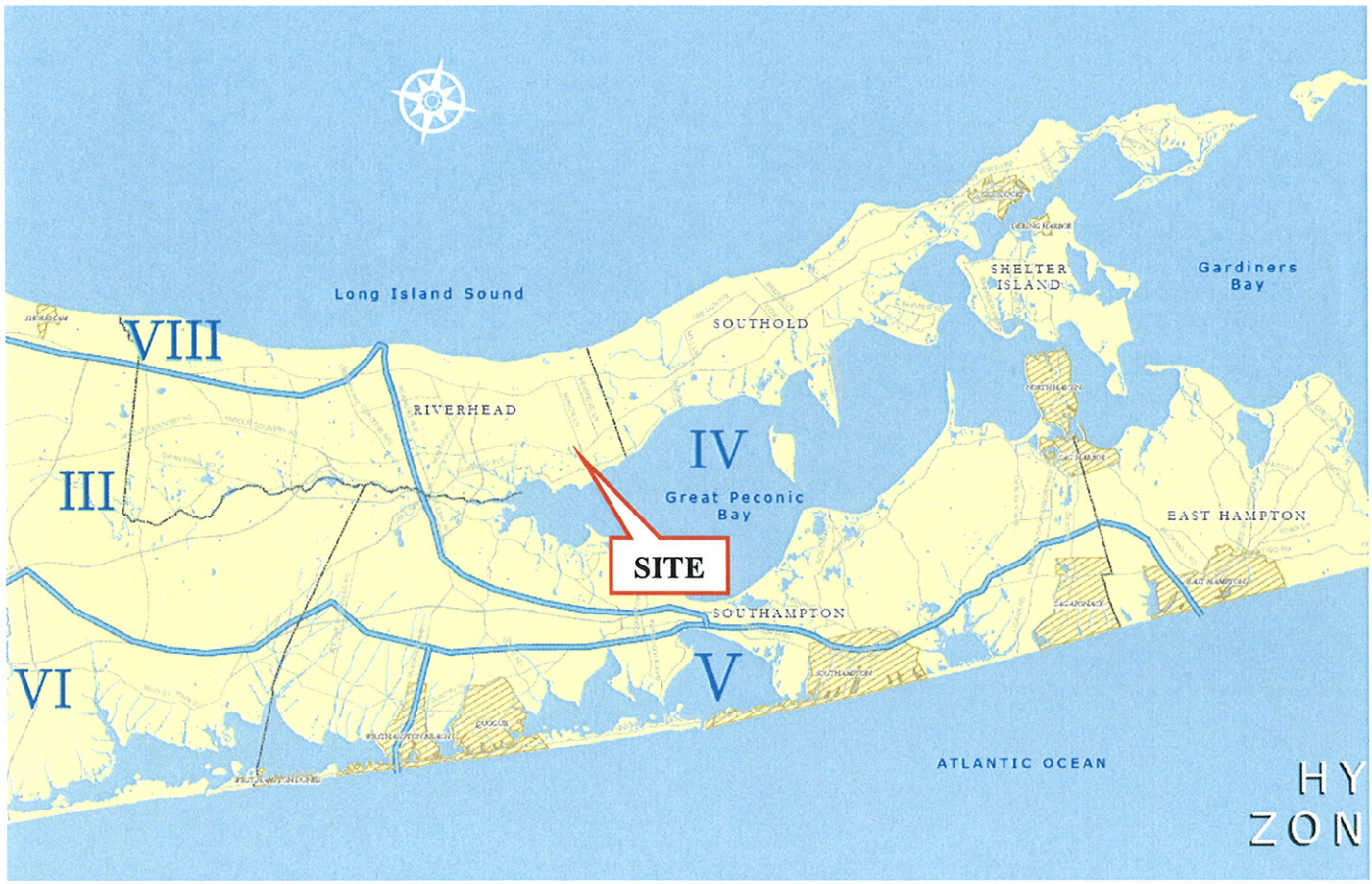
In 1978, Long Island was divided into eight hydrogeologic zones in *The Long Island Comprehensive Waste Treatment Management Plan ("208 Study")*. The subject site is located in Hydrogeologic Zone IV: North Fork and Eastern South Fork, according to the *208 Study* (Page 177 Volume I) (see Figure 6). Zone IV encompasses the North Fork, Shelter Island, and the northern and eastern portion of the South Fork. The groundwater underlying the recently-identified deep recharge areas on the South Fork (portions of Zone IV now re-designated Zone V) is generally of excellent quality. Zone IV is characterized by shallow flow systems that discharge to streams and marine waters. A large portion of Zone IV on the North Fork has been contaminated as a result of agricultural activities. Fertilizers are a significant source of nitrates to the groundwater in the North Fork and the eastern South Fork.

The *208 Study* includes structural, non-structural and non-point source control options for wastewater management for each Hydrogeologic Zone. According to the *208 Study*, "sewering, in the context used below, is defined as communal collection of wastewater and centralized treatment…[the recommendation of sewering] is not intended to preclude the future use of effective on-site treatment systems, as these are approved, in areas indicated for sewering. Non-point source controls must be regarded as an essential part of a comprehensive wastewater treatment management plan." (Page 80)

The *208 Study* includes area wide alternatives for each hydrogeologic zone. For Zone IV, the relevant highest priority area wide alternatives are as follows:

- Reduce excessive use of irrigation water and require the permitting, regulation and monitoring of irrigation wells.
- Minimize population density by encouraging large lot development (one dwelling unit/one or more acres), where possible to protect the groundwater from future pollutant loadings.

Figure 6 – Hydrogeologic Zone Map



* Site location is approximate.

Source: Suffolk County Department of Planning, Suffolk County Department of Health Services, & New York State Department of Transportation. *Hydrogeologic Zones – 208 Study.*

Scale: 1″=2mi

Special Groundwater Protection Area Plan

Special Groundwater Protection Areas ("SGPAs") are significant, largely undeveloped or sparsely developed geographic areas of Long Island that provide recharge to portions of the deep flow aquifer system. They represent a unique final opportunity for comprehensive, preventative management to preclude or minimize land use activities that can have a deleterious impact on groundwater. Nine SGPAs are located on Long Island: North Hills; Oyster Bay; West Hills/Melville; Oak Brush Plains; South Setauket Woods; Central Suffolk; Southold; South Fork; and Hither Hills. The subject property is situated within the Central Suffolk (North) SGPA, as identified within the *Long Island Comprehensive Special Groundwater Protection Area Plan* (LIRPB, 1992). The Land Use Plan in the Northeast Portion of the Central Suffolk SGPA (Figure 3-22) recommends the subject parcel for "cluster development, farmland-cluster, replat and cluster." A discussion of the recommendations for the Central Suffolk SGPA and consistency of the proposed project therewith, is included in Section 4.2 of this DEIS.

Final Long Island Groundwater Management Plan

The *Final Long Island Groundwater Management Plan* (NYSDEC, 1986) indicates that there is no documented organic contamination of shallow groundwater or public supply wells in the area of the site (Page II-7). The subject site is proximate to an area of aldicarb contamination in groundwater (Page II-14) and there is documented nitrate contamination of shallow groundwater to the east of the subject property (Page II-17).

It is noted, however, that there is currently no on-site pumping of groundwater. All potable water is supplied by the Riverhead Water District and, therefore, any existing groundwater quality impacts in the region are managed by same.

Suffolk County Sanitary Code

In order to protect the groundwater quality in Suffolk County, the Suffolk County Department of Health Services ("SCDHS") adopted Articles 6, 7, and 12 of the Suffolk County Sanitary Code ("SCSC"). Article 6, Realty Subdivisions, Developments and Other Construction Projects, contains several provisions relevant to this project, as summarized below.

Section 760-607 notes the sewage facility requirement for construction projects other than conventional single-family developments. This section states that

individual or subsurface sewerage systems may be approved by the SCDHS as the method of sewage disposal provided the following conditions are met:

- the construction project is located within Groundwater Management Zones III, V or VI, and the population density equivalent is equal to or less than that of a realty subdivision or development of single-family residences in which all parcels consist of an area of at least 40,000 square feet;

- the construction project is located outside Groundwater Management Zones III, V or VI, and the population density equivalent is equal to or less than that of a realty subdivision or development of single-family residences in which all parcels consist of an area of at least 20,000 square feet;

- the construction project, or any portion thereof, is not located within an existing sewer district and is located in an area where subsoil and groundwater conditions are conducive to the proper functioning of individual or subsurface sewerage systems; and

- the individual sewerage or subsurface systems comply with the Department's current Standards and the minimum State requirements as set forth in 10 NYCRR Part 75 to the extent applicable to Suffolk County.

The regulations contained in Article 6 protect water resources by limiting the "population density equivalent"[2] within specific Groundwater Management Zones. Since the subject site is situated within Groundwater Management Zone IV, pursuant to Article 6 of the SCSC, the maximum permitted sanitary discharge to on-site sanitary systems, is 600 gallons per day per 40,000 square feet. Thus, the maximum permitted sanitary discharge for the subject site, using on-site sanitary systems, is 5,827± gpd.[3] Currently, there is no sanitary waste being generated on the site.

Article 7, entitled *Water Pollution Control*, was adopted and added to the SCSC in 1985 to protect the groundwater of Suffolk County, especially in the deep recharge areas of Zones I, II, III and V described in the *208 Study*, from discharge of sewage, industrial wastes, toxic or other hazardous materials and stormwater runoff. Pursuant to Section 760-705, the construction of any disposal system requires approval under Article 7. However, Article 7 "…does not apply to stormwater disposal systems unless there is an actual or potential discharge into the system of industrial wastes, toxic or hazardous materials, or sewage." Section 760-706 provides restrictions on toxic and hazardous materials storage

▼

[2] Population Density Equivalent is defined in Article 6 as "an expression of the quantity of domestic sewage in terms of the calculated population per unit area which would normally contribute the same amount of sewage."

[3] Suffolk County Department of Health Services practice is 600 gpd per acre, and thus, the maximum permitted sanitary flow would be 9.712 acres x 600 gpd = 5,827± gpd.

and discharge for those properties in the deep recharge zones and Water Supply Sensitive Areas. Pursuant to the Suffolk County Sanitary Code – Article 7 Map, the subject property is located in a "Water Budget Area of the North Fork," which is considered a Water Supply Sensitive Area, pursuant to §760-703(W)(3) of the SCSC. Pursuant to §760-706(B)(1), it is unlawful to use or store any *restricted toxic or hazardous materials*[4] on any premises except as follows:

a. *The intended use of the product stored is solely for on-site heating, or intermittent stationary power production such as stand-by electricity generation or irrigation pump power; and*

b. *the facility for such storage is intended solely for the storage of kerosene, number 2 fuel oil, number 4 fuel oil, number 6 fuel oil, diesel oil or lubricating oil; and*

c. *the facility for such storage is constructed in accordance with the requirements of Article 12 of the Suffolk County Sanitary Code for new construction; and*

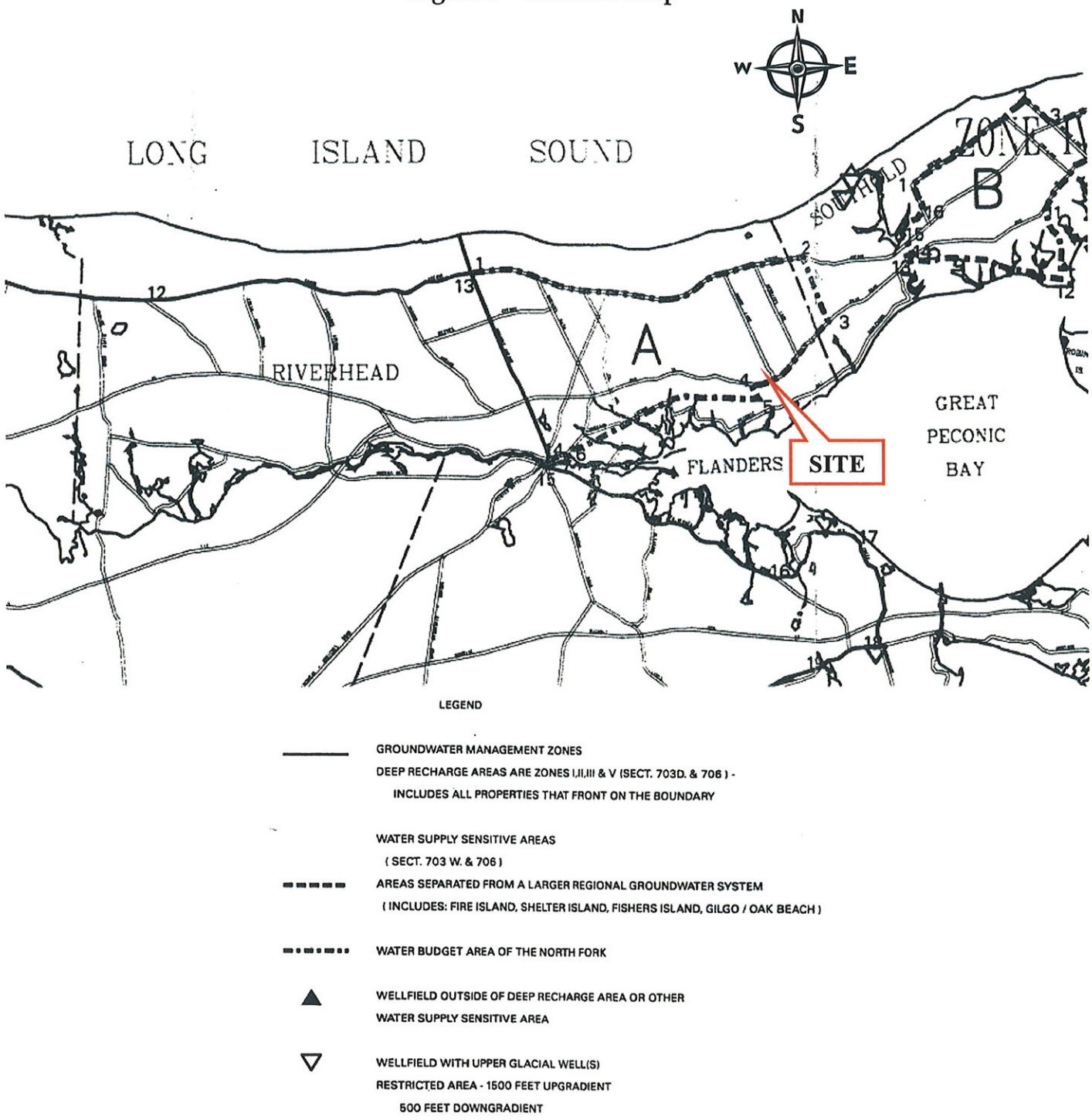
d. *the materials so stored are not industrial wastes from processes containing restricted toxic or hazardous materials; and*

e. *the materials stored are not intended for resale.*

▼

[4] As defined in §760-703(P) of the Suffolk County Sanitary Code.

Figure 7 – Article 7 Map



* Site location is approximate.

Source: Suffolk County Department of Planning, Suffolk County Department of Health Services, Division of Environmental Quality. *Suffolk County Sanitary Code – Article 7.*

Scale: 1″=2mi

As the site is unoccupied, there are no regulated products used or stored on the subject property.

Article 12 relates to the storage and handling of toxic and hazardous materials. Pursuant to §760-1208, above ground or underground storage tanks (with storage capacity of fewer than 1,100 gallons) that contain number 2 fuel oil (i.e., home heating oil) solely for on-premises heating of residential homes are exempt from most provisions of Article 12. However, new underground storage tanks must be "…designed and constructed in a manner which will, in the opinion of the Commissioner [of the Suffolk County Department of Health Services], provide the maximum reasonable protection available against leakage or spillage from the facility due to corrosion, breakage, structural failure, or other means. Double-walled or equivalent facilities are required for all toxic or hazardous materials, except for tanks for the storage of on-premises heating oil at residential homes." There are currently no toxic or hazardous materials stored on the subject parcel.

Nonpoint Source Management Handbook

The *Nonpoint Source Management Handbook*, which was prepared as part of the USEPA's 208 Plan Implementation Program, is divided into several elements: Land Use; Stormwater Runoff; On-site Systems; Highway Deicing; Fertilizer; Animal Waste; Wells-Water Supply; Boat Pollution; and Site Plan Review and Ordinances. The *Handbook* makes a variety of recommendations for counties, municipalities, engineers, etc., to use in the controlling of non-point sources of groundwater contamination. Relevant recommendations from this study along with a review of the project's consistency therewith are included in Section 4.2 of this DEIS.

Stormwater Runoff

Stormwater runoff is generated by precipitation events and is divided into three components: surface runoff, interflow and base flow. Surface runoff is that portion of the stormwater that remains after a precipitation event and is not captured by depression storage or ponding, does not infiltrate the surface and is not evapotranspired from the earth's surface. Interflow is that portion of stormwater that infiltrates the surface into the soil zone and moves in a horizontal direction until reaching a surface water body. Finally, the base flow is that portion that infiltrates the surface and soil profile to reach groundwater.[5]

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[5] *Reducing Impacts of Stormwater Runoff From New Development*, New York State Department of Environmental Conservation.

Currently, there are no stormwater management controls in place on the subject property.

Long Island Segment of the Nationwide Urban Runoff Program ("NURP Study")

With regard to stormwater runoff, the *Long Island Segment of the Nationwide Urban Runoff Program* ("*NURP Study*") has made the following findings concerning groundwater and surface water:

Groundwater

- Most of the runoff into recharge basins is derived from rain that falls directly on impervious surfaces, except during storms of high intensity, high volume and/or long duration;

- In general, with the exception of lead and chloride, the concentrations of inorganic chemicals measured in stormwater runoff do not have the potential to adversely affect groundwater quality;

- Infiltration through the soil is generally an effective mechanism for reducing lead and probably chromium from runoff on Long Island. Although the *NURP Study* findings concerning chromium are not conclusive, data from a spill at Farmingdale indicate attenuation. Chloride is not attenuated. The effect of infiltration on nitrogen is undetermined; and

- Coliform and fecal streptococcal indicator bacteria are removed from stormwater as it infiltrates through soil.

Surface Water

- Any control of chemical constituents in runoff requires awareness of the year-round presence. The use of highway deicing salts in winter explains the high chloride concentrations found in runoff during that season;

- Stormwater is a major source of coliform loading to Long Island bays. Some of the bays in Suffolk County contain areas where impaired water quality exists for reasons other than stormwater runoff (e.g., localized duck farm discharges); and

- The evidence accumulated in the *NURP Study* strongly supports the belief that fecal coliform loads are derived from non-human sources. Estimates indicate that the dog population could be a major source of the fecal coliform load in stormwater runoff. Dogs and birds are common throughout the study area, but the data are not sufficiently conclusive to permit ideal source or combination of sources.

A consistency analysis of the proposed action with the recommendations offered within the *NURP Study* is presented in Section 4.2 of this DEIS.

Surface Water

According to the NYSDEC Freshwater Wetlands Map No. 19 of 39 (Mattituck Quadrangle), there are no freshwater wetlands on or in the vicinity of the subject property. Additionally, the United States Fish and Wildlife Service ("USFWS") National Wetland Inventory ("NWI") Map No. 504, does not identify any potential federal wetlands on-site or in the immediate surrounding area.

3.3 Ecology

An ecological survey of the subject property was performed by Orland J. Blanchard Jr., Ph.D. Applying Reschke's classification of the ecological communities of New York State (Reschke, 1990; Edinger *et al*., 2002), the ecological community that comprises virtually all of the wooded area on the southern portion of the site, including the hedgerows, is Successional Southern Hardwoods. The USGS Topographic Map (Mattituck Quadrangle), which is based on 1954 aerial photography, shows that most of what is now wooded on the site was open field 50 years ago. Examination of the relevant aerial photograph taken in 1970 for the *Suffolk County Soil Survey, New York* indicates little change in the ensuing 15 years. Most of this successional woodland, therefore, is less than 35 years old.

The woodland is not, however, of uniform age. The average size of the dominant trees varies widely from place to place, indicating woodland in different stages of development. Halfway along the interface between the agricultural fields to the north of the subject property and the Successional Southern Hardwoods located on the southern portion of the subject property, there is a transition area that is fairly young and open, with characteristics of the Successional Old Field and Successional Shrubland communities. A similar mosaic of vegetation types is found along the west side of the on-site dirt road, halfway between the south entrance to the site and where the road emerges into the farm field to the north of the subject property. Elsewhere, especially near the northern end of the main block of woods, an area of larger-than-average, older trees is evident.

By far, the dominant tree in the successional woods is Black Locust (*Robinia pseudoacacia*), a species that is not native to the Northeast. Other tree species include Black Cherry (*Prunus serotina*), Tree-of-Heaven (*Aialnthus altissima*), Red Cedar (*Juniperus virginiana*), Norway Maple (*Acer platanoides*), and Pignut Hickory (*Carya glabra*). Common shrubs and vines are Multiflora Rose (*Rosa multiflora*), Fly-Honeysuckle (*Lonicera morrowi*), Blackberry (*Rubus allegheniensis*), Green Brier (*Smilax rotundifolia*), Poison Ivy (*Toxicodendron radicans*), Wild Grape (*Vitis sp.*), Asiatic Bittersweet (*Celastrus orbiculata*), and Japanese Honeysuckle (*Lonicera japonica*). There are few herbaceous species on the floor of these woods, but the most evident are Garlic Mustard (*Alliaria petiolata*) and Field Garlic (*Allium vineale*), both of which are non-native species. In the more open successional examples, Switchgrass (*Panicum virgatum*) is a distinctive herbaceous element in the Old Field openings; and Bayberry (*Myrica pensylvanica*), Multiflora Rose, Fly-Honeysuckle and saplings of Quaking Aspen (*Populus tremuloides*), Black Locust, Tree-of-Heaven and Black Walnut (*Juglans nigra*) and Red Cedar are notable in the Shrubland.

Two bird species were noted in the older successional woods, Downy Woodpecker (Picoides pubescens) and White-breasted Nuthatch (Sitta carolinensis), while several were seen in the more open areas or along the woods edges: Northern Mockingbird (Mimus polyglottos), Carolina Wren (Thyrothorus ludovicianus), Field Sparrow (Spizella pusilla) and American Robin (Turdus migratorius).

Two White-tailed Deer (Odocoileus virginianus) were seen in the woodland, and deer droppings were seen in various places.

The southerly portion of the site has become weed-choked over time, and for the most part, the plant species composition is the same as was seen elsewhere on the site. Ornamentals that were once associated with on-site structures were also observed, but not enumerated since they are not of natural occurrence. However, a moderately large White Oak (Quercus alba) that served as a shade tree may have existed as part of the pre-development vegetation.

There appears to have been some excavation (or possibly erosion) on each side of the existing dirt road, south of where the road meets the farm field to the north. A gravel/sand mine is shown on the USGS Topographic Map and the Soil Survey of Suffolk County, New York just east of the subject site. On the west side of the site, steep, exposed slopes meet a low place that is mostly on the adjacent property. Where they meet, two naturally-formed erosional ditches converge and deposit stormwater and silt. There is little indication of a wetland having formed here, undoubtedly because of the episodic nature of storms. None of the surrounding trees and shrubs are indicative of a wetland (for example, Red Maple [Acer rubrum], which is almost universal in wetland woods on Long Island).

No rare plants or animals were found on the site, and given the nature of the ecological communities there (i.e. man-made or recovering from fairly recent human impact), the occurrence of rarities is unlikely. On the contrary, at least for plants, non-native, often weedy species are likely to dominate in such habitats (see, for example, the description of the woodlands species-composition above). In fact, at least eight of the top 20 invasive species in New York State (Jordan, 2002) are found on the site including:

- Robinia pseudoacacia — Black Locust
- Elaeagnus umbellata — Autumn Olive
- Alliaria petiolata — Garlic Mustard
- Lonicera japonica — Japanese Honeysuckle
- Lonicera morrowi — Fly Honeysuckle
- Rosa multiflora — Multiflora Rose
- Acer platanoides — Norway Maple
- Celastrus orbiculata — Asiatic Bittersweet

Reschke (1990) indicates that characteristic birds of a Cropland/Field Crops community can include Upland Sandpiper (Bartramia longicauda), Vesper Sparrow (Pooecetes gramineus), Horned Lark (Eremophila alpestris) and Grasshopper Sparrow (Ammodramus savannarum), all of which are listed as being threatened or of special concern by NYSDEC (New York Natural Heritage Program, 2001). However, none of these species were recorded anywhere in the relevant sampling block (6953B) of the local Breeding Bird Atlas, even though the block has a huge acreage of cultivated land.

Correspondence dated March 10, 2004 from the NYSDEC Division of Fish, Wildlife & Marine Resources (New York Natural Heritage Program) indicated no records of known occurrences of rare or state-listed animals or plants, significant natural communities, or other significant habitats (annexed hereto as Appendix D).

The accompanying list indicates the plants, birds and mammals noted at the site.

Table 4 – Ecological Survey

TREES, SHRUBS AND WOODY VINES

Acer platanoides	Norway Maple
Ailanthus altissima	Tree-of-Heaven
Baccharis halimifola	Groundsel Bush
Carya glabra	Pignut Hickory
Celastrus orbiculata	Asiatic Bittersweet
Elaeagnus umbellata	Autumn Olive
Ilex crenata	Japanese Holly
Juglans nigra	Black Walnut
Juniperus virginiana	Red Cedar
Lonicera japonica	Japanese Honeysuckle
Lonicera morrowi	Fly Honeysuckle
Myrica pensylvanica	Bayberry
Populus tremuloides	Quaking Aspen
Prunus serotina	Black Cherry
Quercus alba	White Oak
Quercus velutina	Black Oak
Rhus glabra	Smooth Sumac
Robinia pseudoacacia	Black Locust
Rosa multiflora	Multiflora Rose
Rubus allegheniensis	Blackberry
Smilax rotundifolia	Greenbrier
Toxicodendron radicans	Poison Ivy
Vitis sp.	Grape

HERBACEOUS PLANTS

Alliaria petiolata	Garlic Mustard
Allium vineale	Field Garlic
Andropogon virginicus	Broomsedge
Aster sp.	Aster
Barbarea sp.	Winter Cress
Cardamine sp.	Bittercress
Conyza canadensis	Horseweed
Lespedeza capitata	Round-headed Bush-Clover
Panicum virgatum	Switchgrass
Phytolacca americana	Pokeweed

MAMMALS

Marmota monax	Woodchuck
Odocoileus virginianus	White-tailed Deer

BIRDS

Corvus brachyrhynchos	American Crow
Melospiza melodia	Song Sparrow
Mimus polyglottos	Northern Mockingbird
Picoides pubescens	Downy Woodpecker
Sitta carolinensis	White-breasted Nuthatch
Spizella pusilla	Field Sparrow
Thyrothorus ludovicianus	Carolina Wren
Turdus migratorius	American Robin
Zenaida macroura	Mourning Dove

3.4 Land Use, Zoning, Growth and Community Character

Land Use

The subject property is located on the north side of State Route 25 within downtown Jamesport and situated between residential, retail, commercial and agricultural land uses. The site contains two abandoned structures, a former residence and garage, at the southern portion of the property. The elevation at the site frontage (on State Route 25) is slightly higher than street grade, and a retaining wall runs the length of the site along the roadway. There is currently a dirt road that traverses the length of the subject site. Ground cover consists primarily of woodland. Surrounding land uses are as follows:

North: To the north of the site are agricultural properties and residential land uses.

South: Directly south of the site are various retail and commercial land uses, including a restaurant, travel agency, and a construction company. Southeast of the site (on the south side of State Route 25) is a service station, cemetery, municipal parking lot and the George C. Young Community Center. Southwest of the site (on the south side of State Route 25) is a liquor store, recharge basin and a bank.

East: To the east of the site (on the north side of State Route 25) are the following uses: one residence; various retail and commercial land uses, including an insurance agency, clothing boutique, hair salon, and delicatessen; and religious property. Along Manor Lane, north from State Route 25, are the following uses: Jamesport Fire Department, roofing company, Riverhead Town Ambulance, kennel, and various residential and agricultural properties.

West: Directly west of the site (on the north side of State Route 25) is one residence. Further west along State Route 25 is power equipment supplier and various residential properties. North of the properties fronting State Route 25, and directly west of the site, are agricultural uses.

Zoning

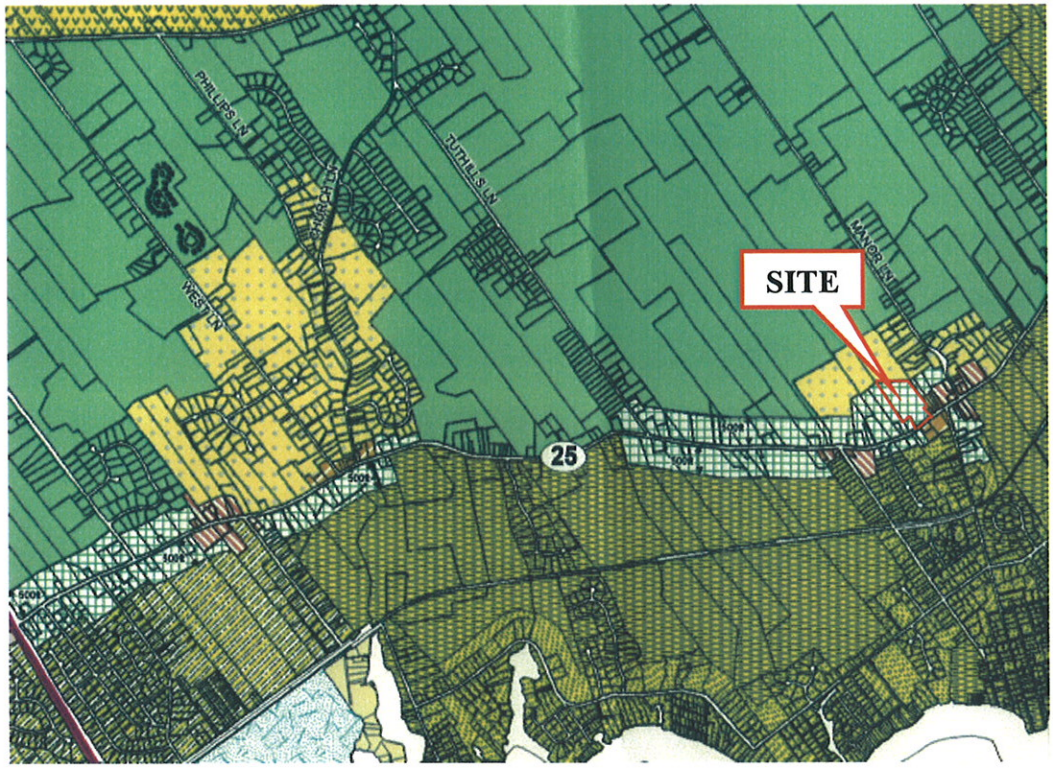
The current zoning of the subject property is Rural Corridor ("RLC") (see Figure 8 – Zoning Map). Pursuant to Section 108-282 (A) of the Riverhead Zoning Code, permitted uses in the RLC zoning district include:

- Agricultural production;
- Antique stores and craft stores;
- Retail stores or shops on properties with frontage along either side of State Route 25 between South Jamesport and Washington Avenues and their logical extensions;
- Nurseries;
- Museums;
- Libraries;
- Schools;
- Places of worship;
- Parks and playgrounds; and
- Single-family and two-family houses.

Uses permitted by special permit from the Town Board include:

- Professional offices, provided they are within 1/4 mile of the Hamlet Center (HC) or Village Center (VC) Zoning Use Districts;
- Country inns, provided they are within 1/4 mile of the HC or VC Zoning Use Districts;
- Funeral homes, provided they are within 1/4 mile of the HC or VC Zoning Use Districts;
- Bistros, cafes;
- Bed-and-breakfast establishments; and
- Professional offices of attorneys, architects, medical doctors, or dentists.

Figure 8 – Zoning Map



Adopted Zoning Use Districts

- APZ Agricultural Protection Zoning Use District
- Bus CR Zoning Use District
- BC Business Center Zoning Use District
- Bus F Business F Zoning Use District
- CRC Commercial/Residential Campus Zoning Use District
- DRC Destination Retail Center Zoning Use District
- Hamlet Boundaries
- HC Hamlet Center Zoning Use District
- HR Hamlet Residential Zoning Use District
- Ind A Industrial A Zoning Use District
- Ind C Industrial C Zoning Use District
- OSI Open Space Institution Zoning Use District
- RA-40 Residence A-40 Zoning Use District
- RA-80 Residence A-80 Zoning Use District
- RB-40 Residence B-40 Zoning Use District
- RB-80 Residence B-80 Zoning Use District
- RC Residence RC Zoning Use District
- RLC Rural Corridor Zoning Use District
- SC Shopping Center Zoning Use District
- TRC Tourism/Resort Campus Zoning Use District
- VC Village Center Zoning Use District
- DC1-5 Boundary
- Riverhead Town Boundary

Existing Zoning Use Districts

- Bus A Business A Zoning Use District
- Bus PB Professional Business Zoning Use District
- Def Ins Defence Institutional Zoning Use District
- MRP Multi-Family Residential Professional Office Zoning Use District
- PIP Planned Industrial Park Zoning Use District
- NRP Natural Resources Protection Zoning Use District
- OSC Open Space Conservation Zoning Use District
- PRP Planned Recreational Park Zoning Use District
- RFC Riverfront Corridor Zoning Use District
- IB Industrial Business Zoning Use District

Downtown Zoning Use Districts

- DC-1 Main Street Zoning Use District
- DC-2 Waterfront Zoning Use District
- DC-3 Office Zoning Use District
- DC-4 Office/Residential Transition Zoning Use District
- DC-5 Residential Zoning Use District

Source: Town of Riverhead Zoning Use District Map, 2005.
Scale: 1″=0.4mi

The bulk and dimensional requirements for development in the RLC zoning district, as indicated in Attachment 3 of the Riverhead Zoning Code (last revised February 15, 2008), are included in Table 5 below.

Table 5 – Bulk Requirements of the Rural Corridor (RLC) Zoning Regulations

Dimensional Regulation	Dimensional Requirement
Minimum Lot Area	40,000 square feet
Minimum Lot Width at Front Street	200 feet
Maximum Footprint Without Sewer	10%
Maximum Footprint With Sewer	10%
Maximum Impervious Surface	25%
Maximum Height of Buildings	35 feet
Maximum FAR Without Sewer	0.10%
Maximum FAR With Sewer	0.10%
Minimum Front Yard Depth	50 feet
Minimum Side Yard Depth	25 feet
Minimum Side Yard Combined Depth for Two Sides	50 feet
Minimum Rear Yard Depth	50 feet

The Riverhead Zoning Districts within the study area of one-half-mile-radius of the subject property are as follows:

North: Properties north of the subject site are situated within Hamlet Residential Zoning Use District ("HR") and the Agricultural Protection Zoning Use District ("APZ").

South: To the south of the subject property, many of the parcels are situated in the Village Center Zoning Use District ("VC"), the RLC Zoning District, and the Residence B-80 Zoning Use District ("RB-80").

East: Properties to the east of the site are situated in the RLC Zoning District, the Hamlet Center Zoning Use District ("HC"), the HR Zoning District and the APZ Zoning District.

West: Properties to the west of the subject site are situated in the RLC Zoning District and the HC Zoning District.

Relevant Comprehensive Plans

Town of Riverhead Comprehensive Plan, November 2003

The Town of Riverhead began preparing the *Town of Riverhead Comprehensive Plan* ("*Comprehensive Plan*") in the late 1990s. Experiencing opportunities and pressures from population growth as do many of the eastern Long Island towns, the Town Board and Planning Board established a goal to create a plan that encompasses the concerns of the community and promotes a well-balanced solution to complex problems. Relevant excerpts from the *Comprehensive Plan* are discussed below.

As indicated in Chapter 6 – Business Districts Element of the *Comprehensive Plan* (page 6-1), "[c]ommercial retail development should be well planned on a site basis instead of sprawled along Riverhead's roads. Downtown and hamlet centers should be promoted as centers for specialty shopping and civic life, building on their historic and pedestrian character."

Page 6-8 of the *Comprehensive Plan* specifically addresses the hamlet of Jamesport. As stated therein, "[t]he Jamesport hamlet center is clustered around the intersection of State Route 25 and South Jamesport Avenue. The historic buildings, the antique shops and restaurants, the green and the gazebo, the historic church on the corner of Manor Lane, and the George C. Young Community Center create a warm village ambiance. Jamesport is fortunate to be located at the eastern end of Riverhead, near the wine country and the recreational attractions of the North Fork. The combination of the countryside atmosphere and the unique location give Jamesport the potential to become the gateway to the North Fork wine country, capturing tourists traveling easterly along State Route 25."

The *Comprehensive Plan* discusses goals and policies for the hamlet of Jamesport (p. 6-59). Specifically, in summary, "[a] concentrated "Main Street" framed by a rural corridor and surrounded by a traditional residential neighborhood…" is envisioned for the hamlet.

The *Comprehensive Plan* emphasizes the promotion of tourism-oriented shopping in the historic hamlet center located near the intersection of the South Jamesport Avenue. As stated, "[i]n order for the hamlet center to realize its full tourist potential, convenience and auto-oriented retail should be limited in the 'Main Street' area. Building on the established niche of antique stores, Jamesport should provide space for additional furnishing stores, as well as art galleries, arts and crafts shops, sit-down restaurants, cafes, specialty food stores, wine shops, and other similar businesses. Professional offices can be permitted, on condition that they be located to the rear of a store or on an upper floor and not front on

'Main Street,' which should have a continuous and vibrant retail frontage." (page 6-60)

3.5 Transportation and Parking

A Traffic Impact Study has been prepared by VHB Engineering, Surveying and Landscape Architecture ("VHB") to evaluate existing roadway and intersection conditions and the potential impacts of the proposed action on such roadways and intersections, and to evaluate the adequacy of the proposed parking. Relevant excerpts of the existing traffic conditions are summarized herein, and the study in its entirety is included in Appendix E.

Study Intersections

The key intersections analyzed in the Traffic Impact Study include the following:

- State Route 25 at South Jamesport Avenue;
- State Route 25 at Circle Drive; and
- State Route 25 at Manor Lane.

Traffic Volumes

According to the information provided by the New York State Department of Transportation ("NYSDOT"), from traffic counts conducted in 2006 on State Route 25, the average weekday traffic was 14,191 vehicles per day. Therefore, the highest traffic counts provided by the NYSDOT can be assumed to show the highest volumes that would be seen by the roadway network throughout the year. The information provided by the NYSDOT indicates that the peak hours of travel are a weekday morning from 7:00 a.m. to 9:00 p.m. ("AM Peak Hour"), a weekday evening from 4:00 p.m. to 6:00 p.m. ("PM Peak Hour") and a Saturday from 10:00 a.m. to 4:00 p.m. ("Saturday Peak Hour").

VHB collected intersection turning movement counts in August 2008 and October 2008 at the study intersections during the expected peak hours of travel, to supplement the available NYSDOT traffic counts. The existing traffic volume data collected in August 2008, included below, represents the highest volume of traffic coinciding with summer tourist season and commuter activities and was, therefore, utilized in the analysis of the potential traffic impacts.

Table 6 – Existing 2008 Traffic Volumes

Intersection	Movement	Lane Group	AM PEAK	PM PEAK	SATURDAY PEAK
State Route 25 @ Circle Drive	EB	TR	6	18	51
		Approach	550	697	783
	WB	LT	5	11	51
		Approach	684	763	616
	NB	LT	4	5	14
		TR	4	8	26
State Route 25 @ S. Jamesport Avenue	EB	TR	34	60	84
		Approach	520	645	725
	WB	LT	19	49	57
		Approach	602	726	597
	NB	LT	87	48	70
		TR	52	53	65
State Route 25 @ Manor Lane	EB	LT	45	45	111
		Approach	527	653	679
	WB	TR	13	13	23
		Approach	570	730	586
	SB	LT	8	11	12
		TR	51	45	68

The projected future traffic volumes for the No-Build and Build conditions are evaluated in Section 4.5 of this DEIS.

Traffic Operations Analysis

To assess the potential impacts associated with the increase in traffic after the development is built, roadway capacity analyses were conducted with respect to the existing traffic volumes. These capacity analyses provide an indication of the adequacy of the roadway facilities to serve the anticipated future traffic demands. The capacity analyses were performed in accordance with guidelines set forth in the *2000 Highway Capacity Manual (2000 HCM),* published by the Transportation Research Board, using turning movement volumes in conjunction with existing intersection geometry and average signal timing/phasing.

Signalized Intersections

The capacity of a signalized intersection is evaluated in terms of the ratio of demand flow rate to capacity (V/C ratio). The capacity is defined for each approach and measures the maximum rate of flow that may pass through the intersection under prevailing traffic, roadway and signalization conditions. The control delay includes the stopped delay plus the acceleration/deceleration delay caused by the signal function. Based on the *2000 HCM* methodology, there are six classes of level of service (LOS), ranging from A (best) to F (worst). The following average stopped delays are utilized by the *2000 HCM* to determine the intersection, approach, and lane group levels of service for signalized intersections:

Table 7 – 2000 HCM Level-of-Service Classifications for Signalized Intersections

Level of Service (LOS)	Control Delay Per Vehicle (sec)
A	< 10.0
B	> 10.0 and < 20.0
C	> 20.0 and < 35.0
D	>35.0 and < 55.0
E	> 55.0 and < 80.0
F	> 80.0

Source: 2000 Highway Capacity Manual

The existing level of service and an evaluation of the potential changes to the study intersections are included in Section 4.5 of this DEIS.

Unsignalized Intersections

The capacity of a controlled leg of an unsignalized two-way stop-controlled intersection or driveway is based on an estimation of the distribution of gaps in the major street traffic flow, driver judgment in selecting a gap through which to execute the desired maneuver, and the follow-up time required by each driver in a queue. The level of service for the subject approach of a stop-controlled intersection is evaluated based on the average total delay per vehicle. Total delay is defined as the total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. There are also six classes of level of service, ranging from A (best) to F (worst), utilized by the *2000 HCM* to determine the intersection, approach, and lane group levels of service for unsignalized intersections:

Table 8 – 2000 HCM 2000 HCM Level-of-Service Classifications for Unsignalized Intersections

Level of Service (LOS)	Control Delay Per Vehicle (sec)
A	$\leq$ 10.0
B	> 10.0 and $\leq$ 15.0
C	> 15.0 and $\leq$ 25.0
D	>25.0 and $\leq$ 35.0
E	> 35.0 and $\leq$ 50.0
F	> 50.0

Source: 2000 Highway Capacity Manual

The existing level of service and an evaluation of the potential changes to the study intersections are included in Section 4.5 of this DEIS.

Accident Examination

The Traffic Impact Study evaluated accident data for the surrounding roadways from the most recent available NYSDOT Safety Information Management System records for the three-year period from January 1, 2005 to December 31, 2007. A total of 40 accidents occurred during the three-year period on the roadway segment of State Route 25 from Washington Avenue to Herrick's Lane, which includes the three key intersections of this study. During the three year period of study, none of the accidents resulted in fatalities and the most frequent accident types were rear end accidents (15 total), followed by right angle accidents (five total). The Traffic Impact Study indicates that the accident experience on the roadway system adjacent to the subject site is minimal.

3.6 Noise and Odor

Noise

VHB performed a noise impact analysis to evaluate the existing noise levels and the potential noise impacts upon implementation of the proposed project. The noise analysis evaluated existing and future sound levels at 50 receptor locations (see Figure 9), which were selected based on land use criteria and represent the most sensitive locations in the project vicinity. The receptor locations include the nearest residential and commercial buildings on State Route 25 and Manor Lane.

The salient portions of the noise analysis pertaining to existing conditions are summarized herein, and the report is included in its entirety in Appendix F of this DEIS.

Introduction

Sound (noise) is described in terms of loudness, frequency, and duration. Loudness is the sound pressure level measured on a logarithmic scale in units of decibels (dB). For community noise impact assessment, sound level frequency characteristics are based upon human hearing, using an A-weighted (dBA) frequency filter. The A-weighted filter is used because it approximates the way humans hear sound. The duration characteristics of sound account for the time varying nature of sound sources.

Sound level data can be presented in statistical terms to help describe the noise environment. A near infinite variation in sound levels (various intensities and temporal patterns) can be combined into the same value. The sound level descriptor used in this analysis was L equivalent (Leq). The Leq averages the background sound levels with short-term transient sound levels and provides a uniform method for comparing sound levels that vary over time.

The following general relationships exist between noise levels and human perception:

- A 1 or 2-dBA increase is not perceptible to the average person.
- A 3-dBA increase is a doubling of acoustic energy, but is just barely perceptible to the human ear.
- A 10-dBA increase is a tenfold increase in acoustic energy, but is perceived as a doubling in loudness to the average person.

Existing Conditions

Noise monitoring was conducted during a weekday afternoon and nighttime period on March 11, 2009. The existing sound levels were measured using a Type 1 sound analyzer (Larson-Davis model 824). Monitoring data was collected along Fox Lane and State Route 25 (Monitoring Locations 1 and 2, respectively). The monitoring locations are identified on Figure 9.

Figure 9 – Noise Receptor Locations

* Site boundary is approximate.

Source: VHB Noise Report, Figure 1 - *Noise Monitoring and Receptor Locations*
Scale: None

The measured sound level data during the daytime was dominated by roadway noise from State Route 25 and Manor Lane. The Leq sound levels at the monitoring locations ranged from 47 dBA to 60 dBA. These sound levels are typical for a suburban area location adjacent to a roadway. The nighttime sound levels ranged from 41 dBA to 57 dBA. The measured sound levels at the two monitoring locations are included in Table 3 of this "Noise Report" in Appendix F of this DEIS.

Odor

As the subject property is unoccupied, no sources of objectionable odors exist.

3.7 Socioeconomics

Property Taxes

According to the Statement of Real Property Taxes for the tax period of December 1, 2008 to November 30, 2009 (see Appendix J), the total tax levied for the subject property was $8,782.07. A breakdown of the taxing jurisdictions follows.

Table 9 – Property Taxes and Levy Description for 2008-2009

Levy Description	Tax Rate per $1,000	Tax Amount
Riverhead Central School District #2	89.467	$5,296.45
Riverhead Free Library	3.070	$181.74
Suffolk County Tax	1.770	$104.78
Riverhead Town Tax	33.052	$1,956.68
Highway	7.608	$450.39
NYS Real Prop TX Law	1.834	$108.57
Riverhead Ambulance District	1.441	$85.31
Jamesport Fire District	6.282	$371.89
Light District	1.164	$68.91
Scavenger Waste District	0.211	$12.49
Water EXT 32J	2.447	$144.86
Total		$8,782.07

Population

The subject property is located in the hamlet of Jamesport, Town of Riverhead. Pursuant to the 2000 Census, the population of the Town of Riverhead in 2000 was 27,680 persons. Since 2000, the U.S. Census Bureau has made revisions to the data, and institutions such as the Long Island Index have released updated information regarding population and household information. A revision by the U.S. Census Bureau estimates Long Island's population has grown four percent, by approximately 111,000 people from 2000 to 2007. Coinciding with market trends and population fluctuations, the number of housing units and household sizes has changed since the 2000 Census. The Long Island Index indicates that the price of housing started to decline in 2008 and the number of new building permits issued has declined to its lowest point in three decades (as of 2007).

According to the 2000 Census, the median household income in the Town of Riverhead was $46,195 and the median household income in the hamlet of Jamesport was $67,891. In addition, approximately 71.6 percent of households in the Town of Riverhead and 55.6 percent of households in the hamlet of Jamesport earned less than $75,000. The Long Island Index reports that household incomes on Long Island have increase by 26 percent from 2000 to 2007.

Employment

The 2000 Census *Profile of Selected Economic Characteristics* for the Town of Riverhead was reviewed to determine the employment base and status, as the majority of the jobs to be created from the proposed commercial development would be filled by Riverhead residents. The 2000 Census indicates that, of the total population 16 years and over (21,828 persons), approximately 59.9 percent or 13,068 persons were in the labor force. The unemployment rate was 2.5 percent. However, according to the United States Department of Labor, Bureau of Labor Statistics, Local Area Unemployment Statistics,[6] the average unemployment rate for Suffolk County between May 2008 and April 2009 was between five and six percent, which was below the national average of seven percent.

Approximately 70 percent of the labor force in the Town of Riverhead is in the private sector. An evaluation of the occupation types indicates that the largest sector (34 percent) of the labor force is comprised of management, professional and related occupations. The second largest occupation type is sales and office occupations, which comprises 26.4 percent of the labor force. Service occupations represent 17.4 percent of the labor force, and construction and maintenance occupations represent 11.5 percent of the labor force. Production,

▼

[6] www.blf.gov

transportation and material moving occupations comprise 9.5 percent of the labor force. The smallest sector is farming and fishing, representing 1.1 percent of the labor force.

Educational attainment was also evaluated, included within the *Profile of Selected Social Characteristics* in the 2000 Census. Approximately 81.6 percent of the population in the Town of Riverhead are high school graduates or higher. Approximately 22.1 percent have bachelor's degrees or higher.

3.8 Community Facilities and Services

Fire Protection

The subject property is within the service area of the Jamesport Fire District. There is an existing fire station located on Manor Lane, just north of State Route 25, approximately 0.18 mile from the subject property. Correspondence was forwarded to Craig Zitek, Chief of the Jamesport Fire District, on June 11, 2008, to advise of the proposed project and to request information related to the availability of services. In a response dated June 18, 2008, Chief Zitek advised that 241 calls for service were received in 2007, including fire, automatic alarm, motor vehicle accident and EMS calls. The response time from the Jamesport Fire Department to the subject property is estimated at approximately four-to-five minutes from the time of notification. See Appendix G for all related correspondence.

Ambulance Services

The subject property is within the service area of the Riverhead Volunteer Ambulance Corps. Correspondence was forwarded to the Riverhead Volunteer Ambulance Corps, on June 12, 2008 and May 18, 2009 (see Appendix G) requesting information on existing services, operations and equipment as well as the availability of emergency services (see Appendix G). In a response dated June 16, 2009, Chief Donna Johnson indicated that the ambulance company is dispatched by the Jamesport Fire Department, which is the primary first responder, and it is expected that the first response to the subject site would be within minutes.

Police Protection

The subject property is within the service area and jurisdiction of the Town of Riverhead Police Department. Correspondence was forwarded to David J. Hegermiller, Chief of the Riverhead Police Department (see Appendix G) on June 12, 2008 advising of the proposed project and requesting information on the availability of police-related services. In correspondence dated August 18, 2008, Chief Hegermiller advised that 25,878 service calls of varied type were received throughout 2007, and the estimated response time to the subject site is approximately seven minutes.

Medical Services

Peconic Bay Medical Center, previously known as Central Suffolk Hospital, is located on the corner of Roanoke Avenue and Old Country Road in Riverhead approximately 5.1± miles from the subject site. As such, any hospital-related services required by users of the proposed commercial center would be transported to Peconic Bay Medical Center. In 2004, consultations were undertaken with the Peconic Bay Medical Center (at that time, Central Suffolk Hospital), and Ms. Nancy Uzo advised that this medical center is the regional provider from Wading River to Orient Point on the North Fork and Moriches to Hampton Bays on the South Fork. At that time, the hospital was certified for 154 beds, with an occupancy rate of 48 percent. Today, the hospital contains 182 beds.

Schools

The subject parcel is situated within the Riverhead Central School District. However, no students are generated from this property as it is unoccupied.

Water Supply and Availability

The subject parcel is situated within the service area of the Riverhead Water District; however, no potable water is currently used on-site.

Solid Waste

As the subject property is unoccupied, no solid waste is currently being generated.

3.9 Aesthetics and Cultural Resources

Aesthetics

Photographs of the subject property and surrounding properties are included in Appendix H. As depicted in Photographs 1 and 2, the subject property is developed with two structures, a former residence and garage – in the southerly portion of the property. The existing driveway extending from State Route 25 to these structures is depicted in Photograph 3. As depicted in Photograph 4, the subject property is visible from State Route 25, although the existing topography and vegetation preclude extensive views into the site. From State Route 25, the existing retaining wall and dirt driveway are visible at the site frontage, and these features differentiate the site from the surrounding developed properties. Along Manor Lane, existing residential development and dense vegetation block views of the southerly portion of the subject property (see Photograph 5). Traveling northerly on Manor Lane, there are points from which the wooded areas of the subject property, which are largely along the eastern property line, can be seen (see Photograph 6). The agricultural property to the north of the subject site is depicted in Photograph 7.

As discussed in Section 3.4 of this DEIS, the site is situated in downtown Jamesport. Photograph 8, 9 and 10 depict the surrounding downtown retail and commercial uses to the south and east of the subject property.

Cultural Resources

Based on a review of publicly-available resources of the New York State Office of Parks, Recreation and Historic Preservation ("OPRHP") and the National Park Service ("NPS"), neither the subject site nor any adjacent properties are included on the National and State Registers of Historic Places. The subject site and the surrounding area are located in an archeologically-sensitive area, as identified by OPRHP.

A Phase I Archaeological Investigation was conducted by TRACKER-Archaeology Services, Inc in March and April 2008 (Appendix I). TRACKER Archaeology Services, Inc. studied both the subject site for the proposed Village at Jamesport (SCTM # 600-68-1-35) and the parcel directly north (SCTM #600-47-1-3.3) thereof. The Phase IA documentary study and a Phase IB archaeological study serve to assess the potential for the subject property to contain archaeological remains of prehistoric or historic age.

The Phase IA and Phase IB studies, conducted between March 24, 2008 and April 7, 2008, assessed the topographic characteristics and the distance to historic-map-documented structures at the subject site. The Phase I study conducted by TRACKER-Archaeology Services, Inc. established the presence of archaeological sites within the boundaries of the northern parcel only - - not on the subject parcel that is currently proposed for development. The assessment determined that the subject parcel does not contain any sites of cultural significance. As such, development of the subject parcel would have no impact on cultural resources.

4.0

PROBABLE IMPACTS OF THE PROPOSED ACTION

4.1 Soils and Topography

Soils

Implementation of the proposed action would result in the disturbance of soils on the subject site for foundation excavation, utility installation, grading, paving, and landscaping. However, such disturbances would be entirely contained within the boundaries of the subject site. The proposed action would require the clearing of existing vegetation and regrading to modify and reduce slopes for building footprints. According to the project engineer, approximately 88,000 cubic yards of material would be excavated and a portion of same would be used on the subject site for the proposed development. All other material would be transported off-site.

The disturbance of soils for construction and regrading activities increases the potential for erosion and sedimentation. According to the Stormwater Protection Plan (Sheets SWPP-1 and SWPP-2) in Appendix B, specific erosion and sediment control measures would be implemented prior to and during construction. Included would be sediment fences, perversion berms/swales, vegetated level spreader, temporary sediment traps and a vegetated sediment basin to accommodate stormwater runoff. A stabilized construction entrance would be installed to trap sediment from trucks leaving the site.

As indicated in Section 3.1 of this DEIS, the majority of the site is comprised of Haven loam, 0 to 2 percent slopes ("HaA"), and a limited extent of the following: Riverhead sandy loam, 0 to 3 percent slopes ("RdA"), Riverhead sandy loam, 3 to 8 percent slopes ("RdB"), Riverhead sandy loam, 8 to 15 percent slopes ("RdC"), Riverhead and Haven soils, 0 to 8 percent slopes ("RhB"), and Carver and

Plymouth sands, 3 to 15 percent slopes ("CpC"). Figure 10 depicts the approximate boundaries of the soil types, as mapped on the *Suffolk County Soil Survey, New York*, on the proposed site plan.

Haven loam, 0 to 2 percent slopes ("HaA"), is identified as being located throughout the central portion of the subject site, in which the proposed Buildings B, C, D, E, F, G and H, as well as the proposed site driveway, parking, and internal circulation areas, as well as a portion of the on-site sanitary system, would be located. According to the *Soil Survey of Suffolk County, New York*, there are few or no engineering limitations associated with the development of buildings, streets or parking lots on HaA soils.

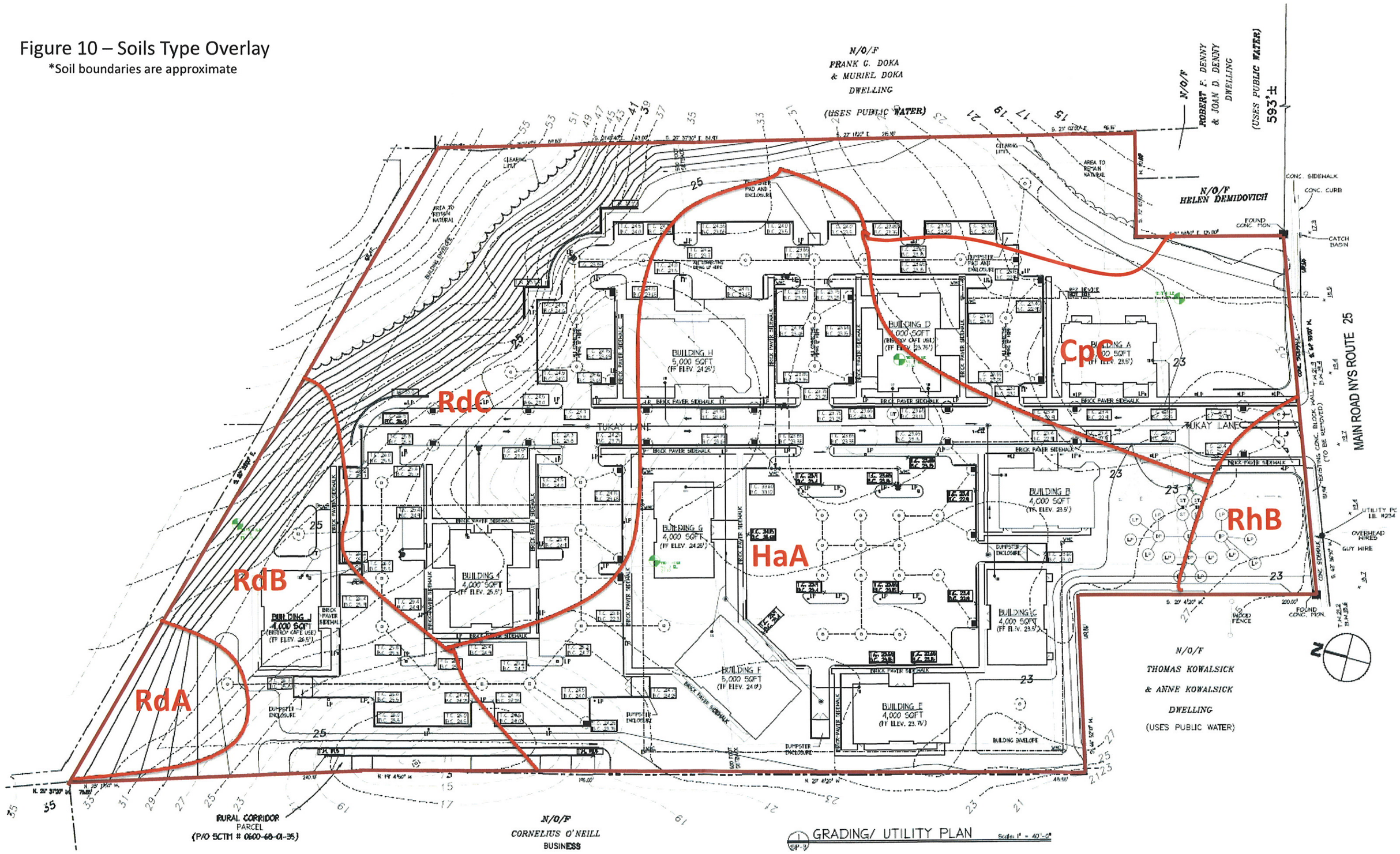
A limited extent of Riverhead sandy loam, 0 to 3 percent slopes ("RdA") is identified as being located is the northwest portion of the property. As indicated on the Grading, Utility & Drainage Plan, the portion of the property consisting of RdA soils would be regraded and native grasses/groundcover would be planted. There are few or no engineering limitations for the establishment of lawns or landscaping on Rda soils.

Riverhead sandy loam, 3 to 8 percent slopes ("RdB") is identified as being located in the northwestern portion of the site. Building J, as well as parking and internal circulation areas, are to be constructed in this area. According to the *Soil Survey of Suffolk County, New York*, there are few or no engineering limitations associated with the development of buildings on RdB soils; however, there are moderate limitations for the development of parking lots due to potential slopes. In order to overcome such limitation, the proposed action includes the regrading of these areas. A portion of the proposed retaining wall at the west side of the property is also to be situated in this area for slope stabilization.

Riverhead sandy loam, 8 to 15 percent slopes ("RdC") is identified as extending from the north-central to northeastern portions of the site, and at the southeast corner of the site. The area of the subject site consisting of RdC soils contains portions of Buildings H and I, as well as the proposed site driveway, parking and internal circulation areas. The areas to remain natural are also located within the RdC soils. According to the *Soil Survey of Suffolk County, New York*, due the potential presence of slopes, there are moderate limitations for the development of buildings, and the establishment and maintenance of lawns and landscaping; and severe limitations for parking lots. As indicated above, slope limitations would be overcome with regrading and the placement of retaining walls for slope stabilization.

Figure 10 – Soils Type Overlay

*Soil boundaries are approximate



Riverhead and Haven soils, 0 to 8 percent slopes ("RhB") are identified as being located in the southeast corner of the property along State Route 25. This portion of the subject site would be developed as a landscaped area and would include a portion of the on-site sanitary system. According to the *Soil Survey of Suffolk County, New York*, there are few or no engineering limitations for the establishment and maintenance of lawns or landscaping, and for sewage disposal fields, on RhB soils.

Carver and Plymouth sands, 3 to 15 percent slopes ("CpC") are identified as being located along the southeastern corner of the property. Building A, as well as parking and internal circulation areas, would be constructed in the area mapped with CpC soils. According to the *Soil Survey of Suffolk County, New York*, due to potential slopes, there are slight to moderate limitations for sewage disposal and the development of buildings, and moderate to severe limitations for streets and parking lots. As indicated above, slope limitations would be overcome with regrading and the placement of retaining walls for slope stabilization. The *Soil Survey of Suffolk County, New York* indicates that, due to a sandy surface layer, there are potential severe limitations for the establishment and maintenance of lawns and landscaping. The sandy surface layer allows for the rapid movement of water without the adequate capacity to hold water available for vegetation. However, the regrading of soils and the placement of top soil would be used to help address this limitation.

In addition to the information provided in the *Soil Survey of Suffolk County, New York*, as indicated in Section 3.1 of this DEIS, four soil borings (B-1 through B-4) were installed on the site and the locations of same are depicted on the Proposed Grading, Utility, & Drainage Plan in Appendix B. The soil boring logs generally indicate sandy silt loams and silt sandy loam to four or five feet below grade, and primarily sands, trace silts, and trace gravels, at depths of five feet and beyond. The soil profiles observed in the borings were consistent with the characterizations within the *Soil Survey of Suffolk County, New York*.

Overall, no significant adverse impacts to existing on-site soils would be expected. Also, there are no projected engineering limitations associated with on-site soils that could not be addressed with engineering controls or that would hinder site development.

Topography

As indicated in Section 3.1 of this DEIS, elevations on the subject site range from 10.4± feet amsl to 60± feet above amsl. The topography of the site is rolling in some areas and steeper slopes exist along the northeastern property line. As indicated on the Grading, Utility & Drainage Plan in Appendix B of this DEIS, the subject property is proposed to be regraded and slopes minimized for a

development footprint situated at elevations ranging from 23 feet to 25 feet. A breakdown of the post-development slopes follows:

Table 10 – Post-Development Slope Conditions

	Approximate Percent of Land Area	
Slopes	**Existing**	**Proposed**
0 to 15 percent	85.99	84.50
15 to 30 percent	12.94	14.43
Greater than 30 percent	1.07	1.07

As indicated above, the majority of the site (i.e., 86 percent) consists of slopes of less than 15 percent. The proposed development includes reducing this area to 84.5 percent of the site. The area of slopes greater than 15 percent (but less than 30 percent) will increase by 1.49 percent due to grade changes along the north, west and east property lines.

In areas of substantial grade changes, slopes will be vegetated and fine graded. Retaining walls would be installed in various locations to stabilize slopes and permanent seeding would be undertaken. Overall, while the proposed site plan requires the regrading of areas to minimize slopes and to raise elevations, where needed, no significant adverse impacts associated with topographic changes are expected.

4.2 Water Resources

Groundwater

The Long Island Comprehensive Waste Treatment Management Plan ("*208 Study*")

The subject property is located in Hydrogeologic Zone IV, which is characterized by shallow flow systems. To minimize the potential for adverse impacts to groundwater, the proposed project complies with the following relevant highest priority areawide alternatives of the *208 Study*, as follows:

- *Reduce excessive use of irrigation water and require the permitting, regulation and monitoring of irrigation wells.*

  The proposed action includes approximately 234,140± square feet of lawn and landscaped area, of which 59,559± square feet would consist of low-

maintenance species that would not require irrigation. The remaining 174,581± square feet would be irrigated at a rate of approximately one inch per week, or 26 inches per year (based on a 26-week irrigation period). To reduce water demand from the Riverhead Water District, the project sponsor would consider the installation of an irrigation well on the subject property, if requested by the water district. The installation of an irrigation well would be subject to the review and approval of the NYSDEC. As such, the proposed action complies with this recommendation.

- *Minimize population density by encouraging large lot development (one dwelling unit/one or more acres), where possible to protect the groundwater from future pollutant loadings.*

  The proposed action does not include residential development. Notwithstanding this, as discussed later in this section, the proposed development is projected to generate less than the maximum sanitary flow permitted under Article 6 of the Suffolk County Sanitary Code. As such, the proposed action complies with the intent of this recommendation to limit sanitary density.

Special Groundwater Protection Area Plan

As indicated in Section 3.2 of this DEIS, the subject property is situated within the Central Suffolk (North) SGPA and is recommended for "cluster development, farmland-cluster, replat and cluster." As indicated in the SGPA Plan, the recommendation for replatting and clustering of a number of areas are "...old filed maps which, if developed according to the current ownership pattern, would produce either a higher density than would be desirable or a land use pattern that would not produce open space" (page 3-5). There is no old filed map for the subject property.

The SGPA Plan suggests that in order to preserve the integrity of agriculture and open space lands, which protect groundwater and surface waters, new business development should occur at locations within the boundaries of existing commercial areas within the SGPA. The subject property is located at the periphery of the Central Suffolk SGPA (north) in downtown Jamesport. Situated between residential, retail, commercial and agricultural land uses, the proposed action will enhance the already existing retail and commercial uses in the downtown area. The SGPA also recommends that new commercial developments should retain natural areas on site. While the proposed action requires the clearing of natural vegetation and the regrading of these areas, the proposed landscaping plan incorporates a diverse mix of native species, including 1.368± acres of native grasses or ground cover.

Furthermore, the proposed development is projected to generate less sanitary flow than that which is permitted on the site. Moreover, there would be no toxic

or hazardous materials stored on the site. Overall, the proposed development is not expected to adversely impact groundwater resources.

Suffolk County Sanitary Code

As indicated in Section 3.2 of this DEIS, Suffolk County has promulgated various regulations and standards that are designed to protect the water resources of Long Island. Article 6 of the SCSC specifically governs sanitary wastewater discharges. As the subject property is situated within Groundwater Management Zone IV, the maximum permissible flow (based on 600 gallons per day per acre), if an on-site sanitary system is used, is 5,827± gpd.

As detailed on the Site Plan & Project Information (SP-1), the projected sanitary flow for the approximately 42,000-square-foot mixed-use commercial center, based on a combination of factors for a dry store (0.03 gpd/ft2), medical/office use (0.10 gpd/ft2) and restaurant (30 gpd/seat), would be 4,615± gpd. In that this flow is well below that which is permitted for Zone IV (i.e., 5,827 gpd), the proposed development complies with the density requirements in Article 6, and thus, individual on-site sanitary systems are permissible.

As required, the proposed sanitary design plans and an application for approval were submitted to the SCDHS. A Notice of Incomplete Application was provided on April 4, 2005 (see Appendix C), pending a SEQRA-determination.

Article 7 of the Suffolk County Sanitary Code is applicable to the storage of any restricted toxic and hazardous materials. Pursuant to §760-706(B)(2)(b), it is "unlawful to use or store any restricted toxic or hazardous materials on any premises except… for buildings with gross floor area greater than 20,000 square feet (s.f.), the materials so stored are in containers where the total liquid capacity stored at any time does not exceed 0.0125 gals/s.f. of gross floor area and where the dry storage in bags, bulk or small containers does not exceed 0.1 pounds/s.f. of gross floor area." According to the applicant, no toxic or hazardous materials are expected to be stored on-site. However, if future tenants propose otherwise, such tenants would be required to comply with the limitations set forth in Article 7 of the Suffolk County Sanitary Code.

Article 12 of the Suffolk County Sanitary Code relates to the storage and handling of toxic and hazardous materials. There are no tanks proposed for the storage of toxic or hazardous materials, and thus, the proposed development would not be subject to review under Article 12 of the Suffolk County Sanitary Code. All buildings would be heated with natural gas.

Water Usage

The projected potable water usage for the development is the same as that estimated for sewage flow – 4,615± gpd. However, additional water would be

used for irrigation of lawn and landscaped areas. The proposed action includes approximately 234,140± square feet of lawn and landscaped area, of which 59,559± square feet would consist of low-maintenance species that would not require irrigation. The remaining 174,581± square feet would be irrigated at a rate of approximately one inch per week, or 26 inches per year (based on a 26-week irrigation period). Given an average precipitation during the irrigation season of 17.85 inches, the irrigation system would be expected to provide, on average, 8.15 inches over 26 weeks. Thus, a projected 886,683± gallons of water would be used during the irrigation period.[7] When averaged over the entire year, the anticipated water demand due to irrigation totals approximately 2,429± gpd. In total, the proposed development is expected to represent a potable water demand of 7,044 gpd.

Potable water is provided by the Riverhead Water District and, as discussed in Section 4.8 of this DEIS, the availability of water has been confirmed. However, to reduce water demand from the Riverhead Water District, the project sponsor would consider the installation of an irrigation well on the subject property, which would be subject to the review and approval of the NYSDEC.

Nonpoint Source Management Handbook

The *Nonpoint Source Management Handbook* was reviewed as to recommendations. Discussion of the proposed project's consistency with the relevant recommendations follows:

Land Use

Limit the removal of natural vegetation and the creation of lawn areas.

The subject property is comprised almost entirely of woodland and natural meadow or brushland. In order to implement the proposed action, the removal of the majority of this vegetation (9.263± acres) is required. As indicated in Section 3.3 of this DEIS, on-site vegetation consists primarily of Successional Southern Hardwoods and the vegetation is in various (mostly early) stages of succession from past disturbance. Moreover, the proposed action includes retaining a portion of the existing woodland (0.314± acre of the overall 9.383± acres) and the natural areas of meadow or brushland (0.105± acre).

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[7] Projected Volume: 8.15 inches of irrigation = 0.679 feet of irrigation
0.679 feet/irrigation period x 174,581± sq. ft. of lawn/landscaping to be irrigated = 118,541± ft^3/irrigation period
118,541± ft^3/irrigation period x 7.48 gallons/ ft^3 = 886,683± gallons/irrigation period

Regarding the creation of new lawn areas, of the 3.772± acres of lawn area proposed, approximately 1.368± acres of this total would consist of native grasses or ground cover that would be left to grow naturally around the site perimeter. The remaining 2.404± acres of maintained lawn would be planted in areas surrounding buildings and within the front yard, where manicured areas are preferred.

Minimize grade changes and site clearing. Preserve swales in their natural state. Avoid disturbance of existing grades, vegetation or soils and the alteration of surface hydrology.

There are no natural swales on the subject site. As indicated in Section 4.1 of this DEIS, grade changes are required throughout the site, particularly at the easterly portion of the site, to address existing slopes. As part of the proposed action, post-development stormwater runoff would be collected and recharged on-site through the use of leaching pools and catch basins. Also, stormwater would be controlled during construction through the use of a temporary retention basin. Hay bales would also be used to prevent overland flow and sediment transport. Thus, while grade changes and site clearing are proposed, and surface hydrology would be altered, stormwater runoff would be contained on-site and overland flow would be minimized during construction as well as in the post-development condition.

Provide temporary on-site areas to receive stormwater runoff flows that are generated by construction and other site development activities. Do not allow increased sediment resulting from the construction or operation phase of site development to leave the site or to be discharged into stream corridors, marine or freshwater wetlands. Minimize the amount of soil area exposed to rainfall and the period of exposure. Cover or plant exposed soils as soon as possible.

During construction, stormwater runoff would be accommodated with a temporary retention basin. Construction will occur in a phased approach to minimize the duration and extent of exposed soils. Proper construction management techniques (e.g., stockpile protection), including the installation of erosion sedimentation controls (see Section 4.1), would be employed. There are no surface waters or wetlands located on or directly adjacent to the site, therefore, there will be no discharge of sediment to such features. As such, the proposed project will comply with this recommendation.

Detain runoff and direct stormwater from road surfaces to sediment basins before discharge to a sump wherever topography limits or precludes on-site recharge.

As indicated above, a temporary retention basin would accommodate stormwater runoff during construction. Post-development, the subject property would be regraded such that stormwater runoff from the developed areas would be collected and recharged on-site via leaching pools and catch basins. Thus, the project complies with this recommendation.

Stabilize exposed slopes during and after construction by using temporary and/or permanent structural or nonstructural stabilization measures.

In areas of substantial grade changes, slopes will be vegetated and fine graded. Retaining walls would be installed in various locations to stabilize slopes and permanent seeding would be undertaken. As such, the proposed action complies with this recommendation.

Fertilizer

Retain as much of the natural vegetation of the site as possible. Minimize grade changes and site clearing.

As indicated above, the subject property is comprised almost entirely as woodland and natural meadow or brushland. However, as explained in Section 3.3, there is no first-growth vegetation on the site. In order to implement the proposed action, the removal of the majority of this vegetation (9.263± acres) is required, and grade changes are proposed within the planned developed areas. Approximately 0.314± acre of existing vegetation would remain upon project implementation, and 5.375± acres of landscaping, lawn and native grasses/ground cover would be planted (see Site Landscaping Plan in Appendix B). To reduce or eliminate the need for fertilizers and irrigation, the proposed landscaping plan includes 1.368± acres of native grasses/ground cover, and the proposed landscaping would include native species, to the maximum extent practicable.

Use native plants for the planting of areas that have been disturbed by grading. Consider the use of alternative types of groundcover and other plant materials to avoid or reduce lawn area and the consequent need for fertilizer applications, extensive watering and maintenance.

All phases of the proposed development plan will require that areas be revegetated with lawn, shrubs and/or trees. However, of the 3.772± acres of lawn area proposed, approximately 1.368 acres of this total would consist of native grasses or ground cover that would be left to

grow naturally. Within landscaped areas, native plantings would be used, to the maximum extent practicable.

Stormwater Management (During Construction)

SPDES General Permit for Stormwater Discharges from Construction Activity

Pursuant to Section 402 of the Clean Water Act, stormwater discharges from certain construction activities to "Waters of the United States"[8] are unlawful unless they are authorized by a National Pollutant Discharge Elimination System Permit ("NPDES") permit or by a state permit program.

The New York State Pollutant Discharge Elimination System ("SPDES") General Permit for Stormwater Discharges from Construction Activities (GP-0-08-001) is an NPDES-approved program with permits issued in accordance with the Environmental Conservation Law ("ECL") and administered by the NYSDEC. The SPDES program also extends permitting coverage for stormwater discharges to all other "Waters of New York State."

The SPDES permitting coverage applies to the following construction activities, when stormwater runoff would discharge to Waters of the United States or Waters of New York State:

- projects where disturbance is less than one acre if part of a larger common plan of development or sale with a planned disturbance of equal to or greater than one acre and less than five acres,
- projects where disturbance is one to five acres; and/or
- projects where disturbance is five acres or greater.

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8 Pursuant to Title 33 of the Code of Federal Regulations ("CFR") Part 328.3(a), waters of the United States are defined as (1) all waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide; (2) all interstate waters including interstate wetlands; (3) all other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters: (i) Which are or could be used by interstate or foreign travelers for recreational or other purposes; or (ii) From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or (iii) Which are used or could be used for industrial purpose by industries in interstate commerce; (4) all impoundments of waters otherwise defined as waters of the United States under the definition; (5) tributaries of waters identified in paragraphs (a) (1) through (4) of this section; (6) the territorial seas; (7) wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (a) (1) through (6) of this section (Waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA [other than cooling ponds as defined in 40 CFR 123.11(m) which also meet the criteria of this definition] are not waters of the United States); (8) waters of the United States do not include prior converted cropland. Notwithstanding the determination of an area's status as prior converted cropland by any other Federal agency, for the purposes of the Clean Water Act, the final authority regarding Clean Water Act jurisdiction remains with the EPA.

Within the "Responsiveness Summary for Public Comments Received on the NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION SPDES GENERAL PERMIT FOR STORMWATER DISCHARGES from CONSTRUCTION ACTIVITY Permit No. GP-0-08-001 Issued Pursuant to Article 17, Titles 7, 8 and Article 70 of the Environmental Conservation Law," the NYSDEC indicates that,[9]

> *"Discharges of stormwater to groundwaters are exempt from general permit requirements unless the Department determines that such discharges (or class of discharges) are significant contributors of pollution.* ***To date, the Department has not determined that construction site discharges to groundwater are significant contributors of pollutants."*** *(emphasis added) (see pages 6 and 60 of 76)*

As the proposed stormwater management controls would collect and recharge stormwater, and there would be no discharge to "Waters of the United States" or to "Waters of New York State," the proposed project does not meet the conditions for a SPDES General Permit.

Although the proposed project does not include the discharge of stormwater to "Waters of the United States" or to "Waters of New York State," a Stormwater Protection Plan (SWPP-1) (see Appendix B) was developed and proposes that all stormwater during construction would be accommodated on-site through a temporary vegetated retention basin with discharge to groundwater, as well as leaching pools with sediment traps to prevent sedimentation. Proper erosion and sedimentation controls would be implemented prior to and during construction. Overall, therefore, the proposed project would not be expected to result in significant adverse impacts related to stormwater during construction.

Stormwater Management (Post-Development)

Upon implementation of the proposed action, the area of impervious surface would increase by 3.888± acres and, therefore, the volume of stormwater runoff would also increase. As indicated in the detailed stormwater calculations presented on the Grading, Utility & Drainage Plan (SP-3) prepared by Searles, Stromski, Associates (see Appendix B), the proposed stormwater management plan includes catch basins and leaching pools to provide for the adequate storage of stormwater runoff generated from a two-inch rain event across the site. A detailed analysis follows:

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[9] See http://www.dec.ny.gov/docs/water_pdf/gpcommentapr08.pdf

Projected Site Drainage Calculations

Zone 1:

Paved Area:	43,370 ft^2 x 0.17 (2"Rainfall) x 100% = 7,713 ft^3
Roof Surface Area:	13,000 ft^2 x 0.17 (2"Rainfall) x 100% = 2,210 ft^3
Brick Walkway Surface:	7,874 ft^2 x 0.17 (2"Rainfall) x 40%= 536 ft^3
Landscaped Surface Area:	75,697 ft^2 x 0.17 (2"Rainfall) x 10%= 1,287 ft^3

Estimated Containment Required: 11,746 ft^3
Proposed Containment: 12,391.1 ft^3

Zone 2:

Paved Area:	40,941 ft^2 x 0.17 (2"Rainfall) x 100% = 6,960 ft^3
Roof Surface Area:	12,500 ft^2 x 0.17 (2"Rainfall) x 100% = 2,125 ft^3
Brick Walkway Surface:	7,677 ft^2 x 0.17 (2"Rainfall) x 40%= 522 ft^3
Landscaped Surface Area:	70,467 ft^2 x 0.17 (2"Rainfall) x 10%= 1,198 ft^3

Estimated Containment Required: 10,805 ft^3
Proposed Containment: 11,563.5 ft^3

Zone 3:

Paved Area:	39,421 ft^2 x 0.17 (2"Rainfall) x 100% = 6,702 ft^3
Roof Surface Area:	16,500 ft^2 x 0.17 (2"Rainfall) x 100% = 2,805 ft^3
Brick Walkway Surface:	6,716 ft^2 x 0.17 (2"Rainfall) x 40%= 457 ft^3
Landscaped Surface Area:	38,434 ft^2 x 0.17 (2"Rainfall) x 10%= 654 ft^3

Estimated Containment Required: 10,618 ft^3
Proposed Containment: 11,905.8 ft^3

As demonstrated above, the proposed drainage plan would contain and recharge all stormwater generated during a two-inch rain event. As such, no significant adverse impacts associated with stormwater runoff are expected.

NURP Study

The *NURP Study* has made recommendations with regard to stormwater runoff. The proposed project's consistency with same is shown in the normal type below each italicized recommendation:

- *Consider the use of in-line storage leaching drainage systems, or components thereof, as a substitute for recharge basins in areas, other than parking lots, where*

maintenance will be assured and where the value of the land for development purposes is greater than the cost of installing and maintaining the underground system. Storage leaching drainage systems should also be considered for use where the installation of recharge basins is not feasible.

The proposed stormwater management system includes catch basins and the use of several series of leaching pools installed throughout the proposed parking areas, to contain and recharge all stormwater generated during a minimum two-inch storm event. As such, the proposed development is consistent with this recommendation.

- *Prevent illegal discharges to drainage systems or recharge basins. Such discharges, which often result from improper storage or deliberate dumping of chemicals, must be controlled at the source.*

The proposed drainage and sanitary systems would be designed in accordance with prevailing regulations. No hazardous materials are expected to be stored or handled on-site. As such, no illegal discharges or potential threats to surface waters associated with the improper storage of chemicals are anticipated.

- *Preclude any additional direct discharge of stormwater runoff into surface waters, using all available means for detention and/or recharge to reduce bacterial loads.*

There are no surface waters or wetlands located on or directly adjacent to the site. As such, this recommendation is not relevant to the proposed action.

Based on the foregoing analyses, the proposed action will be consistent with the relevant recommendations for stormwater management of the *NURP Study*.

Surface Water

As there are no surface waters or regulated wetlands on or adjacent to the subject property, no adverse impacts upon such resources would occur.

4.3 Ecology

The proposed action includes the clearing of the majority of the Successional Southern Hardwoods and the small areas of old field and shrubland on-site. However, the impact of this loss is mitigated by the fact that these areas exist in their present state only because of the total clearing of former mature forest to create farmland. Thus, the impacts to the natural ecology of the site happened decades ago, and would not result from implementation of this proposed action.

During the construction phase of development, large mobile animals will have to emigrate, but there are both wooded and agricultural lands nearby that would be expected to absorb them. A certain number of animals that are small, or slow moving, or which have young at the time, may not be able to emigrate.

After the completion of construction and the eventual establishment of the proposed deciduous shrubs and trees, as well as broadleaf and coniferous evergreens and natural grasses and groundcover, it is expected that many of the bird species that have left the site will re-establish, particularly considering that seven of the eight species observed on the site are considered to be "common suburban birds" (see Wade et al., 1990, table 31).

There are no rare ecological communities on the subject site, no known rare plants or animals, and no wetlands, and hence none would be affected by the proposed development. Overall, therefore, implementation of the proposed action is not expected to result in significant adverse ecological impacts.

4.4 Land Use, Zoning, Growth and Community Character

Land Use

The subject property is located on the north side of State Route 25 within downtown Jamesport and situated between residential, various retail and commercial shops, and agricultural land uses.

Implementation of the proposed action would result in the conversion of an unoccupied parcel to a mixed-use center. As the site is situated in the heart of downtown Jamesport, the proposed campus-style configuration would be an extension of the downtown, with uses complimentary to the existing residential uses, retail stores and commercial shops, and agricultural properties.

It is the intent of the project architect to create a design that interconnects the proposed development with downtown Jamesport. Green space and sidewalks internal and along the road frontage have been incorporated into the proposed design to create a walkable development. Aesthetically, the proposed buildings would be set back no less than 110 feet from State Route 25 and vegetated buffers at the road frontage and along the site perimeter would buffer surrounding properties as well as enhance views into the subject site.

The proposed buildings range in size from 4,000 square feet to 5,000 square feet. As discussed in Section 4.9 of this DEIS, the proposed buildings have been designed to embrace both the residential and agricultural character of its surroundings by repeating elements of sloping roofs, divided lite windows, and the use of siding materials that replicate natural materials. Also, cupolas and gambrel roofs would be used to connect with the country farm atmosphere of the agricultural context in the area.

As indicated on the proposed Site Landscaping Plan (SP-2) in Appendix B, Kwanza flowering cherry trees would be planted along the site frontage, along the internal driveways and within the parking areas. A 10-foot buffer consisting of coniferous evergreens, comprised mainly of Mission Arborvitae, is proposed along the eastern side of the development and along the southwest property line. Various deciduous shrubs trees and ornamental trees would be planted throughout the site, including Bradford Pears within the parking areas, to further enhance the development.

The proposed uses, in conjunction with the development layout, architecture and location, will reflect the character of the downtown Jamesport community. Therefore, no significant adverse land use impacts would be expected.

Zoning

The subject parcel is zoned Rural Corridor (RLC). The proposed project includes retail development, which is a permitted use in the RLC District, as well as professional office and bistro/café components, which are special permit uses in the RLC zoning district. A consistency analysis with the bulk requirements of the RLC zoning district follows.

Table 11 – Consistency Analysis with the Bulk Requirements of the RLC Zoning District

Dimensional Regulation	Dimensional Requirement	Proposed
Minimum Lot Area	40,000 s.f.	423,054.72 s.f.
Minimum Lot Width at Front Street	200 feet	301.59 feet
Maximum Footprint Without Sewer	10%	9.93%
Maximum Footprint With Sewer	10%	N/A
Maximum Impervious Surface	25%	*40%**
Maximum Height of Buildings	35 feet	35 feet
Maximum FAR Without Sewer	0.10%	0.0993%
Maximum FAR With Sewer	0.10%	N/A
Minimum Front Yard Depth	50 feet	111 feet 11 inches
Minimum Side Yard Depth	25 feet	25 feet
Minimum Side Yard Combined Depth for Two Sides	50 feet	155 feet 3 inches
Minimum Rear Yard Depth	50 feet	50 feet

**Variance required.*

As indicated above, the proposed action would be consistent with all bulk requirements of the RLC zoning district with the exception of maximum allowable impervious surface. The maximum allowable impervious surface area is 105,763.7± square feet or 25 percent of the site. The proposed impervious surface is 170,684 square feet or approximately 40 percent of the site. As such, the proposed development would require a variance from the Town of Riverhead Zoning Board.

Pursuant to Section 108-60(F) of the Riverhead Zoning Code:

> "(F)…Except for single-family and two-family dwellings, all open parking areas shall be properly drained within the premises. Minimum acceptable paving requirements are as follows:
>
> > (1) For retail businesses, a home occupation or a home professional office with a total business area not exceeding 600 square feet: four inches of crushed stone of a stable base. Each parking space shall have wheel or bumper guards.

(2) For a business building with a total building area not exceeding 1,800 square feet: two inches of stone blend on a stable base with a wearing course of two inches, after compaction, of New York State mix Type 1A. Each parking space shall have wheel or bumper guards.

(3) **All other buildings: two inches of bituminous plant mix, after compaction, with a wearing course of two inches, after compaction, of New York State mix Type 1A or four inches of reinforced concrete surface.** Each parking space shall have wheel or bumper guards. When the parking area is in use during periods of darkness, it shall be properly illuminated. When said parking area is surfaced with asphalt or concrete, the parking spaces shall be clearly marked, and the Town Clerk is hereby authorized to publish and post a notice of adoption." **(emphasis added)**

The area variance occurs as a result of the minimum acceptable paving requirements set forth above in Section 108-60(F)(3) of the Riverhead Zoning Code. However, Section 108-284(B)(6), the parking standards for development within the RLC District, which this application is subject to compliance with, sets forth the following measures to support the infiltration of stormwater for groundwater recharge:

(a) Entire parking areas shall be surfaced with gravel, rather than impervious pavement.
(b) Where sanding and salting are not used in the winter, low-traffic or seasonal parking-overflow areas of the parking lots shall be surfaced with porous pavement or gravel.
(c) Landscaped areas shall be sited, planted, and graded in a manner to provide infiltration and detention of runoff from paved areas.

In accordance with Section 108-284(B)(6)(a) and (b), the applicant prefers to use a pervious surface for portions of the parking area, which would eliminate the need for the variance from Section 108-60(F)(3).

Section 267-b of the New York State Town Law sets forth the criteria for area variances. The criteria and the proposed action's consistency therewith follows:

(a) Whether an undesirable change will be produced in the character of the neighborhood or a detriment to nearby properties will be created by the granting of the area variance;

As indicated above, the applicant is seeking an area variance to permit 40 percent of the site as impervious surface, which is primarily comprised of impervious parking areas. It is noted, however, that (a) Section 108-60(F)(3)

contradicts Section 108-284(B)(b)(a); and (b) the applicant would prefer to use a pervious surface on portions of the subject property, which would reduce the impervious surface area to less than the permitted 25 percent thereby eliminating the variance.

The character of the area is one of a downtown, and while impervious surfaces would exceed the maximum percentage permitted (i.e., 25 percent) by 15 percent, the proposed campus-style configuration, with building sizes ranging in sizes from 4,000 square feet to 5,000 square feet, would be consistent with the downtown character. Aesthetically, the proposed buildings would be set back no less than 110 feet from State Route 25 and vegetated buffers at the road frontage and along the site perimeter would buffer surrounding properties, as well as enhance views into and within the subject site.

Internally, the proposed development includes brick paver sidewalks and a diverse mix of lawn, landscaping and native grasses throughout, to create a downtown feel that would become an extension to the existing downtown development.

As indicated in Section 4.2 of this DEIS, the increase in impervious surface would increase stormwater runoff on the site. However, the proposed drainage plan would accommodate and recharge all stormwater on the subject property, thus not affecting adjoining properties.

Overall, therefore, the proposed action will not produce an undesirable change in the character of the neighborhood and it will not be a detriment to nearby properties by the granting of the area variance.

(b) *Whether the benefit sought by the applicant can be achieved by some method, feasible for the applicant to pursue, other than an area variance;*

The impervious surface area variance occurs as a result of the minimum acceptable paving requirements set forth in Section 108-60(F)(3) of the Riverhead Zoning Code, which contradicts Section 108-284(B)(6), which promotes pervious pavement as two of three recommended measures for groundwater recharge. The applicant prefers to use a pervious surface for portions of the site; which would be consistent with the stormwater management measure set forth in Section 108-284(B)(6)(a) and (b) of the Riverhead Zoning Code. Given the internal contradiction of the Code, it is impossible for the applicant to comply with both provisions.

(c) *Whether the requested variance is substantial;*

The proposed impervious surface area is 40 percent of the subject site, wherein the RLC zoning district restricts impervious surfaces to 25 percent of

the site area. However, as stated above Section 108-284(B)(6) promotes pervious pavement as two of three recommended measures for groundwater recharge. Given the internal contradiction in the Code, the variance cannot be considered substantial. Moreover, the proposed development is consistent with all other bulk requirements of the RLC zoning district, including the maximum FAR (0.10 permitted, 0.099 proposed). Inasmuch as the required parking is a function of floor area and land use, the proposed impervious surface coverage reflects the parking requirements of the Town of Riverhead and the minimum acceptable paving requirements set forth in Section 108-60(F)(3) of the Riverhead Zoning Code.

Although the proposed development includes an impervious area in excess of the 25 percent permitted, brick paver sidewalks have been incorporated into the design in lieu of concrete or other impervious materials. Minimizing the amount of impervious surfaces, the brick paver sidewalks serve as an aesthetic enhancement and a pervious surface. Additionally, the proposed plan includes approximately 55 percent of the site as landscaping, lawn and native grasses/ground cover, and the remaining five percent (approximate) as natural vegetation. Moreover, the proposed drainage plan is designed to accommodate and recharge all stormwater associated with a two-inch rain event on the site, such that there would be no significant adverse impacts associated with increased stormwater runoff.

Based on the foregoing, the requested maximum impervious surface variance is not substantial.

(d) *Whether the proposed variance will have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district; and*

As indicated above, the proposed development is consistent with the bulk requirements of the RLC zoning district, including the maximum FAR. The impervious surface area variance occurs as a result of the minimum acceptable paving requirements set forth in Section 108-60(F)(3) of the Riverhead Zoning Code.

In order to mitigate the potential aesthetic impacts associated with an increased impervious surface area, the proposed site plan incorporates brick paver sidewalks and a diverse mix of plant species (i.e. deciduous trees, ornamental trees, broadleaf evergreens, coniferous evergreens, deciduous shrubs, ground cover and grass) to provide screening and visual appeal throughout the year. The proposed landscaped areas, as well as a system of leaching pools and catch basins, would also accommodate all stormwater on the subject property. As such, there would be no significant adverse impacts associated with an increased volume of stormwater runoff from impervious surfaces.

From an ecological perspective, the proposed development includes the removal of 95 percent of the existing Successional Southern Hardwoods and the small old field and shrubland areas. However, these areas exist in their present state only because of the total clearing of former mature forest to create farmland. Thus, the impacts to the natural ecology of the site happened decades ago, and would not result from implementation of this proposed action. Additionally, there are no rare or endangered species on the subject property. After the completion of construction and the eventual establishment of plantings of trees and shrubs, including deciduous shrubs and trees, as well as broadleaf and coniferous evergreens, and native grasses, it is expected that many of the bird species that would leave the site during construction would re-establish. Accordingly, the requested variance would not be expected to have an adverse affect on ecological resources.

As such, the variance associated with the proposed action would not have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district.

(e) Whether the alleged difficulty was self-created.

As previously explained, the Code is internally contradictory. The applicant would prefer to use a pervious surface to reduce the impervious surface area; however, the use of pervious pavement would not comply with the minimum acceptable paving requirements set forth in Section 108-60(F)(3) of the Riverhead Zoning Code. Thus, the difficulty was not self-created.

Consistency with the Special Permit Use Criteria (§108-133.5 of Riverhead Zoning Code)

Pursuant to §108-133.5, of the Riverhead Zoning Code, the proposed action requires special permits from the Town Board for the proposed professional office and bistro uses. A consistency analysis with the criteria for issuance of the requested special permits follows:

A. The site is particularly suitable for the location of such use in the community.

As indicated in the Town's *Comprehensive Plan* (Chapter 6 – Business Districts Element) "[c]ommercial retail development should be well planned on a site basis instead of sprawled along Riverhead's roads. Downtown and hamlet centers should be promoted as centers for specialty shopping and civic life, building on their historic and pedestrian character." The proposed development would offer a campus-style mixed-use center providing retail, professional office, and bistro/café space, with pedestrian connectivity to downtown Jamesport. Such development is consistent with the aforesaid recommendation.

Furthermore, the *Comprehensive Plan* indicates, "[i]n order for the hamlet center to realize its full tourist potential, convenience and auto-oriented retail should be limited in the 'Main Street' area. Building on the established niche of antique stores, Jamesport should provide space for additional furnishing stores, as well as art galleries, arts and crafts shops, sit-down restaurants, cafes, specialty food stores, wine shops, and other similar businesses. Professional offices can be permitted, on condition that they be located to the rear of a store or on an upper floor and not front on 'Main Street,' which should have a continuous and vibrant retail frontage." (page 6-60). The proposed development includes the two bistros, which is a use recommended in the *Comprehensive Plan*. As indicated on the Site Landscaping Plan (SP-2) (see Appendix B), the proposed development situates retail and medical office in Buildings A and B, which are the two buildings most proximate to State Route 25. In accordance with the *Comprehensive Plan*, the project sponsor would situate the retail use at the south ends of Buildings A and B, thus providing the recommended retail frontage along State Route 25.

Based on the aforementioned analysis, the proposed professional offices and bistros, in combination with the proposed retail uses, are consistent with the recommendations of the *Comprehensive Plan*, and thus, it is respectfully submitted that the subject site is suitable for the location of the proposed special uses.

B. *The plot area is sufficient, appropriate and adequate for the use and the reasonably anticipated operation and expansion thereof.*

As previously indicated, the proposed development includes a building lot coverage of 9.93 percent, while a lot coverage of 10 percent is permitted in the RLC Zoning District. Furthermore, the minimum lot area required in the RLC Zoning District is 40,000 square feet, and the subject site is 423,054.72 square feet. The proposed site plan also provides the required number of parking spaces (i.e., 226), pursuant to Section 108-60 of the Riverhead Zoning Code. As such, the plot area is sufficient, appropriate and adequate for the proposed special uses and the reasonably anticipated operation thereof.

C. *The characteristics of the proposed use are not such that its proposed location would be unsuitably near to a church, school, theater, recreational area or other place of public assembly.*

The subject site is not near to a church, school, theatre, recreational area or other place of public assembly. Thus, the proposed action is in compliance with this criterion.

D. *Access facilities are adequate for the estimated traffic from public streets and sidewalks, so as to assure the public in relation to the general character of the*

neighborhood and other existing or permitted uses within it, and to avoid traffic congestion; and further that vehicular entrances and exits shall be clearly visible from the street and not be within 75 feet of the intersection of street lines at a street intersection except under unusual circumstances.

According to the Traffic Impact Study (see Appendix E), the proposed project will generate moderate amounts of traffic during peak periods in which the adjacent roadway can accommodate. However, the site access is proposed to be signalized for enhanced operation of traffic services at the subject site and to avoid traffic congestion. The proposed vehicular entrances and exits will be clearly visible from State Route 25 and will utilize signalization to provide satisfactory ingress and egress to the site. The nearest intersection to the proposed site access is 425 feet. As such, the proposed action complies with this criterion.

E. *All proposed curb cuts and street intersections have been approved by the street or highway agency which has jurisdiction.*

All approvals for the proposed site access from NYSDOT will be secured prior to the implementation of the proposed project. Therefore, the proposed action complies with this criterion.

F. *Adequate provisions have been made for emergency conditions.*

The proposed site plan has been designed to provide the adequate turning radii and building access to accommodate emergency services vehicles on the subject property. As indicated in Section 4.8 of this DEIS, Chief David J. Hegermiller of the Town of Riverhead Police Department indicated a potential need for a signalized access driveway to regulate the flow of traffic entering and exiting the site on to State Route 25. As discussed in Section 4.5 of this DEIS, a traffic signal is being proposed, and an analysis of same is included in the Traffic Impact Study (see Appendix E of this DEIS). Moreover, the proposed site layout would be subject to the review and approval of the Building Department. Thus, the proposed action complies with this criterion.

G. *There are off-street parking and truck loading spaces at least in the number required by the provisions of this chapter, but in any case, an adequate number for the anticipated number of occupants, both employees and patrons or visitors; and further, that the layout of the spaces and driveways are convenient and conductive to safe operation.*

As evaluated in Section 4.5 of this DEIS, the total number of parking spaces required for the land use specified on the site plan is 226. The site plan provides for 226 parking spaces, which includes 24 handicap parking spaces. This meets the Town requirement indicating that the site will have a

sufficient number of parking spaces to accommodate the expected peak parking demand.

The proposed site plan has been designed to provide reasonable circulation for employees, retail patrons, delivery vehicles and emergency services. The site plan depicts a central access roadway connecting several parking lots, which are dispersed throughout the site. This design provides the advantage of locating all of the parking proximate to the various buildings. Overall, therefore, on-site parking and traffic circulation would be satisfactory and, therefore, the proposed action complies with this criterion.

H. *Adequate buffer yards, landscaping, walls, fences and screening are provided where necessary to protect adjacent properties and land uses.*

As indicated in Table 11 of this DEIS, the proposed development complies with the required front, rear and side yard setbacks of the RLC Zoning District. Furthermore, while the proposed commercial and retail uses are not anticipated to adversely impact adjacent properties, vegetated buffers at the road frontage and along the site perimeter would buffer surrounding properties as well as enhance views into the subject site. Specifically, Kwanza flowering cherry trees would be planted along the site frontage and along the internal driveways. A 10-foot buffer consisting of coniferous evergreens, comprised mainly of Mission Arborvitae, is proposed along the eastern side of the development and along the southwest property line. Various deciduous shrubs trees and ornamental trees would be planted throughout the site, including Bradford Pears and Kwanza flowering cherry trees within the parking islands, to further enhance the development. In addition to planting trees, areas of the site would remain natural in order to provide a buffer to neighboring properties. Native grasses/ground cover would also be planted at the site perimeter. Retaining walls are also proposed throughout the site.

Overall, therefore, the proposed action complies with this criterion.

I. *Where necessary, special setback, yard, height and building area coverage requirements, or easements, rights-of-way or restrictive covenants, shall be established.*

There have been no special setback, yard, height, and building area coverage requirements, or easements, rights-of-way or restrictive covenants identified as being in place on the subject property.

J. *Where appropriate, a public or semipublic plaza or recreational or other public areas will be located on the property.*

The proposed action does not include plazas or recreational spaces. However, throughout the campus style development, small open lawn spaces are available and pedestrian connections through internal and external sidewalks are proposed. Thus, it is respectfully submitted that the proposed action complies with the intent this criterion.

K. *Adequate provisions will be made for the collection and disposal of stormwater runoff from the site and of sanitary sewage, refuse or other waste, whether liquid, solid, gaseous or of other character.*

As indicated in Section 4.2 of this DEIS, all stormwater would be accommodated on-site with leaching pools and catch basins. All sanitary waste would be discharged to on-site sanitary systems, and the projected flow (4,615± gpd) is well below that which is permitted under Article 6 of the Suffolk County Sanitary Code (5,827± gpd). Furthermore, solid waste would be collected and disposed of by a licensed private carter. There are no other liquid, solid, or gaseous waste anticipated upon implementation of the proposed action. As such, adequate provisions would be made under the proposed action for the collection and disposal of stormwater runoff, sanitary sewage, and refuse. Thus, the proposed action complies with this criterion.

L. *Existing municipal services and facilities are adequate to provide for the needs of the proposed use.*

As discussed in Section 4.8 of this DEIS, consultations have been undertaken with the Riverhead Police Department, Jamesport Fire Department and Riverhead Volunteer Ambulance Corps. In correspondence dated August 18, 2008 (see Appendix G), Chief Hegermiller indicated a potential need for a signalized access driveway. The Traffic Impact Study (Appendix E) evaluated the site access driveway and determined that, while these adjacent roadways can accommodate the projected volume of traffic from the proposed development, a traffic signal is proposed for enhanced operation of traffic services at the subject site and to avoid traffic congestion. Consultations with both the Jamesport Fire Department and the Riverhead Volunteer Ambulance Corps have been undertaken and it is not anticipated that the proposed development would adversely impact fire and ambulance services. Finally, the proposed development would not generate any school-aged children, and thus, there would be no demand for services from the Riverhead Central School District. Therefore, the proposed action complies with this criterion.

M. *The use will tend to generate or accumulate dirt or refuse or tend to create any type of environmental pollution, including vibration, noise, light, electrical discharges, electromagnetism, odors, smoke or irritants, particularly where they are discernible on adjacent properties or boundary streets.*

As evaluated in the Noise Report (see Appendix F), the proposed project would not result in significant adverse noise impacts. Also, the proposed project will comply with the Town of Riverhead lighting standards. In that the proposed development includes a mixed-use center comprised of retail, professional office and two bistros, vibration impacts would not result. All solid waste by the proposed project will be handled by a licensed private carter. There would be no noxious odors, smoke or irritants resulting from the proposed development. Any cooking odors from the proposed bistros would be handled by exhaust systems for the cooking equipment. Finally, there would be no electrical discharge or electromagnetic fields resulting from the proposed development. As such, the proposed action complies with this criterion.

N. *The construction, installation or operation of the proposed use is such that there is a need for regulating the hours, days or similar aspects of its activity.*

Construction activities would be undertaken in accordance with Town Code, during its expected 16-month duration. Upon implementation of the proposed action, the operations of the mixed-use development would be limited to typical retail and professional office hours of operation. The hours of operation for the proposed bistros cannot be determined until specific tenants are secured, however, it is not expected that the bistro uses would operate past 9:00 p.m. Therefore, it is respectfully submitted that there is no need for regulating the hours, days or similar aspects of activity.

O. *The proposed use recognizes and provides for the further special conditions and safeguards required for particular uses as may be determined by the Town Board or the Planning Board.*

Pursuant to an analysis later in this section, the proposed action complies with design standards set forth in §108-284(A) and parking standards set forth in §108-284(B), for development within the RLC zoning district. As such, the proposed action complies with this criterion.

P. *The design, layout and contours of all roads and rights-of-way encompassed within the site of the application are adequate and meet Town specifications.*

The proposed action includes a signalized access driveway on State Route 25, which will lead to a internal drive through the center of the development. Parking areas area distributed throughout the building complex providing convenient parking for all occupants. According to the Traffic Impact Study (Appendix E), the site access, and configuration of the internal driveway, parking layout and aisles, are adequate and provide for good circulation. As such, the proposed action complies with this criterion.

Q. Adequate provisions have been made for the collection and disposal or solid wastes, including but not limited to the screening of all containers.

On-site dumpsters are proposed to be fenced and situated in strategic locations proximate to the buildings. Screening vegetation is proposed around the perimeter of all fenced dumpster locations. Solid waste from the proposed operations would be collected and handled by a licensed private carter. The recycling of paper and cardboard by site occupants would be performed in accordance with prevailing regulations. As such, the proposed action complies with this criterion.

R. That the intensity of the proposed specially permitted use is justified in light of similar uses within the zoning district.

As indicated earlier in this section, the proposed development, which consists of retail, professional office, and two bistros, is consistent with the recommendations for downtown Jamesport included in the Town's *Comprehensive Plan*. Furthermore, the proposed development complies with all bulk requirements of the RLC zoning district with the exception of maximum allowable impervious surface and this area variance occurs as a result of the minimum acceptable paving requirements set forth in Section 108-60(F)(3) of the Riverhead Zoning Code.

As such, it is respectfully submitted that the intensity of the proposed specially permitted uses is justified and suitable for downtown Jamesport.

Overall, based on the aforementioned analysis, the proposed uses meet the criteria for the issuance of a special permit.

Design Standards

Section 108-284(A) of the Town Code includes design standards for development within the RLC zoning district, and a consistency with such standards follows:

(1) For all parcels three acres of greater in area, the proposed floor area shall be distributed into a minimum of four buildings, with no building having a footprint greater than 5,000 square feet.

The proposed development includes 10 mixed-use commercial buildings, ranging in size from 4,000 square feet to 5,000 square feet, on the 9.712±-acre site. As such, the proposed action complies with this criterion.

(2) Properties within ¼ mile of a Downtown Center (DC), Hamlet Center (HC) or Village Center (VC) Zoning Use District shall provide sidewalks within the public

right-of-way abutting their properties. Otherwise the sidewalks are specifically discouraged.

The subject property is within a one-quarter mile of a Village Center (VC) zoning district (to the south) and a Hamlet Center (HC) zoning district (to the east). The proposed action includes the construction of sidewalks along State Route 25. Therefore, the proposed action complies with this criterion.

(3) *In order to minimize their visual impacts on the predominantly rural corridors, nonagricultural uses shall be housed in residential or farm-style buildings.*

As indicated by the project architect, the proposed buildings are designed to embrace both the residential and agricultural character of its surroundings by repeating elements of sloping roofs, divided lite windows, and the use of siding materials that replicate natural materials. Also, cupolas and gambrel roofs would be used to connect with the country farm atmosphere of the agricultural context in the area. Thus, the proposed action complies with this criterion.

(4) *Nonagricultural-use buildings should echo the character of the district's residences or farmhouses in terms of shape, roofline, and massing. The exteriors of buildings shall utilize natural cladding materials such as wood, brick, stucco, stone or a combination of such materials. The use of synthetic, metallic, and reflective materials should be avoided.*

As indicated in item (3) above, the proposed buildings are designed to echo the character of the district's residences and agricultural properties in terms of shape roofline and massing. There are no synthetic, metallic and reflective materials proposed at buildings exteriors. Thus, the proposed project complies with this criterion.

(5) *Agricultural-use buildings should harmonize with the agricultural character of the area through appropriate use of materials, paint colors and landscaping.*

The proposed project does not include agricultural-use buildings; therefore this criterion is not applicable.

(6) *Signage shall be provided in accordance with §108-56, the Riverhead Sign Ordinance.*

The proposed signage will be designed in compliance with the Riverhead Sign Ordinance.

Overall, based on the aforementioned analyses, the proposed development would comply with the design requirements for development with the RLC zoning district.

Parking Standards

According to §108-284(B) of the Riverhead Zoning Code, the proposed project must meet the following parking standards:

(1) The number of off-street parking spaces in the RLC Zoning Use District shall be provided with §108-60, the Riverhead Parking Schedule.

According to the Riverhead Parking Schedule, and the parking analysis in Section 4.5 of this DEIS, the proposed development requires 226 parking spaces. The proposed project includes the installation of 226 parking spaces, including 24 handicapped spaces. Thus, the proposed project complies with the Town parking standards.

(2) Parking is prohibited in the front yard. Parking shall be provided to the side or rear of buildings.

As illustrated by the Site Plan and Project Information (SP-1), in Appendix B, the proposed project includes 226 parking spaces appropriately distributed throughout the site to allow appropriate access to the proposed buildings. No parking areas are proposed within the front yard, and all parking areas are situated beyond the nearest proposed buildings to State Route 25. As such, the proposed site layout complies with this standard.

(3) Where site grading and topography result in parking areas being located at higher elevation than and visible from the adjacent roadway, planted berms shall be used to screen the view of automobiles from public roadways.

The proposed site layout, including street trees along State Route 25, is such that proposed parking areas would not be visible from the adjacent roadway (State Route 25). Therefore, the proposed site layout complies with this standard.

(4) In order to provide shade, parking lots with 21 or more spaces shall have "orchard" planting for shade: one tree per 10 off-street spaces. Such trees shall be spread throughout the parking lot, rather than clustered only along the edges.

As the proposed action includes 226 parking spaces, approximately 23 trees are required. As indicated on the Site Landscaping Plan (SP-2) in Appendix B, a total of 28 shade trees will be distributed throughout the parking area. Therefore, the proposed site layout complies with this standard.

(5) In order to soften the appearance of parking lots, parking lots shall be landscaped with ground cover, grasses or low shrubs for at least 15% of their land area.

The proposed action includes the landscaping of 21,322 square feet, or approximately 20 percent of the parking area. Therefore, the proposed development is consistent with this standard.

(6) In order to provide recharge of the groundwater basin and minimize runoff into water bodies, at least one of the following stormwater management measures shall be used in parking lots where underlying soils support infiltration of precipitation to the groundwater:

(d) Entire parking areas shall be surfaced with gravel, rather than impervious pavement.
(e) Where sanding and salting are not used in the winter, low-traffic or seasonal parking-overflow areas of the parking lots shall be surfaced with porous pavement or gravel.
(f) Landscaped areas shall be sited, planted, and graded in a manner to provide infiltration and detention of runoff from paved areas.

In accordance with item (c) above, the proposed development includes approximately 5.375 acres of lawn, landscaping and native grasses/ground cover, which would accept overflow stormwater runoff from paved areas. The proposed action also includes a drainage plan that would accommodate all stormwater runoff (associated with a two-inch rain event) with catch basins and leaching pools. The proposed parking areas will be surfaced with impervious pavement pursuant to Section 108-60(F) of the Riverhead Zoning Code.

As discussed earlier in this section, it is respectfully submitted that Section 108-60(F)(3) contradicts Section 108-284(B)(6)(a), which requires that one of three stormwater management measures be included in the parking design -- - two of the measures include pervious pavement or gravel, and the third is to utilized landscaped areas for stormwater infiltration from parking areas. Based on Section 108-60(F)(3), the two options for pervious pavement are not permitted on the subject site. It is noted, however, that the project sponsor is willing to install pervious pavement, where appropriate (i.e., all spaces other than the handicapped accessible parking spaces). As the intent of these standards is to contain stormwater runoff, and that the proposed stormwater management plan includes the collection and recharge of all stormwater

generated on-site, the additional area of impervious surface would not result in significant adverse impacts associated with runoff and drainage.

The proposed action also includes the landscaping of 21,322 square feet within the parking area. The landscaping is designed to provide shade over the parking surfaces, pursuant to §108-284(B)(4) of the Riverhead Zoning Code, and to soften the appearance of the parking lots, pursuant to §108-284(B)(4)of the Riverhead Zoning Code. Additional landscaping is proposed to minimize the visual impact to the adjacent properties induced by the proposed action. Specifically, approximately 1.603 acres consist of landscaping, 2.404 acres consist of maintained lawn (i.e., sod), and the remaining 1.368 acres consist of native grasses or ground cover that would not be maintained (see Site Landscaping Plan [SP-2] Appendix B). The proposed landscaping plan and drainage measures would preclude stormwater runoff on to adjacent properties.

Relevant Comprehensive Plans

The *Comprehensive Plan* recommends that "[c]ommercial retail development… be well planned on a site basis instead of sprawled along Riverhead's roads. Downtown and hamlet centers should be promoted as centers for specialty shopping and civic life, building on their historic and pedestrian character." The proposed development is consistent with same as it is situated within downtown Jamesport, proposes pedestrian connectivity through internal and external sidewalks, and uses that are complimentary to the existing retail, commercial and residential uses surrounding the subject site.

The *Comprehensive Plan* further recommends "a concentrated 'Main Street' framed by a rural corridor and surrounded by a traditional residential neighborhood should be provided…" The proposed site plan incorporates a 111±-foot minimum building setback from State Route 25. The front yard setback for the proposed Building B is 170±-feet. The proposed design is a "campus-style," promoting pedestrian activity within the development. Sidewalks with pedestrian connections to State Route 25 and the existing shops that comprise "downtown Jamesport" will also promote pedestrian activity within the downtown. As such, the proposed action is consistent with this recommendation.

Also stated in the Comprehensive Plan, "*Building on the established niche of antique stores, Jamesport should provide space for additional furnishing stores, as well as art galleries, arts and crafts shops, sit-down restaurants, cafes, specialty food stores, wine shops, and other similar businesses. Professional offices can be permitted, on condition that they be located to the rear of a store or on an upper floor and not front on "Main Street," which should have a continuous and vibrant retail frontage.*" The proposed development, with the combination of building sizes and its location within the downtown, will create new space for the preferred tenants stated above. It is the

intent of the project sponsor to create a commercial space that attracts visitors throughout the week for shopping, social and recreational activities, as well as commercial and business activities. Thus, the proposed action will assist in achieving the above-stated goals for Jamesport.

Growth and Community Character

Implementation of the proposed action would result in the conversion of an unoccupied parcel to a mixed-use commercial center. The subject site is located on State Route 25 in downtown Jamesport, and is surrounded by residential, retail, commercial, and agricultural land uses. As the site is situated in the heart of downtown Jamesport, the proposed campus-style commercial center consisting of 10 buildings would be an extension of the existing retail stores, restaurants, and local commercial uses.

The proposed development would serve the existing community without a resultant increase in population. Also, while the proposed development would expand the local job base, it is expected that most of the employees would be existing community members. Thus, an influx of population is not expected.

As previously discussed, implementation of the proposed action is expected to result in the creation of several temporary (i.e., construction-related) and permanent jobs, and is expected to increase property tax revenues to local taxing districts (e.g., police, school, etc.). As the proposed action includes only commercial uses, no school-aged children would be generated beyond project implementation such that no growth pressure would be experienced by the local public school district. Additionally, the proposed development does not represent a significant demand upon other community-provided services (e.g., police, fire, water supply, etc.). As discussed in detail in Section 4.5 of this DEIS, the proposed action is not expected to result in the generation of significant traffic volumes, although a traffic signal is proposed at the site access driveway at State Route 25.

Overall, no significant growth would be expected to occur as a result of the proposed development.

It is the intent of the project architect to create a design that interconnects the proposed development with downtown Jamesport. As provided by the project architect, the proposed buildings (see Appendix K) have been designed as farm-style, and to echo the character of the surrounding residences in terms of shape roofline and massing, so as to be consistent with surrounding properties in downtown Jamesport. The proposed uses, in conjunction with the development layout, architecture and location, will reflect the character of the downtown Jamesport community. The proposed campus-style commercial center would be developed in accordance with the prevailing RLC zoning district regulations,

and would further the relevant goals of the *Comprehensive Plan* for downtown Jamesport. The proposed landscaping plan provides visual buffer to enhance views of the subject site from surrounding properties and State Route 25.

Overall, the proposed development is expected to be consistent with, and to enhance, the character of the surrounding community.

4.5 Transportation and Parking

A Traffic Impact Study was prepared by VHB to evaluate the potential traffic impacts of the proposed action. Relevant excerpts of the Traffic Impact Study, relating to project impacts, are included below and the study in its entirety is included in Appendix E of this DEIS.

Trip Generation

The trip generation volumes were estimated using *Trip Generation, 8th Edition*, published by the Institute of Transportation Engineers ("ITE"). ITE Land Use Codes #710 "Office/Commercial," #720 "Medical/Dental Office," and #820 "Retail Space," were used for the proposed development. Table 12 presents the trip generation of the proposed project for the Weekday AM, PM and Saturday Peak Hours.

Table 12 – Projected Site-Generated Trips (Commercial/Retail Development)

Proposed Project	AM Peak Hour Total Trips		PM Peak Hour Total Trips		Saturday Peak Hour Total Trips	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
	40	17	81	86	115	92
Total	57		167		207	

The total combined number of site-generated trips is as follows: 57 trips (40 entering and 17 exiting) during the AM Peak Hour; 167 trips (81 entering and 86 exiting) during the PM Peak Hour; and 207 trips (115 entering and 92 exiting) during the Saturday Peak Hour. The potential impacts of the projected traffic volumes are evaluated below.

Traffic Operations Analysis

As explained in Section 3.5 of this DEIS, the capacity of a signalized intersection is evaluated in terms of the ratio of demand flow rate to capacity (V/C ratio). The capacity is defined for each approach and measures the maximum rate of

flow (for the subject approach), which may pass through the intersection under prevailing traffic, roadway and signalization conditions. The control delay includes the stopped delay plus the acceleration/deceleration delay caused by the signalized intersection.

The analyses of the unsignalized intersections at the proposed site driveways were based on the methodology established for an unsignalized "T"-type stop-controlled intersection. The capacity of a roadway or driveway is based on the following: distribution of gaps in the major street traffic flow, driver judgment in selecting a gap through which to execute the desired maneuver, and the follow-up time required by each driver in a queue. The level of service ("LOS") for the subject approach of a stop-controlled intersection is evaluated based on the average total delay per vehicle. Total delay is defined as the total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line.

The results of the capacity analyses of the signalized intersection of State Route 25 at South Jamesport Avenue and two unsignalized intersections of State Route 25 at Manor Lane and State Route 25 at Circle Drive for the Existing, No Build and Build conditions are summarized in the tables below. The detailed capacity analysis worksheets are contained in Appendix C of this report.

Table 13 – Signalized Intersections LOS Summary – AM Peak

Intersection	Movement	Lane Group	EXISTING 2008		NO BUILD 2011		BUILD 2011	
			Delay	LOS	Delay	LOS	Delay	LOS
State Route 25 @ South Jamesport Avenue	EB	TR	5.3	A	6.2	A	6.5	A
		Approach	5.3	A	6.2	A	6.5	A
	WB	LT	6.3	A	7.4	A	7.8	A
		Approach	6.3	A	7.4	A	7.8	A
	NB	LTR	21.7	C	21.9	C	22.8	C
		Approach	21.7	C	21.9	C	22.8	C
Overall Intersection			7.5	A	8.4	A	8.9	A

Table 14 – Unsignalized Intersections LOS Summary - AM Peak Hour

Intersection	Critical Approach/ Movement	Existing 2008		No Build 2011		Build 2011	
State Route 25 @ Manor Lane	SB	18.9	C	21.5	C	21.9	C
	EB	1.4	A	1.5	A	1.5	A
State Route 25 @ Circle Drive	NB	23.6	C	28.7	D	29.1	D
	WB	0.2	A	0.2	A	0.2	A

Table 15 – Signalized Intersections LOS Summary - PM Peak Hour

Intersection	Movement	Lane Group	Existing 2008		No Build 2011		Build 2011	
			Delay	LOS	Delay	LOS	Delay	LOS
State Route 25 @ South Jamesport Avenue	EB	TR	5.4	A	5.9	A	6.9	A
		Approach	5.4	A	5.9	A	6.9	A
	WB	LT	13.1	B	21.8	C	35.7	D
		Approach	13.1	B	21.8	C	35.7	D
	NB	LTR	14.9	B	15.1	B	18.5	B
		Approach	14.9	B	15.1	B	18.5	B
Overall Intersection			9.9	A	14.4	B	21.8	C

Table 16 – Unsignalized Intersections LOS Summary - PM Peak Hour

Intersection	**Critical Approach/ Movement**	**Existing 2008**		**No Build 2011**		**Build 2011**	
		Delay	LOS	Delay	LOS	Delay	LOS
State Route 25 @ Manor Lane	SB	35.6	E	48.1	E	55.8	F
	EB	1.6	A	1.8	A	1.9	A
State Route 25 @ Circle Drive	NB	37.9	E	57.6	F	63.1	F
	WB	0.4	A	0.5	A	0.5	A

Table 17 – Signalized Intersections LOS Summary – Saturday Peak Hour

Intersection	Movement	Lane Group	Existing 2008		No Build 2011		Build 2011	
			Delay	LOS	Delay	LOS	Delay	LOS
State Route 25 @ South Jamesport Avenue	EB	TR	8.5	A	9.4	A	11.4	B
		Approach	8.5	A	9.4	A	11.4	B
	WB	LT	17.9	B	34.6	C	69.4	E
		Approach	17.9	B	34.6	C	69.4	E
	NB	LTR	20.0	B	20.6	C	23.6	C
		Approach	20.0	B	20.6	C	23.6	C
Overall Intersection			13.6	B	21.1	C	36.5	D

Table 18 – Unsignalized Intersections LOS Summary - Saturday Peak Hour

Intersection	Critical Approach/ Movement	Existing 2008		No Build 2011		Build 2011	
		Delay	LOS	Delay	LOS	Delay	LOS
State Route 25 @ Manor Lane	SB	29.4	D	39.6	E	49.3	E
	EB	3.0	A	3.3	A	3.4	A
State Route 25 @ Circle Drive	NB	33.9	D	43.7	E	58.0	F
	WB	1.8	A	2.0	A	2.3	A

As indicated in Tables 13, 15 and 17 above, the signalized State Route 25 at South Jamesport Avenue intersection operates with a level of service of C or better during the AM and PM peak periods and operates with a level of service D during the Saturday peak period. This can be improved by making minor changes in the phase splits and providing more green time to the east-west phase.

As indicated in Tables 14, 16 and 18 above, the critical approaches at the stop-controlled intersections of State Route 25 at Manor Lane, and State Route 25 at Circle Drive, operate well during the AM peak period. Both of these intersections would operate poorly during the PM and Saturday peak periods under the Build and No-Build Conditions.

Site Access – Evaluation as Unsignalized and Signalized

As an unsignalized driveway, the proposed development would have a stop-controlled access driveway forming a T-intersection with State Route 25 that would allow all vehicular movements. The southbound access driveway would provide a shared left and right turn lane. The eastbound and westbound approaches provide a shared left turn and through lane and a shared through and right turn lane. The results of the capacity analysis of the site access on State Route 25, without signalization, for the Build condition for the AM, PM and Saturday peak periods are presented in Table 17 below. The detailed capacity analysis worksheets are contained in Appendix C.

Table 19 – LOS Summary without Signalization of Site Access

Intersection	Critical Approach/ Movement	Build 2011					
		AM Peak		PM Peak		Saturday Peak	
		Delay	LOS	Delay	LOS	Delay	LOS
State Route 25 @ Site Access	SB	28.8	D	267.5	F	229.9	F
	EB	1.1	A	3.1	A	3.7	A

As indicated above, the unsignalized site driveway operates at an unacceptable level of service during both the weekday PM and Saturday peak periods in the Build Year. As such, the site access driveway was analyzed with a signal and the intersection of State Route 25 and South Jamesport was analyzed with optimized signal timing. The results for AM, PM and Saturday peak periods for the Build scenario are presented below.

Table 20 – LOS Summary with Signalization of Site Access

Intersection	Movement	Lane Group	AM Peak		PM Peak		Saturday Peak	
			Delay	LOS	Delay	LOS	Delay	LOS
State Route 25 @ South Jamesport Avenue	EB	TR	7.6	A	8.0	A	16.7	B
		Approach	7.6	A	8.0	A	16.7	B
	WB	LT	7.5	A	14.5	B	19.7	B
		Approach	7.5	A	14.5	B	19.7	B
	NB	LTR	26.6	C	22.0	C	28.2	C
		Approach	26.6	C	22.0	C	28.2	C
Overall Intersection			9.6	A	12.2	B	19.3	B

State Route 25 @ Site Access	EB	LT	1.8	A	8.7	A	14.9	A
		Approach	1.8	A	8.7	A	14.9	B
	WB	TR	2.2	A	7.5	A	6.2	A
		Approach	2.2	A	7.5	A	6.2	A
	SB	LR	19.1	B	16.3	B	16.3	B
		Approach	19.1	B	16.3	B	16.3	B
Overall Intersection			2.3	A	8.5	A	11.3	B

As indicated above, the proposed traffic signal at the site access and the signal timing changes at State Route 25 would improve the levels of service and result in both intersections operating at levels of service B or better during all time periods.

Based on the foregoing analysis, the proposed development has been designed with a signalized access driveway and signal timing modifications at South Jamesport Avenue. With the implementation of these roadway modifications, there are no significant adverse traffic impacts expected.

Parking and Circulation

Pursuant to Section 108, Attachment 1, of the Riverhead Zoning Code, the required number of parking spaces for the proposed uses is as follows:

- Retail Stores – 1 space per 200 square feet;
- Medical and Professional Office buildings – 1 space per 150 square feet; and
- Bistro/Cafes – 1 space per three seats.

The project architect has designated five percent of the retail and professional office building area as mechanical space and, therefore, omitted from the parking calculations.

Table 21 – Proposed Parking

Use	Standard	Proposed	Mechanical Space	Total
Retail	1 per 200 sf	17,000 sf	850 sf	81
Medical	1 per 150 sf	8,500 sf		57
Prof Office	1 per 150 sf	8,500 sf	425 sf	54
Bistro	1 per 3 seats	100 seats		34
All Uses				226

The total number of parking spaces required for the land use specified on the site plan is 226. The site plan provides for 226 parking spaces, which includes 24 handicap parking spaces. This meets the Town requirement indicating that the site will have a sufficient number of parking spaces to accommodate the expected peak parking demand.

The configuration of the parking layout and aisles in the conceptual plan provides for adequate circulation.

On-Site Circulation

The proposed site plan has been designed to provide reasonable circulation for employees, retail patrons, delivery vehicles and emergency services. The site plan depicts a central access roadway connecting several parking lots, which are dispersed throughout the site. This design provides the advantage of locating all of the parking proximate to the various buildings.

Overall, on-site parking and traffic circulation would be satisfactory.

Conclusions and Recommendations

As indicated in Table 12, the proposed commercial center will result in 57, 167 and 207 peak hour trips during the AM, PM and Saturday Peak Hours, respectively. The capacity analyses indicate that the signalized intersection of State Route 25 and South Jamesport Avenue can readily accommodate the additional project-generated traffic volumes with minimal effect on average vehicle delays and no impact on the intersection level of service (see Tables 13, 15 and 17). The proposed site driveway, however, will operate at LOS F with significant delays for left turn vehicles exiting from the site driveway during the PM and Saturday peak periods (see Table 19). In order to mitigate this impact, a traffic signal is proposed to be installed at the site access intersection. The capacity analyses of the proposed site driveway at State Route 25 as a signalized intersection results in overall intersection levels of service of "A" for the AM and PM Peak Hours, and "B" for the Saturday Peak Hour (see Table 20).

The proposed parking meets the requirements set forth in the Riverhead Zoning Code for the proposed land uses. Moreover, the proposed site plan provides for parking proximate to the buildings and internal driveways provide adequate and safe circulation. Overall, no significant adverse traffic impacts are expected upon implementation of the proposed action.

4.6 Noise and Odor

Noise

A noise impact analysis was prepared to evaluate the potential noise impacts from the operation of the proposed mixed-use commercial center (see Appendix F). The noise impact analysis evaluated existing and future sound levels, which included mechanical equipment and building operations. As discussed in Section 3.6 of this DEIS, existing sound levels in the study area were dominated by roadway noise from State Route 25 and Manor Lane, along with commercial activities at adjacent properties. The Build condition sound levels were calculated from sound levels for mechanical equipment and building operations, evaluated under both daytime and nighttime conditions.

The area surrounding the project site was evaluated and potential sensitive locations to noise were identified as receptor locations, including the residential areas along Manor Lane and commercial areas on NYS Route 25. A total of 50 receptor locations were identified in the vicinity of the proposed development. These receptor locations are presented in Figure 7.

Noise Impact Criteria

The NYSDOT and the Town of Riverhead have developed noise impact criteria that establish noise thresholds deemed to result in adverse impacts. The noise analysis for the proposed project evaluated the Build sound levels to determine whether or not the proposed development will generate sound levels at the receptor locations that will meet these criteria.

NYSDOT Criteria

The NYSDOT has developed noise impact criteria that establish noise thresholds deemed to result in adverse impacts for transportation (motor vehicles) and non-highway projects (building mechanical equipment). Traffic noise can adversely affect human activities, such as communication. The FHWA has established Noise Abatement Criteria ("NAC") to help protect public health and welfare from excessive vehicle traffic noise. Recognizing that different areas are sensitive to noise in different ways, the NAC varies according to land use.

NYSDOT endorses the FHWA procedures and considers adverse noise impacts to occur when existing or future sound levels approach (within 1 dBA) or exceed the NAC, or when future sound levels exceed the highest existing sound levels

by 6 dBA or more. For non-highway projects (building mechanical equipment), adverse noise impacts are considered to occur when the future sound levels exceed the existing sound levels by 3 dBA or more. These guidance criteria are the recommended maximum levels for identifying locations that may be affected by noise.

Table 22 – Noise Abatement Criteria (NAC) One-Hour, A-Weighted Sound Levels in Decibels (dBA)

Activity Category	Leq(h)*	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purposes.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

*Leq (h) is an energy averaged, one-hour, A-weighted sound level in decibels (dBA).
Source: 23 CFR Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise.*

Town of Riverhead

Pursuant to Chapter 81 of the Riverhead Town Code, specifically, Section 81-5L, commercial and industrial operations may not generate a sound level in excess of 65 dBA during the hours of 7:00 a.m. and 8:00 p.m. and 50 dBA during the hours of 8:00 p.m. and 7:00 a.m. at residential receptors. For commercial receptors, at all times, the noise criterion is 65 dBA.

Chapter 81 of the Town Code also includes regulations on allowable time periods for the loading and unloading of deliveries; and for construction activities.

Under Section 81-5F of the Code,

> "No person shall engage in, cause or permit the loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials or similar objects between the hours of 8:00 PM and 7:00 AM the following

day in such a manner as to cause unreasonable noise across a residential real property boundary."

Under Section 81-5K of the Code, construction is not allowed between the hours of 8:00 p.m. and 7:00 a.m. or any time on Sunday or legal holidays.

Building Operations and Mechanical Equipment

The noise analysis evaluated building operations, including loading activities. The loading activities will primarily include deliveries and trash removal. For the purposes of this analysis, these activities would be conducted in the time period allowed by the Town Code, between the hours of 7:00 am to 8:00 pm.

The noise analysis included an evaluation of the mechanical equipment noise sources at each building. Mechanical equipment, such as fans and heating units, would be located within the interior of the buildings, and thus, would be expected to have a minimal noise impact. Condenser units would be located externally at ground level adjacent to each of the proposed buildings. To determine the potential noise impacts of the mechanical equipment, the manufacturer's referenced sound levels were obtained and these sound levels were adjusted based upon their size, the number of units, and their location. The adjusted sound levels were then projected to the receptor locations, based upon the propagation sound levels over distances.

Noise Analysis Results

As indicated in Section 3.6 of this DEIS, based on noise monitoring, the sound levels at the 50 receptor locations (see Figure 9 – Noise Receptor Locations) ranged from 47 dBA to 60 dBA during daytime hours, and from 41 dBA to 57 dBA during the nighttime hours.

The tables below present the Existing and Build (Existing plus proposed project contribution) sound levels, and compares the Build sound levels and the potential increase in sound levels with the applicable Town requirements and NYSDOT thresholds.

Table 23 – Daytime Sound Levels (Leq [dBA])

Receptor Number	Receptor Type	Existing	Project Generated	Build	Change	Town of Riverhead Daytime Criteria	NYSDOT Criteria Non-Transportation
1	Commercial	60.0	33.4	60.0	0.0	65	+3.0
2	Commercial	60.0	34.9	60.0	0.0	65	+3.0
3	Residential	60.0	36.5	60.0	0.0	65	+3.0
4	Commercial	60.0	38.1	60.0	0.0	65	+3.0
5	Commercial	60.0	38.9	60.0	0.0	65	+3.0
6	Commercial	60.0	39.9	60.0	0.0	65	+3.0
7	Commercial	60.0	41.0	60.1	0.1	65	+3.0
8	Residential	60.0	43.1	60.1	0.1	65	+3.0
9	Commercial	60.0	42.9	60.1	0.1	65	+3.0
10	Commercial	60.0	44.2	60.1	0.1	65	+3.0
11	Commercial	60.0	34.4	60.0	0.0	65	+3.0
12	Commercial	60.0	36.1	60.0	0.0	65	+3.0
13	Residential	47.0	38.8	47.6	0.6	65	+3.0
14	Residential	47.0	36.9	47.4	0.4	65	+3.0
15	Residential	47.0	34.7	47.2	0.2	65	+3.0
16	Residential	47.0	32.7	47.2	0.2	65	+3.0
17	Residential	47.0	32.1	47.1	0.1	65	+3.0
18	Residential	47.0	32.1	47.1	0.1	65	+3.0
19	Residential	47.0	30.8	47.1	0.1	65	+3.0
20	Residential	47.0	28.8	47.1	0.1	65	+3.0
21	Residential	47.0	31.3	47.1	0.1	65	+3.0
22	Residential	47.0	28.1	47.1	0.1	65	+3.0
23	Residential	47.0	27.4	47.0	0.0	65	+3.0
24	Residential	47.0	28.3	47.1	0.1	65	+3.0
25	Residential	47.0	29.7	47.1	0.1	65	+3.0
26	Residential	47.0	33.6	47.2	0.2	65	+3.0
27	Residential	47.0	40.0	47.8	0.8	65	+3.0
28	Residential	47.0	41.0	48.0	1.0	65	+3.0
29	Residential	47.0	31.7	47.1	0.1	65	+3.0
30	Residential	60.0	45.4	60.1	0.1	65	+3.0
31	Commercial	60.0	42.5	60.1	0.1	65	+3.0
32	Commercial	60.0	45.2	60.1	0.1	65	+3.0
33	Residential	60.0	41.6	60.1	0.1	65	+3.0
34	Residential	60.0	38.9	60.0	0.0	65	+3.0
35	Residential	60.0	37.2	60.0	0.0	65	+3.0

Receptor Number	Receptor Type	Existing	Project Generated	Build	Change	Town of Riverhead Daytime Criteria	NYSDOT Criteria Non-Transportation
36	Commercial	60.0	35.6	60.0	0.0	65	+3.0
37	Residential	60.0	33.8	60.0	0.0	65	+3.0
38	Residential	60.0	32.7	60.0	0.0	65	+3.0
39	Residential	60.0	32.0	60.0	0.0	65	+3.0
40	Commercial	60.0	41.2	60.1	0.1	65	+3.0
41	Residential	60.0	36.8	60.0	0.0	65	+3.0
42	Residential	60.0	34.4	60.0	0.0	65	+3.0
43	Residential	60.0	34.0	60.0	0.0	65	+3.0
44	Residential	60.0	33.2	60.0	0.0	65	+3.0
45	Commercial	60.0	34.9	60.0	0.0	65	+3.0
46	Commercial	60.0	30.5	60.0	0.0	65	+3.0
47	Residential	60.0	32.1	60.0	0.0	65	+3.0
48	Commercial	60.0	31.5	60.0	0.0	65	+3.0
49	Residential	60.0	30.6	60.0	0.0	65	+3.0
50	Residential	60.0	29.6	60.0	0.0	65	+3.0

Bold values exceed criteria.

Table 24 – Nighttime Sound Levels (Leq [dBA])

Receptor Number	Receptor Type	Existing	Project Generated	Build	Change	Town of Riverhead Daytime Criteria	NYSDOT Criteria Non-Transportation
1	Commercial	57.0	33.4	57.0	0.0	65	+3.0
2	Commercial	57.0	34.9	57.0	0.0	65	+3.0
3	Residential	57.0	36.5	57.0	0.0	50	+3.0
4	Commercial	57.0	38.1	57.1	0.1	65	+3.0
5	Commercial	57.0	38.9	57.1	0.1	65	+3.0
6	Commercial	57.0	39.9	57.1	0.1	65	+3.0
7	Commercial	57.0	41.0	57.1	0.1	65	+3.0
8	Residential	57.0	43.1	57.2	0.2	50	+3.0
9	Commercial	57.0	42.9	57.2	0.2	65	+3.0
10	Commercial	57.0	44.2	57.2	0.2	65	+3.0
11	Commercial	57.0	34.4	57.0	0.0	65	+3.0
12	Commercial	57.0	36.1	57.0	0.0	65	+3.0
13	Residential	41.0	38.8	43.0	2.0	50	+3.0
14	Residential	41.0	36.9	42.4	1.4	50	+3.0
15	Residential	41.0	34.7	41.9	0.9	50	+3.0
16	Residential	41.0	32.7	41.6	0.6	50	+3.0
17	Residential	41.0	32.1	41.5	0.5	50	+3.0
18	Residential	41.0	32.1	41.5	0.5	50	+3.0
19	Residential	41.0	30.8	41.4	0.4	50	+3.0
20	Residential	41.0	28.8	41.3	0.3	50	+3.0
21	Residential	41.0	31.3	41.4	0.4	50	+3.0
22	Residential	41.0	28.1	41.2	0.2	50	+3.0
23	Residential	41.0	27.4	41.2	0.2	50	+3.0
24	Residential	41.0	28.3	41.2	0.2	50	+3.0
25	Residential	41.0	29.7	41.3	0.3	50	+3.0
26	Residential	41.0	33.6	41.7	0.7	50	+3.0
27	Residential	41.0	40.0	43.5	2.5	50	+3.0
28	Residential	41.0	41.0	44.0	2.9	50	+3.0
29	Residential	41.0	31.7	41.5	0.5	50	+3.0
30	Residential	57.0	45.4	57.3	0.3	50	+3.0
31	Commercial	57.0	42.5	57.2	0.2	65	+3.0
32	Commercial	57.0	45.2	57.3	0.3	65	+3.0
33	Residential	57.0	41.6	57.1	0.1	50	+3.0
34	Residential	57.0	38.9	57.1	0.1	50	+3.0
35	Residential	57.0	37.2	57.0	0.0	50	+3.0

Receptor Number	Receptor Type	Existing	Project Generated	Build	Change	Town of Riverhead Daytime Criteria	NYSDOT Criteria Non-Transportation
36	Commercial	57.0	35.6	57.0	0.0	65	+3.0
37	Residential	57.0	33.8	57.0	0.0	50	+3.0
38	Residential	57.0	32.7	57.0	0.0	50	+3.0
39	Residential	57.0	32.0	57.0	0.0	50	+3.0
40	Commercial	57.0	41.2	57.1	0.1	65	+3.0
41	Residential	57.0	36.8	57.0	0.0	50	+3.0
42	Residential	57.0	34.4	57.0	0.0	50	+3.0
43	Residential	57.0	34.0	57.0	0.0	50	+3.0
44	Residential	57.0	33.2	57.0	0.0	50	+3.0
45	Commercial	57.0	34.9	57.0	0.0	65	+3.0
46	Commercial	57.0	30.5	57.0	0.0	65	+3.0
47	Residential	57.0	32.1	57.0	0.0	50	+3.0
48	Commercial	57.0	31.5	57.0	0.0	65	+3.0
49	Residential	57.0	30.6	57.0	0.0	50	+3.0
50	Residential	57.0	29.6	57.0	0.0	50	+3.0

Bold values exceed criteria

Daytime

As indicated in Table 23 – Daytime Sound Levels (Leq [dBA]), the Build sound levels range from 47 dBA to 60 dBA during the daytime period, which complies with the Town's noise criteria of 65 dBA at all receptor locations. The sound level from the proposed mechanical equipment is projected to add 0 dBA to 1.0 dBA to the existing noise levels at each of the receptor locations. As such, the NYSDOT threshold for adverse impact of 3 dBA for non-transportation noise sources is not exceeded.

Nighttime

As indicated in Table 24 – Nighttime Sound Levels (Leq [dBA]), the Build sound levels range from 41 dBA to 57 dBA during the nighttime period. Sixteen of the 50 receptor locations (R3, R8, R30, R33, R34, R35, R37, R38, R39, R41, R42, R43, R44, R47, R49, and R50) exceed the Town's nighttime criteria of 50 dBA. However, these same 16 receptor locations exceed the Town's nighttime criteria under the existing conditions as well. Implementation of the proposed project would not result in any new receptor locations exceeding the Town's nighttime criteria. Sound level from the proposed project's mechanical equipment are projected to contribute from 0 dBA to 2.9 dBA increase in sound levels, which results in no additional receptor locations exceeding the NYSDOT threshold of an increase of 3 dBA.

Overall, therefore, the proposed project would not be expected to result in significant adverse noise impacts.

Construction-Related Noise

Construction activities, including the use of heavy machinery, foundation construction, and truck movements, may result in a temporary increase in sound levels. The proposed action would comply with the Town Code, which prohibits construction between the hours of 8:00 pm and 7:00 am on Monday through Saturday, or on any Sunday or legal holidays. Additionally, during the construction period, the following mitigation measures would be implemented:

- Construction equipment will be required to have installed properly operating and appropriate noise muffler systems;
- Implementing appropriate traffic management techniques during the construction period will mitigate roadway traffic noise impacts;
- Proper operation and maintenance, and prohibition of excessive idling of construction equipment engines, will be implemented; and
- The site will be surrounded by safety fencing to prevent trespass.

Overall, no significant adverse construction-related noise impacts are expected.

Noise Analysis Conclusions

Based on the analysis presented above, the following findings are made:

- Under existing conditions, the noise environment in the area surrounding the subject property is dominated by sound from vehicular traffic along State Route 25 and Manor Lane, as well as activities at commercially-developed properties;

- Under existing conditions, 16 of the 50 sensitive receptors evaluated exceeded the Town's nighttime criteria of 50 dBA.

- Mechanical equipment and building operations at the proposed commercial development are expected to result in increases in sound levels at the 50 identified receptor locations between zero and one decibel (dBA), during daytime hours, and between zero and 2.9 decibels (dBA) during nighttime hours;

- The resulting increases in sound levels do not exceed NYSDOT criteria for noise impacts;

- At all receptor locations, anticipated sound levels are below the daytime threshold of 65 dBA set forth in the Code of the Town of Riverhead;

- At 16 of the 50 receptor locations, anticipated sound levels are expected to exceed the nighttime threshold of 50 dBA set forth in the Code of the Town of Riverhead. However, as explained above, existing sound levels exceed that threshold at the same 16 receptors;

- Construction activities would result in temporary increases in sound levels, however, such activities would be scheduled so as to comply with the Code of the Town of Riverhead; and

- Mitigation measures would be implemented during construction activities to minimize the potential for adverse noise impacts to the maximum extent practicable.

Based on the above, the implementation of the proposed action is not expected to result in significant adverse noise impacts.

Odor

The proposed action includes the creation of 42,000± square feet of building area, largely comprised of professional office and retail space (17,000± square feet each). Such uses are not expected to generate objectionable odors as a result of their operation. The balance of the proposed building area (8,000± square feet) is bistro/café use. Odors generated by such uses are handled with exhaust systems, such that no significant adverse impacts related to odors would be expected.

4.7 Socioeconomics

Property Taxes

Implementation of the proposed action would convert the unoccupied parcel to a mixed-use development. According to the Riverhead Assessor, the projected assessment for the proposed development is $1.18 million with estimated tax revenues of $177,000 (see Appendix J). As such, there would be a significant increase in tax revenues upon implementation of the proposed action.

Employment and Economy

The employment profile provided in Section 3.7 of this DEIS indicates a varied employment base with residents occupying all major sectors of the economy. Based on a factor of one job per 300 square feet of building area, it is estimated that the proposed development would generate 240± permanent jobs, thus adding to the local employment base of the Jamesport and Town of Riverhead communities.

Also, as indicated above, the proposed development would generate significant tax revenues to the Town and its taxing jurisdictions, as well as the Riverhead Central School District. Based on the current tax rate of 89.467 per $1,000.00, the proposed development would generate approximately $105,571± for the Riverhead Central School District Finally, the proposed development is expected to attract new patrons to the area, which is expected to benefit surrounding businesses in downtown Jamesport. Overall, the proposed action would provide significant economic benefits the residents of Jamesport and the Town of Riverhead.

4.8 Community Facilities and Services

Fire Protection

Correspondence was forwarded to the Jamesport Fire District on June 11, 2008 (see Appendix G), advising of the proposed project and requesting information on the availability of fire protection services. In correspondence dated June 18, 2008, Chief Zitek advised that the Jamesport Fire District responded to 241 calls, of various type, in 2007. The types of calls included fire, automatic alarm, motor vehicle accident and EMS calls. According to Chief Zitek, the estimated response time to the subject site would be four–to-five minutes from the time of notification. It is noted that Chief Zitek did not offer any comments or concerns specifically related to the proposed project. Nonetheless, to mitigate potential impacts to fire protection services, the access driveways and parking areas have been designed to accommodate emergency vehicles and equipment. Also, all entryways and corridors would be of appropriate width for emergency service access, and all buildings would be sprinklered for a first response in the event of a fire. Furthermore, the proposed buildings and site layout area have been designed to conform with Town building and fire codes.

As indicated in Section 4.7 of this DEIS, implementation of the proposed development would generate additional tax revenues to the Jamesport Fire District. Based on the 2008 – 2009 tax rates, the proposed development (which was assessed by the Town Assessor at $1.18 million) would generate approximately $7,412 per year for the Jamesport Fire District. This represents an increase of approximately $7,040.87± per year as compared with the existing condition.

Based on the foregoing, no significant adverse impacts to fire protection services would be expected.

Ambulance Services

As indicated in Section 3.8 of this DEIS, the Riverhead Volunteer Ambulance Corps would provide ambulance services to the site. In correspondence dated June 16, 2009 (see Appendix G), Chief Donna Johnson advised that "the Jamesport Fire Department is the primary first responder for any emergency calls to that area. Therefore, the response time for assistance will be within minutes." Chief Johnson further advised that, "[t]he development of the site would not, in of itself, overextend the requirements for rapid response."

Upon implementation of the proposed action, additional tax revenues to the ambulance company would be generated. Based on the 2008-2009 tax rates, the proposed development (which was assessed by the Town Assessor at $1.18 million) would generate approximately $1,700 per year for the Riverhead Volunteer Ambulance Company. This represents an increase of approximately $1,614± per year.

Based on the information provided by the Riverhead Volunteer Ambulance Corps, the proposed action would not result in significant adverse impacts to the ambulance company.

Police Protection

Correspondence was forwarded to Chief David J. Hegermiller of the Town of Riverhead Police Department on June 12, 2008 (see Appendix G), advising of the proposed project. In correspondence dated August 18, 2008, Chief Hegermiller advised that 25,878 service calls of varied type were received in 2007. Chief Hegermiller estimated a response time to the subject site of approximately seven minutes. There was also a noted concern in which the Riverhead Police Department requested determination whether a traffic signal would be needed to regulate the flow of traffic entering and exiting the site on to State Route 25. As discussed in Section 4.5 of this DEIS, a traffic signal is being proposed, and an analysis of same is included in the Traffic Impact Study (see Appendix E of this DEIS). Based on said analysis, the proposed project would not result in significant adverse traffic impacts.

Based on the 2008-2009 tax rates, and an assessed value of $1.18 million, the proposed project is estimated to generate approximately $39,000± per year for the Town of Riverhead, a portion of which would be for police services.

Overall, it is not expected that the implementation of the proposed action would have significant adverse traffic or safety impacts or result in significant demand on the Riverhead Police Department.

Medical Services

Peconic Bay Medical Center, previously known as Central Suffolk Hospital, is located on the corner of Roanoke Avenue and Old Country Road in Riverhead approximately 5.1± miles from the subject site. As such, any hospital-related services required by users of the proposed commercial center would be transported to Peconic Bay Medical Center. In 2004, consultations were undertaken with the Peconic Bay Medical Center (at that time, Central Suffolk Hospital), and Ms. Nancy Uzo advised that this medical center is the regional provider from Wading River to Orient Point on the North Fork and Moriches to Hampton Bays on the South Fork. At that time, the hospital was certified for 154 beds, with an occupancy rate of 48 percent. Today, the hospital contains 182 beds.

Correspondence was forwarded to Andrew Mitchell, President of Peconic Bay Medical Center, on June 12, 2008 advising of the proposed project and requesting updated information on the availability of medical services. A response has not yet been received; however, the proposed mixed-use center is not expected to result in a significant increase in demand for hospital-related services as the development would not create a permanent population that could significantly increase the demand for services. As such, the proposed development is not expected to result in significant adverse impacts to the Peconic Bay Medical Center.

Schools

The subject parcel is situated within the Riverhead Central School District. As the proposed development includes commercial uses only, no school-aged children would be generated. Therefore, there would be no adverse impacts to the school district. In fact, the proposed development would result in increased tax revenues to the school district. As indicated earlier in Section 4.7 of this DEIS, based on the 2008-2009 tax rate of 89.467 per $1,000.00 of assessed value, the proposed development would generate approximately $105,571 in annual property tax revenues to be received by the Riverhead Central School District.

Water Supply and Availability

As indicated in Section 3.8 of this DEIS, the subject parcel is within the service area of the Riverhead Water District. Under existing conditions, no demand for potable water supply exists as the site is unoccupied. Post-development water usage is estimated at 4,615± gpd. Consultations were undertaken with the Riverhead Water District and a letter of water availability was secured for the proposed development (see correspondence in Appendix G). It is also projected that the area of lawn and landscaping would require, when averaged over the entire year, an estimated 2,429± gpd for irrigation (see analysis in Section 4.2 of this DEIS). To reduce water demand from the Riverhead Water District, the project sponsor would consider the installation of an irrigation well on the subject property, subject to NYSDEC approval.

Overall, no significant adverse to water supplies are expected.

Solid Waste

Solid waste from the proposed development would be collected by a private carter and disposed of in accordance with prevailing regulations. As identified on the Site Landscaping Plan (see Appendix B), all trash enclosures are screened with vegetation and placed throughout the subject site to adequately serve all proposed buildings. Table 25 – Projected Solid Waste Generation, below, evaluates the projected post-development solid waste generation. It is noted that, for purposes of analysis, the two 50-seat bistros were assumed to have two seatings at lunch and two seatings at dinner at full occupancy. Therefore, the total solid waste generation associated with each restaurant is 240 lbs. per day, assuming that the greatest amount of waste for each meal is created.[10]

Table 25 – Projected Solid Waste Generation

Use	Factor	Projected Volume
Retail (17,000 sq. ft.)[11]	13 lbs/1,000sq. ft./day[13]	3.36+ tons per month
Office (Medical; 8,500 sq. ft.)	0.0108 tons/sq. ft./ year[13]	7.65+ tons per month
Office (Non-Medical; 8,500 sq. ft.)[14]	1 lb/100sq. ft./day)][13]	1.29+ tons per month
Restaurant (Two @ 200 meals)[12]	1.2 lbs/meal/day[13]	7.30+ tons per month
Total		19.60± tons per month

▼

[10] Salvato, P.E. DEE, Joseph A. *Environmental Engineering*, Fifth Edition. 2003.

[11] Inclusive of mechanical space square footage.

[12] Assumes factors of two seatings at lunch and two seatings at dinner, or 200 meals.

[13] California Integrated Waste Management Board: Medical Offices/Hospitals, May 1998 Source Date, http://www.ciwmb.ca.gov/WasteChar/WasteGenRates/Institution.htm.

As indicated above, above, the projected volume of solid waste for the proposed action is 19.60± tons per month. Solid waste would be handled by private carters, and thus, the ultimate disposal location cannot be determined. However, it is not expected that the proposed action would adversely impact solid waste management facilities or practices in the Town or region. Overall, it is not expected that the proposed action would result in significant adverse impacts associated with solid waste handling or disposal.

4.9 Aesthetics and Cultural Resources

Aesthetics

Implementation of the proposed project would alter views from State Route 25. As indicated in the Streetscape drawing in Appendix K, the proposed mixed-use commercial development would be visible from State Route 25.

The proposed buildings would be set back no less than 100 feet from State Route 25 and vegetated buffers at the road frontage and along the site perimeter would buffer surrounding properties as well as enhance views into the subject site. Specifically, Kwanza flowering cherry trees would be planted along the site frontage and along the internal driveways. A 10-foot buffer consisting of coniferous evergreens, comprised mainly of Mission Arborvitae, is proposed along the eastern side of the development and along the southwest property line. Various deciduous shrubs trees and ornamental trees would be planted throughout the site, including Bradford Pears within the parking islands, to further enhance the development.

As depicted on the Elevation Plans prepared by the project architect (see Appendix K), the proposed buildings are designed to embrace both the residential and agricultural character of its surroundings by repeating elements of sloping roofs, divided lite windows, and the use of siding materials that replicate natural materials. Also, cupolas and gambrel roofs would be used to connect with the country farm atmosphere of the agricultural context in the area.

The site layout for the commercial center was designed to be pedestrian-friendly. Sidewalks line the main roadway and continue to meander throughout the site. One of the primary intentions of the proposed design is to connect the commercial center with the existing Jamesport downtown and to be perceived as a part of the downtown and not a destination outside of the downtown. Overall, implementation of the proposed project would not be expected to result in significant adverse impacts to views of the site or to the visual character along State Route 25 in the vicinity of the subject site.

Cultural Resources

As indicated in Section 3.9 of this DEIS, a Phase I Archaeological Investigation was conducted by TRACKER-Archaeology Services, Inc (Appendix I). The Phase IA and Phase IB studies, conducted between March 24, 2008 and April 7, 2008, determined that the subject site did not contain any sites of cultural significance. As such, development of the subject parcel would have no significant adverse impacts on cultural resources.

5.0

MITIGATION MEASURES

In an effort to minimize potential adverse environmental impacts from the proposed development, mitigation measures have been incorporated as set forth below.

Soils and Topography

- Erosion and sedimentation control measures will be installed, as needed prior to construction, including the installation of sediment fences, perversion berms/swales, a vegetated level spreader, temporary sediment traps, and a temporary vegetated sediment basin;

- All erosion and sedimentation control measures will be routinely maintained during construction to ensure their proper functioning;

- After site clearing, the area will be paved and/or planted to minimize the amount of time that soils are exposed; and

- In areas of substantial grade changes, slopes will be vegetated and fine graded. Retaining walls would be installed in various locations around the site perimeter to stabilize slopes and permanent seeding would be undertaken.

Water Resources

- The proposed project will adhere with the relevant recommendations of the *208 Study*, *NURP Study*, *Nonpoint Source Management Handbook*, the *Long Island Comprehensive Waste Treatment Management Plan (208 Study), Special Groundwater Protection Area Plan* and other applicable studies to ensure adequate protection of groundwater;

- Of the 3.772± acres of lawn area proposed, approximately 1.368 acres of this total would consist of native grasses or ground cover that would be left to grow naturally around the site perimeter, and would not require irrigation;

- To reduce water demand from the Riverhead Water District, the project sponsor would consider the installation of an irrigation well on the subject property, which would be subject to the review and approval of the NYSDEC;

- The proposed landscaping would consist of native species, to the maximum extent practicable, to limit the demand for irrigation;

- The proposed project will adhere to the relevant regulations of the Suffolk County Sanitary Code; and

- The proposed drainage plan includes catch basins and leaching pools to accommodate all stormwater on-site.

Ecology

- The proposed species of deciduous shrubs and trees, and broadleaf and coniferous evergreens, would provide the necessary habitat for many of the bird species that leave the site during construction to re-establish upon project completion;

- Of the 3.772± acres of lawn area proposed, approximately 1.368 acres of this total would consist of native grasses or ground cover that would be left to grow naturally around the site perimeter; and

- A portion of the existing woodland at the northeast corner of the property would be retained.

Land Use, Zoning, Growth and Community Character

- Landscaped greens and sidewalks have been incorporated into the proposed site plan to create a walkable development such that visitors to the downtown would have the ability to park in one location and shop by foot;

- The proposed design and uses would be consistent with the relevant recommendations in the Town's *Comprehensive Plan* for downtown Jamesport;

- The proposed action is consistent with the criteria for issuance of the special permits required from the Town Board for the proposed professional offices and bistros;

- The proposed site layout is such that proposed parking areas would not be visible from the adjacent roadway (State Route 25);

- The proposed buildings have been set back no less than 110 feet from State Route 25 and vegetated buffers at the road frontage to enhance views of the subject site;

- The proposed landscaping includes deciduous trees, ornamental trees, broadleaf evergreens, coniferous evergreens, deciduous shrubs, and ground cover vegetation distributed throughout the development; and

- Of the 3.772± acres of lawn area proposed, approximately 1.368 acres of this total would consist of native grasses or ground cover that would be left to grow naturally around the site perimeter.

Transportation and Parking

- Subject to regulatory review and approval, a traffic signal will be installed at the proposed State Route 25 site driveway to enhance operation of traffic services and to avoid traffic congestion; and

- Internal and external sidewalks will provide for safe pedestrian movements.

Noise and Odor

- State-of-the-art mechanical equipment (e.g., heating and ventilation system fans) will be used to minimize noise impacts;

- Mechanical equipment will be located within the building interior to minimize noise impacts;

- All construction activities would be undertaken during non-sensitive time periods and in accordance with the Code of the Town of Riverhead; and

- Odor-control mechanisms at exhaust systems will be installed for the two bistro/café uses.

Socioeconomics

The proposed action would result in a significant increase in property taxes and would generate both temporary and permanent jobs. As such, no mitigation measures are required.

Community Services and Facilities

- The proposed buildings would comply with Town and State building and fire codes; and

- All buildings would be sprinklered as a first response in the event of a fire.

Aesthetics

- The proposed site plan includes landscaped greens and sidewalks to create a walkable development that conforms to the existing character of downtown Jamesport;

- Brick paver sidewalks have been incorporated into the design in lieu of concrete or other impervious materials, to aesthetically enhance the proposed development;

- The proposed design includes the preservation of portions of the existing wooded areas and the installation of screening vegetation to provide visual buffering for neighboring properties;

- The commercial development is designed to embrace both the residential and agricultural character of its surroundings by repeating elements of sloping roofs, divided lite windows, and the use of siding materials that replicate natural materials;

- Cupolas and gambrel roofs would be used to connect with the country farm atmosphere of the agricultural context in the area; and

- The proposed design will connect the commercial center with the existing downtown area to be perceived as a part of the downtown and not a destination outside of the downtown.

6.0

UNAVOIDABLE ADVERSE EFFECTS

The environmental impacts associated with the proposed development have been described in Section 4.0 of this DEIS, and mitigation measures for most of these impacts have been discussed in Section 5.0. Those impacts that cannot be either entirely avoided or fully mitigated are described below.

Short-Term Impacts

There will be several temporary construction-related impacts that cannot be completely mitigated. These impacts are associated with the site preparation and development (including grading, foundation excavation, installation of utilities and construction of building and parking facilities). It is anticipated that these impacts will cease upon completion of the construction phase of the project. Specific impacts are identified below:

1. Soils will be disturbed by grading, excavation, and mounding activities during site development;

2. Despite the use of extensive and strategically-placed erosion control devices, minor occurrences of erosion may occur;

3. There is the potential for minor releases of fugitive dust during dry periods;

4. There may be a temporary impact to roadways due to the movement of construction vehicles associated with site development activities;

5. Slight increases in noise levels at the site boundary may result from construction activities; and

6. Wildlife using the project site will be displaced by construction activities.

It is expected that these impacts will be of short duration, and will cease upon completion of construction.

Long-Term Impacts

Several long-term impacts association with project implementation have been identified. Mitigation measures have been proposed to reduce or eliminate most of the long-term impacts. Those adverse environmental long-term impact which cannot be fully mitigated are set forth below:

1. The addition of impervious surfaces will increase runoff on the project site. However, it will be contained and recharged within property boundaries;

2. There will be an increase in the amount of water used on the site;

3. There would be an increase in the volume of sanitary waste generated on-site;

4. Views of the property from State Route 25 would be altered from that of an unoccupied parcel to a mixed-use, campus-style commercial center;

5. The proposed action would result in the loss of successional vegetation; and

6. Although the traffic study has determined that, with the proposed mitigation, the surrounding roadways can accommodate the increases in traffic that will result from implementation of the proposed action, additional vehicles will be added to the area.

7.0

ALTERNATIVES AND THEIR IMPACTS

This section examines the SEQRA-mandated No-Action Alternative, as well as an identically-sized development as that which is proposed, but with uses that do not require special permits from the Town Board. The alternative development plan is included in Appendix L. Table 26 – Comparison of Proposed Action with Alternative Development Plans below provides a quantitative comparison of the proposed action with the above-listed alternatives.

Table 26 – Comparison of Proposed Action with Alternative Development Plans

	Proposed Action	No-Action Alternative	Identically-Sized Development – No Special Permit Required
Total Site Acreage	9.712± acres	9.712± acres	9.712± acres
Proposed Land Uses	Commercial/Retail	Unoccupied	Retail
Potable Water Irrigation	4,615±gpd 2,429± gpd	0 gpd 0 gpd	1,260± gpd 2,429 ± gpd
Sewage Discharge Volume (Method)	4,615 ±gpd On-Site, Individual Systems	0 gpd N/A	1,260± On-Site, Individual Systems
Solid Waste	19.60± tons per month	0	8.30± tons per month
School-Aged Children	0	0	0
Increase in Population	0	0	0
Peak Hour Traffic (Saturday Peak Hour)	207 trips	0	212 trips
Forested Area	0.314± acre	9.383± acres	0.314± acre
Area of Meadow	0.105± acre	0.305 ±acre	0.105± acre
Area of Roads, Buildings and Pavement	3.918± acres	0.020 ±acre	3.918± acres
Area of Lawn/Landscaping	5.375± acres	0 acre	5.375± acres

7.1 No-Action Alternative

The No-Action Alternative involves leaving the subject site in its present state. While the implementation of this alternative would leave the site unchanged and would not result in environmental impacts, this alternative would deprive the project sponsor of the legal right to develop the site. Moreover, this alternative does not meet the objectives of the project sponsor or the recently-adopted *Comprehensive Plan* and prevailing zoning. Notwithstanding same, an analysis of the No-Action Alternative follows.

Soils and Topography

Implementation of the No-Action alternative would maintain the subject site as it currently exists, and involve no additional disturbance to soils or topography.

Water Resources

Implementation of this alternative would involve leaving the site as it currently exists. There would be no potable water usage at the site and no sanitary discharge. There are currently no stormwater management controls (e.g., drywells) in place on the subject parcel, and thus, drainage patterns would not change.

Ecology

There are no rare ecological communities on the site and the existing dominant community, Successional Southern Hardwoods, exists at the site as a result of past disturbance. Therefore, while the No-Action Alternative would allow for the continuation of a community, in which typical suburban mammals and birds inhabit, there are no substantial ecological benefits. As indicated in Section 3.3 of this DEIS, there is a transitional area with characteristics of Successional Old Field and Successional Shrubland communities. As a fairly young and open area, this transition area could be expected to continue its growth and would likely become an extension of the Successional Southern Hardwoods.

Land Use, Zoning, Growth and Community Character

No changes in land use or zoning would occur under this alternative. As stated in Section 4.4 of this DEIS, the Town's *Comprehensive Plan* recommends, "…[d]owntown and hamlet centers should be promoted as centers for specialty shopping and civic life, building on their historic and pedestrian character." It goes further in promoting tourism-oriented shopping in the hamlet center

located near the intersection of the South Jamesport Avenue. This alternative would be in contravention of the Town's *Comprehensive Plan* wherein the development of the site in accordance with surrounding downtown Jamesport properties is envisioned.

Transportation and Parking

As the No-Action Alternative would not change the existing conditions of the subject site, the changes in traffic volumes would only be affected by normal background traffic growth. It is expected that the growth rate of background traffic will be 1.7 percent per year, according to the NYSDOT's LITP 2000 Model. Therefore, the traffic volumes for the year 2011 would be as follows:

Table 27 – Future No-Action Traffic Volumes

Intersection	Movement	Existing Conditions			No-Action Alternative		
		AM Peak Hour	PM Peak Hour	Saturday Peak Hour	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
State Route 25 @ Circle Drive	EBT	550	697	783	579	733	823
	EBR	6	18	51	7	19	54
	WBL	5	11	51	6	12	54
	WBT	684	763	616	719	802	648
	NBL	4	5	14	5	6	15
	NBR	4	8	26	5	9	28
State Route 25 @ S. Jamesport Avenue	EBT	520	645	725	547	678	762
	EBR	34	60	84	36	64	89
	WBL	19	49	57	20	52	60
	WBT	602	726	597	633	764	628
	NBL	87	48	70	92	51	74
	NBR	52	53	65	55	56	69
State Route 25 @ Manor Lane	EBL	45	45	111	48	48	117
	EBT	527	653	679	554	687	714
	WBT	570	730	586	600	768	616
	WBR	13	13	23	14	14	25
	SBL	8	11	12	9	12	13
	SBR	51	45	68	54	48	72

Noise and Odors

As the site would remain unchanged, there would be no change in the existing noise conditions. No operational odors would be generated.

Community Facilities and Services

There would be no change in the current demands for community services (i.e., fire protection, ambulance services, police protection and hospital care) or facilities (i.e., schools and public water), as the site would remain unoccupied.

Socioeconomic

As the site would remain unoccupied, there would be no projected changes in population and no school-aged children would be generated. Also, no additional tax revenues would be generated. It is also important to note that, in addition to increasing the property tax contribution of the site, the proposed development would attract visitors to the downtown and same would benefit the surrounding shops and businesses. Under the No-Action alternative, this benefit would not be realized.

Aesthetics and Cultural Resources

The subject site would not be improved under the No-Action alternative. Specifically, the subject site would continue to consist of overgrown, and in some areas, weed-choked. There are no cultural resources on the site, and thus, there would be no impact to same.

7.2 Identically-Sized Plan with No Special Permit Required

This alternative consists of the development of a mixed-use commercial center, with a site layout identical to that of the proposed action. However, this alternative involves uses that are not "special permit uses," pursuant to 108-282(B) of the Town Zoning Code. Specifically, this alternative plan has the same combined area of 42,000 square feet, but with 22,700 square feet consisting of retail space and the remaining 19,300 square feet consisting of various uses including antique shops, craft stores, and/or museums.

Soils and Topography

As evaluated in Sections 3.1 and 4.1 of this DEIS, no significant adverse impacts to existing on-site soils would be expected. There are no projected engineering limitations associated with on-site soils that could not be addressed with engineering controls or that would hinder site development. Also, while the proposed site plan requires the regrading of areas to minimize slopes and to raise elevations, where needed, no significant adverse impacts associated with topographic changes are expected.

Water Resources

This alternative includes a modification of the land uses to occupy the proposed 42,000 square feet of total building area. As indicated above, this alternative plan includes only permitted uses in the RLC zoning, and thus, would include 22,700 square feet of retail space and 19,300 square feet of various uses including antique shops, craft stores, and/or museums. All of these uses would be classified as dry stores for purposes of determining projected water usage and sanitary discharge. Pursuant to the SCDHS design flow rate of 0.03 gpd per square foot, the total daily potable water usage and sanitary discharge would be approximately 1,260± gpd; or approximately 3,355± gpd less than what is projected for the proposed action.

As this alternative includes the same layout and design components, on-site sanitary systems would be used to accommodate sanitary waste. As indicated in Sections 3.2 and 4.2 of this DEIS, the maximum permissible sanitary flow on the site is 5,827 gpd. As such, this alternative plan would be well below the permissible sanitary density.

Stormwater management would be accomplished with the use of leaching pools and catch basins designed to accommodate a two-inch rain event.

Overall, as this alternative plan includes the same site design layout, but with a combination of uses that would reduce volumes of water usage and sanitary waste, and because the proposed action was evaluated and no significant adverse impacts were identified, same can be concluded for the implementation of this alternative plan.

Ecology

As evaluated in Sections 3.3 and 4.3 of this DEIS, there are no rare ecological communities on the subject site, no known rare plants or animals, and no wetlands, and hence none would be affected by the proposed development. During construction, species may temporarily emigrate to surrounding wooded

and agricultural properties; however, upon completion of construction and the eventual establishment of plantings included on the proposed landscaping plan, many of the bird species will return to the site. Thus, this alternative plan would not be expected to result in significant adverse ecological impacts.

Land Use, Zoning, Growth and Community Character

This alternative plan includes the same building size, site layout, parking areas, landscaping buffers, and architecture as that of the proposed action. However, this alternative does not include uses requiring a special permit, pursuant to 108-282(B) of the Riverhead Zoning Code. Specifically, this alternative plan has the same combined area of 42,000 square feet, with 22,700 square feet of retail space and 19,300 square feet of various uses including antique shops, craft stores, and/or museums, but does not include professional offices and bistros.

The alternative plan includes the same area of impervious surfaces as that of the proposed plan (40 percent), and thus, would require a variance from the maximum permitted impervious surface area of 25 percent. It is noted that the project sponsor is willing to incorporate pervious pavement into the site plan. However, as indicated in Section 4.4 of this DEIS, the parking design standards of the Riverhead Zoning Code are contradictory in terms of impervious surface area and pervious surface area, and thus, pervious pavement would not be permitted for the proposed site plan.

This alternative plan would be consistent with the *Comprehensive Plan*; however, the recommendations for sit-down restaurants and cafes would not be realized.

Transportation and Parking

As indicated in the Traffic Impact Study, this alternative plan would generate 98 more trips during the AM peak hour, 15 more trips during the PM peak hour and 5 more trips during the Saturday peak hour than the proposed action. There would be no change to the signalized access driveway, on-site parking locations, or the configuration of internal drives and parking areas.

Noise and Odors

As the alternative development would consist entirely of retail uses, the potential change in noise levels on the site during the weekdays would be expected to be similar to that of the proposed action. However, the elimination of professional offices, which would not be expected to be operational during weekend hours, would result in elevated noise levels on Saturday and Sunday due to the

operation of a full retail development. Overall, however, it would not be expected that the alternative plan would result in significant adverse noise impacts. This alternative plan does not include land uses that would be expected to generate odors.

Socioeconomics

Both the proposed action and the alternate plan would generate additional property taxes than that which is currently generated. Additionally, both of these plans would generate jobs, both construction and permanent. No school-aged children would be generated by either development plan. Overall, the potential socioeconomic impacts would be positive for both development scenarios.

Community Services and Facilities

Both the proposed action and the alternative plan would require services from the police, fire and ambulance districts. The alternative plan would require the same level of service from community service providers, and includes the same site layout as that of the proposed action. As no significant adverse impacts are expected to occur upon implementation of the proposed action, this alternate program mix would also not be expected to adversely impact community service providers. As discussed above, no school-aged children would be generated from this alternative, and thus, services from the Riverhead Central School District would not be required. The alternate plan would generate a reduced quantity of sanitary and solid waste, and would require less potable water compared with the proposed action. As no significant adverse impacts to community services are expected to result from the proposed action, this alternative would also not be expected to result in significant adverse impacts.

Aesthetics and Cultural Resources

This alternative plan includes the same building size, site layout, parking areas, landscaping buffers, and architecture as that of the proposed action. The only difference in these plans include the mix of land uses to occupy the buildings. As such, no significant adverse visual impacts are expected. There have been no historic or archaeological sites identified on the subject site, and thus, the alternate plan would not impact same.

8.0

IRRETRIEVABLE AND IRREVERSIBLE COMMITMENT OF RESOURCES

The proposed development of the site for a mixed-use, campus-style retail and commercial center will preclude other uses of the property. Certain additional resources related to the construction aspects of the development will be committed. These resources include, but are not limited to, concrete, asphalt, lumber, paint and topsoil. Mechanical equipment resources will be committed to assist personnel in the construction at the property. The operation of construction equipment will require electricity, water resources and fossil fuels. Furthermore, the construction phase of the proposed project will require the commitment of manpower resources as well as time.

9.0

GROWTH-INDUCING ASPECTS

Growth-inducing aspects are generally described as the long-term secondary effects of the proposed action. The proposed development would serve the existing community without a resultant increase in population. Also, the proposed action would not generate any school-aged children. While the proposed development would expand the local employment base, it is expected that most of the employees would be existing community members. Thus, an influx of population is not expected.

10.0

USE AND CONSERVATION OF ENERGY

The proposed commercial development is one that would be accommodated by LIPA's generating capacity, and no new additional electricity-producing structures or facilities would be required. Heating will be provided by natural gas. It is not expected that this project would exceed normal commercial usage.

In conclusion, it is anticipated that the projected supplies of electricity and natural gas are available to supply the project. It is not expected that the project would result in adverse impacts to the use and conservation of energy.

11.0
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Positive Declaration, Final Scope, and Correspondence from Town of Riverhead Planning Department

Office of the Town Clerk

Barbara Grattan, Town Clerk

Registrar of Vital Statistics **Records Management Officer** **Marriage Officer**

March 5, 2008

Charles R. Cuddy, Esq.
PO Box 1547
Riverhead, NY 11901

Dear Mr. Cuddy:

ENCLOSED please find a certified copy of Resolution #178 which was adopted by the Riverhead Town Board at a Regular Town Board meeting on March 4, 2008.

Please find that this Resolution states:

#178-DETERMINES SIGNIFICANCE OF ACTION ON SPECIAL PERMITS OF HISTORIC VILLAGE AT JAMESPORT.

Sincerely,

Barbara Grattan
Town Clerk

BG:mf:
cc: Planning Dept.

200 Howell Avenue ~ Riverhead, New York 11901~ (631)727-3200 Ext. 260 ~ Fax (631)208-4034

March 4, 2008

Adopted

TOWN OF RIVERHEAD

Resolution # 178

DETERMINES SIGNIFICANCE OF ACTION ON SPECIAL PERMITS OF HISTORIC VILLAGE AT JAMESPORT

COUNCILMAN BUCKLEY offered the following resolution which was seconded by COUNCILMAN WOOTEN

WHEREAS, the Riverhead Town Board is in receipt of special permit petitions from Jul Bet Enterprises for the conduct of bistro and professional office uses as part of a commercial center of 10 buildings with an aggregate size of 42,000sq.ft. together with related improvements on a 9.712ac. parcel zoned Rural Corridor (RLC); such property more particularly described as SCTM 0600-68-1-35, and

WHEREAS, the Riverhead Planning Department has analyzed the full EAF and other project documentation provided, identified the petition as an Unlisted action without a requirement for coordinated SEQR review with other involved agencies and has prepared a SEQR report outlining the action's potentially large and important impacts, and

WHEREAS, the Town Board by resolution #773 of 8/7/07 classified the action as Unlisted and declared themselves lead agency in its review under State Environmental Quality Review law, and

WHEREAS, the Town Board conducted the public hearing required of special permits which led to presentation of written and oral commentary respecting the project's possible significant impact upon the natural and social environment, and

WHEREAS, the Town Board believes these potentials call for the discovery, mitigative and discretionary authority provided for by the conduct of an Environmental Impact Statement and agency findings, now

THEREFORE, BE IT

RESOLVED, that the Riverhead Town Board, as lead agency, declares that the Special permit petitions of Jul Bet Enterprises; an Unlisted action pursuant to 6NYCRR Part 617, has the potential for significant adverse impact upon the natural and social environment and that an Environmental Impact Statement shall be prepared, and

BE IT FURTHER

RESOLVED, that pursuant to 6NYCRR Part 617.13, the Town will charge the applicant a fee for preparation or review of the EIS including its scoping, and

BE IT FURTHER

RESOLVED, that the Planning Department be directed to file the requisite notice of significance pursuant to 617.12, and

BE IT FURTHER

RESOLVED, that the Town Clerk is hereby authorized to forward a certified copy of this resolution to the Planning Department and to the applicant or his agent.

THE VOTE

Wooten ~~Yes~~ **No** **Buckley** ~~Yes~~ **No**

Dunleavy ~~Yes No~~ Absent **Blass** ~~Yes~~ **No**

Cardinale ~~Yes~~ **No**

THE RESOLUTION X WAS ___ WAS NOT THEREFORE DULY ADOPTED

TOWN OF RIVERHEAD
PLANNING DEPARTMENT
200 HOWELL AVENUE, RIVERHEAD, NEW YORK 11901-2596
(631) 727-3200, EXT. 267 FAX (631) 727-9101

RE: SEQR Notice and Filing Requirement for
Positive Declaration of Significance on Special Permits of Historic Village at Jamesport
SCTM 0600-68-1-35

March 5, 2008

Dear Sirs:

Pursuant to Article Eight of the Environmental Conservation Law on State Environmental Quality Review and its implementing regulations Part 617.12 of Title 6 of the New York Compilation of Rules and Regulations, enclosed please find the referenced filing of the above named action.

Very truly yours,

Joseph B. Hall
Environmental Planner

Notice sent to: Supervisor, Town of Riverhead; Town Clerk, Town of Riverhead; Town of Riverhead Planning Board; Town of Riverhead Zoning Board of Appeals; Suffolk County Health Dept.; New York State Dept. of Transportation; Charles R. Cuddy (for the applicant); Environmental Notice Bulletin.

State Environmental Quality Review
Positive Declaration
Notice of Intent to Prepare a Draft EIS
Determination of Significance

March 4, 2008

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law.

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

Name of Action: Special Permit of Historic Village at Jamesport.

SEQR Status: Unlisted.

Description of Action: Applicant proposes to construct a commercial center of 10 buildings with an aggregate size of 42,000sq.ft. together with related improvements on a 9.712ac. parcel zoned Rural Corridor (RLC). The facility includes bistro and professional office uses necessitating special permission in support of a site plan.

Location: North side Main Rd. (SR25), approx. 600ft. west of Manor La., Jamesport. SCTM 0600-68-1-35

Reasons Supporting This Determination: The agency believes the potential exists for significant impact relative to land, water, transportation and parking, aesthetic and archeological resources, noise and odors and on growth and community character. The agency will conduct scoping to properly focus the EIS.

Contact Person for Further Information:
Mr. Richard Hanley
Town of Riverhead Planning Department
200 Howell Avenue
Riverhead, New York 11901
(631) 727-3200, Ext.239

A copy of this notice sent to: Supervisor, Town of Riverhead; Town Clerk, Town of Riverhead; Town of Riverhead Planning Board; Town of Riverhead Zoning Board of Appeals; Suffolk County Health Dept.; New York State Dept. of Transportation; Charles R. Cuddy (for the applicant); Environmental Notice Bulletin.

TOWN OF RIVERHEAD
PLANNING DEPARTMENT
200 HOWELL AVENUE, RIVERHEAD, NEW YORK 11901-2596
(631) 727-3200, EXT. 267 FAX (631) 727-9101

Charles R. Cuddy
Attorney at Law
P.O. Box 1547
Riverhead, NY 11901

Re: SEQR Final Scope of Issues for DEIS on Special Permit; Historic Village at Jamesport. SCTM 0600-68-1-35

October 8, 2008

Dear Mr. Cuddy:

Pursuant to 6NYCRR Part 617.8(f) the Riverhead Town Board, as lead agency, hereby issues the final scope of issues for inclusion in the above referenced document. The following is based on agency review of the draft scope by Freudenthal & Elkowitz, submitted under cover letter dated May 27, 2008 and on public comment of its content at the public scoping hearing held August 19, 2008.

1. Project Description: The action is special permit permission in connection with the construction of a commercial facility of 10 buildings with an aggregate footprint of 42,000sq.ft. together with related site improvements on a 9.712ac. parcel zoned Rural Corridor (RLC). The facility includes bistro and professional office uses necessitating special permits in support of the related site plan.

2. Potentially Significant Impacts: Agency analysis and scoping identified the potential for significant impact on: land; water; transportation and parking resources; aesthetic and archeological resources; noise and odor impacts and on community character.
A. Land and Water: The described project attribute of a two year construction period, the site's inclusion of slopes in excess of 15% and the possibility of export of over 1,000 tons or cubic yards of fill contribute to a sense of project complexity and potential for runoff, erosion and fugitive dust effecting the subject site and adjacent properties including the heavily traveled public road. Additionally, commentary was made respecting the impact of urban runoff from the developed site on groundwater or surfacewater quality and on the area's subsurface hydrology. Groundwater is the sole source of the public water supply and the site's within the Central Suffolk Special Groundwater Protection Area, Critical Environmental Area established specifically for the purpose of groundwater protection. The latter topic raised the possibility of elevated water table in the area. Aside from contamination is the potential for the project

improvements and collected stormwater to alter the subsurface flow, possibly flooding the subject or adjacent land uses or adversely affecting nearby freshwater wetlands.
B. Transportation and Parking: The project EAF and technical reference predict traffic generation with peak levels of 185 to 269 trip ends/hour which has the potential to significantly impact area roads and service levels. Periodic congestion is part of the current traffic pattern and volume and queuing at the nearby signalized intersection may directly conflict with the safe and efficient conduct of vehicles into and out of the subject site. The proximity of that signal could preclude another at this site's entry and on street parking may restrict the use of acceleration and deceleration lanes. The previously mentioned fill export would add considerably to construction phase traffic, have similar access conflict with vehicles on the Main Rd. and the bulk of the trucks could damage nearby Town roads if chosen as an alternative route. Agency administration and commentary had also focused on the project's parking. A question occurred if the number of stalls were correctly calculated for the site's uses and in fact exceeded the total requirements needlessly adding to impervious coverage. There were also questions concerning the future municipal parking area shown on the plans. It seemed to have no role in satisfying site demands and also added to hard coverage. A taxing district designation would appear necessary to make it a municipal improvement and the ownership and maintenance responsibilities were unclear. Providing parking in the site's front yard is also in conflict with the RLC zoning.
C. Aesthetic and Archeological Resources: The project's size and appearance are rather a departure from nearby commercial development and the site's elevated nature increases project visibility from the surrounding area. Agency comment on the site plan had noted the necessity to properly screen the parking improvements from the public road due to this condition and to also buffer adjacent residences from business uses. Landscaping and site design appeared inadequate to these purposes. The potential overprovision of parking may needlessly add to the project's eyesock and it's adjacency to the Jamesport Historic District adds to aesthetic concerns.

Of particular concern is the project's potential impact on cultural/archeological resources. Public commentary referred to a 1959 publication of the New York State Science Service which discussed aboriginal artifacts found on several Long Island sites including this land. Local anecdotal evidence was offered as to the long standing knowledge of such resources and a 1/24/08 correspondence from the Inter-Tribal Historic Preservation Task Force, which covered the monograph in question, contends the property to be a Native American burial site.
D. Noise and Odors: Concerns were expressed respecting the impacts of project noise and odors on adjacent uses; especially from the specially permitted bistros. Residences in particular might suffer from these impacts which were difficult to judge without knowing where the bistros would locate and if there would be any control of business hours or of live entertainment. The possible absence of adequate buffering landscaping adds to this concern.
E. Growth and Community Character: In addition to the sheer visual, noise and odor impacts, the agency has received considerable public comment centering on the project's general impact on area character. Issue was taken as whether the project conformed to the RLC vision of very limited range of shops and services compatible with the rural and agricultural setting and notice was made of the possibly unsuitable proximity of the specially permitted bistros to the Congregational Church and the facilities of the George Young Community Center. The possibility of the Main Rd. being widened or otherwise significantly altered for traffic mitigation was viewed as another source of area character impact and a potential for nearby businesses to lose on street parking. These area impact issues are connected both to the project's size and the arrangement of its proposed uses and may involve possible conflicts with the zoning ordinance.

As mentioned, agency administration of the related site plan petition had noted the overprovision of parking and the lack of sufficient information and design to screen and buffer the facility. Also absent at least from those original plans was information critical to insuring that performances and design requirements of the RLC zone and the purposes of the site plan code were met. The plan itself was drawn at a scale unsuitable to that task, did not identify the location of the specially permitted professional offices and bistros and of the retail uses. In addition to the dimensional requirements, the RLC district places a limit on retail space such that no more than 10% of the site's area within 500ft. of the road frontage can be put to that use. Departures from adopted plans and goals may set an improper precedent that might be relied on by others and also be the focus of public interest and controversy.

3. Extent of Information Needed to Adequately Address Identified Impacts:

A. Land and Water: An analysis is to be provided depicting all areas of slope greater than 15% which would allow a comparison to project improvements and demonstrate the constraining features are avoided to the maximum extent practical. Existing and proposed contours of elevation is a part of this demonstration and to why a balanced cut and fill isn't possible. The fill export needs justification and if unavoidable, its impact must be discussed (i.e.: size and number of trucks to be used, number of trip ends and their route to and from the site). A Stormwater Pollution Prevention Plan for the project as envisioned is to be submitted consistant with the requirements of Chapter 110 of the Town Code to demonstrate adequate control of erosion, fugitive dust and site runoff during construction. Test hole data is to be provided sufficient to illustrate depth to groundwater across the project site. In addition to impact on groundwater quality, the project's potential effect on subsurface flow and on adjacent properties is to be thoroughly discussed. Possible impact on surface waters and wetlands is to include those subject to the authority of Chapter 107 of the Town Code.

B. Transportation and Parking: A Traffic Impact Study is to be undertaken which shall determine existing levels of service, compute the projects daily and peak hourly traffic contribution and analyze the effect when those trips are added. Ingress and egress to the site should be examined and mitigation offered to those movements or to the effect on service at other area intersections. Project traffic for both weekdays and weekends is to be provided and existing volume is to be based on summertime counts. In addition to the site entry, the intersections of Main Rd. with South Jamesport Ave., Manor Ln. and Circle Drive are to be analyzed. A breakdown of the site's required and provided parking is to be offered as well as an explanation of the use, ownership and maintenance responsibilities of the municipal parking lot.

C. Aesthetic and Archeological Resources: A complete phase I archeological study of the site is to be performed by a qualified professional with phase II as necessary. The study area is to include the adjacent parcel to the north (0600-47-1-3.3) also held by the applicant. The expert retained will also provide an analysis of the monograph "The StonyBrook Site and its Relation to Archaic and Transitional Cultures on Long Island", by William A. Ritchie, State Archeologist (NYS Museum and Science Service Bulletin #372, dated January 1959 and reprinted in 1965) as it pertains to this site. An explanation of the nature and importance of the artifacts described from the project site is to be given in lay terms and the location on site where they were found identified if possible. A principal aim of this work is to determine the presence and extent of burials on site.

D. Noise and Odors: Describe the project's compliance with Chapter 81 of the Town Code respecting noise and methods by which noise and odor emissions would be limited to residential

receptors. A part of this presentation would identify the location within the facility of all bistro uses such that acoustical analysis could most accurately predict decibel levels at the receptor property lines. Information should be provided pertaining to hours of operation and presence of live entertainment.

E. Growth and Community Character: The project's compatibility with both the special permit considerations and determinations and with the zoning district requirements bear analysis and to a degree are interrelated. It's the applicant's burden to provide information and demonstrations under Section 108-133.3A.,B.,&C. that the specially permitted use will be in harmony with the appropriate and orderly development of the district in which it's located, that it will not hinder or discourage the appropriate development and use of the adjacent lands and uses and that its operations will not be more objectionable to nearby properties than those of a permitted use. In addition to answering the community character issues outlined above, a demonstration is appropriate to insure compliance with the RLC bulk and supplementary requirements and with all other expectations of the site plan. Bear in mind that the area identified in the slope analysis as exceeding 15% must be extracted from the parcel's area for computation of building coverage. Also insure that the brick walkways are included in the facility's impervious coverage.

To that end a site plan is to be provided drawn to a scale suitable for a site of two acres or more (1inch=40ft. per Section 108-131B.(5)(b)). Included shall be a complete tabulation of RLC dimensional requirements and the project's performance and identification of any prerequisite relief necessary. Where applicable this data should be presented in square footage and as a percentage of the lot area. Any buildings of over one story must be clearly identified and be reflected in the tabulated floor area ratio. Proposed water, sanitary and utility services are to be shown as well as ownership, use and zoning of all adjacent properties. The existing parcels, uses and curb cuts across the Main Rd. shall also be shown. Additionally, the square footage of the lot within 500ft. of the road frontage is to be presented with a demonstration that no more than 10% of that area will be devoted to floor area of retail uses. Parking calculations shall be based on the facility's net floor area with exclusions made for mechanical, HVAC, stairs and restrooms and with a percentage of handicapped stalls in accord with Section 108-60M. Due to the elevation of the parking areas, planted berms to screen vehicles from the road should be made part of the design and the requisite 15% landscaping of parking area and orchard plantings (and landscape schedule) provided. The dimensions of all stalls, aisles and drive to be provided as well as drainage calculations and depicted improvements. The landscaped buffer between the facility and all residential uses shall be demonstrated at the required 10ft. width with evergreen plantings at not less than eight feet to provide adequate screening and clearing limits are to be shown.

Other Topics: Although not identified as significant impacts, the draft scope's inclusion of ecology, socioeconomics and community facilities and services should be included as proposed sections in the DEIS.

4. Initial Identification of Mitigation Measures: The creation of a Storm Water Pollution Prevention Plan provides erosion and runoff control measures specific to this project. Adherence to recommendations and statutory requirements related to groundwater quality is an expectation. Demonstration of adherence is mitigation only to the extent that the subject statutes are argued to offer the maximum practical protection to the resource. Drainage calculations and engineered improvements demonstrate positive long term stormwater control and a landscaping schedule should be able to be arranged with native species featured. Additional mitigation or avoidance of

a possible significant potential is expected from the test hole work called for. Traffic mitigations may include a new signal but as called out, that is subject to the approval of State DOT.

5. Reasonable Alternatives: In addition to the proposed project and the no action, the DEIS should provide an identically sized alternative which doesn't involve special permissions. This allows a direct comparison of the impacts of the as of right and petitioned projects as called for in Section 108-133.3C.

6. Information to be Included as an Appendix: The SWPPP, archeological study and traffic impact study should be so treated and summarized in the body of the EIS.

7. Agency Analysis and Scoping Issues Determined Not to be Significant: None.

I trust the above will serve to accurately represent the agency Town Board's concerns and interests on the EIS for this project. Please submit three copies of the revised DEIS for its acceptance consideration and feel free to contact the undersigned with any questions you may have in this matter.

Very truly yours,

Richard Hanley, Planning Director

TOWN OF RIVERHEAD
PLANNING DEPARTMENT
200 HOWELL AVENUE, RIVERHEAD, NEW YORK 11901-2596
(631) 727-3200, EXT. 240, FAX (631) 727-9101

Charles R. Cuddy
Attorney at Law
P.O. Box 1547
Riverhead, NY 11901

August 27, 2009

Re: DEIS on Village at Jamesport, SCTM# 0600-68-1-35.

Dear Mr. Cuddy:

The Town of Riverhead has reviewed the captioned document prepared by VHB Engineering, Surveying and Landscape Architecture, P.C. dated July 2009 and submitted to us under your cover of 7/31/09. We find it sufficiently faithful to the final scope of issues dated 10/8/08 and will accept it as adequate to begin public review subject to the following.

Please insert thumb tab dividers to identify the location of chapters and appendices. The site plan SP-1 within Appendix B depicts the subject tax lot and 47-1-3.3 adjacent to the north. As a result, the property which is the subject of the special permit and resultant site plan is much reduced in size making it difficult to appreciate the relevant information it contains. The overall SP-1 view is of interest and we'd like it to remain in the EIS but also provide a site plan and instant project information depiction at the same size and scale as the Site Landscaping Plan (SP-2). Additionally, we'd asked for the archeological study to discuss the monograph "The Stony Brook Site and Its Relation to Archaic and Transitional Cultures on Long Island", by William A. Ritchie, State Archeologist (NYS Museum and Science Service Bulletin #372, dated January 1959 and reprinted in 1965 as it pertains to this site. Add an appendix containing this document.

Please provide 10 print copies of the revised DEIS and also a CD with the document electronically presented as a pdf file so we may post it to our website. Feel free to contact the undersigned with any questions.

Very truly yours;

Joseph Hall, environmental planner

Richard Hanley
Dawn Thomas

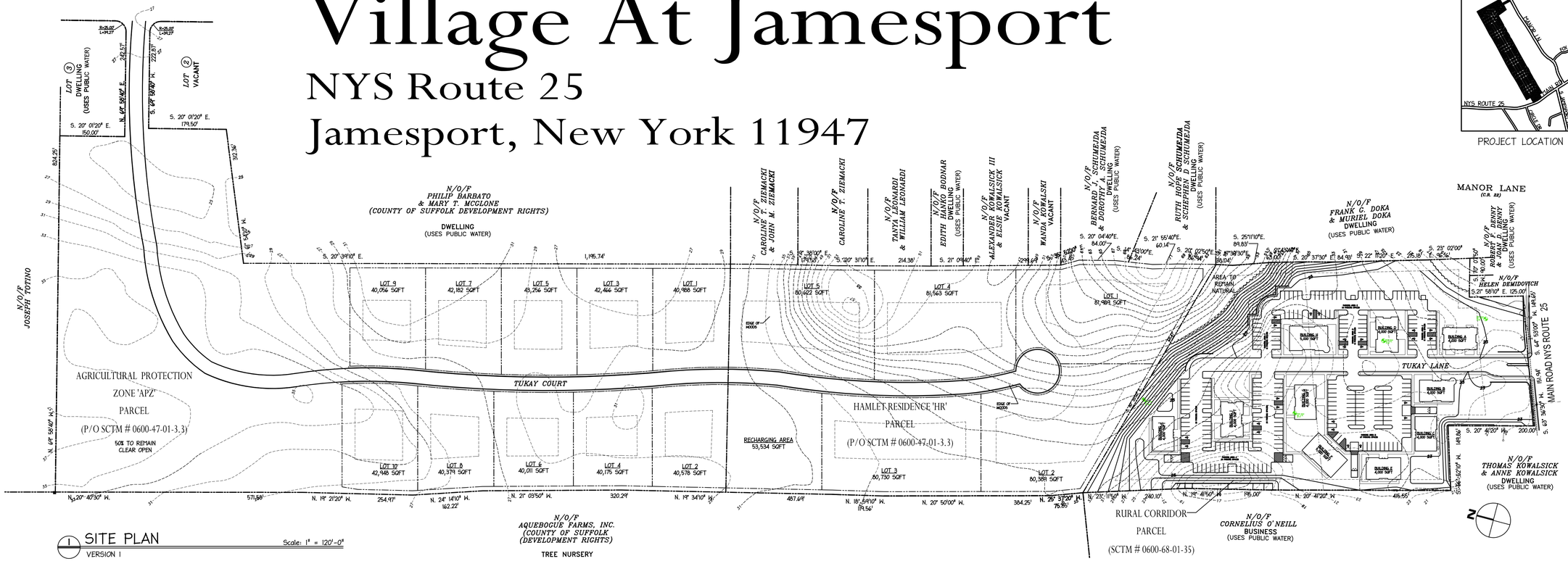
Proposed Development Plans – Site Plan & Project Information (SP-1), Site Plan (SP-1.1), Site Landscaping Plan (SP-2), Grading, Utility & Drainage Plan (SP-3), Stormwater Protection Plan (SWPP-1), and Stormwater Protection Plan Notes (SWPP-2)

Proposed Multi-Use Center for

Village At Jamesport

NYS Route 25

Jamesport, New York 11947


LOT 3 DWELLING (USES PUBLIC WATER)
LOT 2 VACANT
S. 20° 01'20" E. 150.00'
S. 20° 01'20" E. 179.50'
N. 69° 58'40" E. 232.67'
S. 69° 58'40" W. 232.67'
R=25.00' L=39.27'
824.25'
912.36'
N/O/F JOSEPH TOTINO
N/O/F PHILIP BARBATO & MARY T. MCCLONE (COUNTY OF SUFFOLK DEVELOPMENT RIGHTS) DWELLING (USES PUBLIC WATER)
N/O/F CAROLINE T. ZIEMACKI & JOHN M. ZIEMACKI
N/O/F CAROLINE T. ZIEMACKI
N/O/F TANYA DEL GIUDICE & WILLIAM LEONARDI
N/O/F EDITH HANKO BODNAR DWELLING (USES PUBLIC WATER)
N/O/F ALEXANDER KOWALSICK III & ELSIE KOWALSICK VACANT
N/O/F WANDA KOWALSKI VACANT
N/O/F BERNARD J. SCHUMEJDA & DOROTHY A. SCHUMEJDA DWELLING (USES PUBLIC WATER)
N/O/F RUTH HOPE SCHUMEJDA & SCHEPHEN D. SCHUMEJDA DWELLING (USES PUBLIC WATER)
N/O/F FRANK G. DOKA & MURIEL DOKA DWELLING (USES PUBLIC WATER)
MANOR LANE (C.R. 22)
N/O/F ROBERT W. DENNY & JOAN D. DENNY DWELLING (USES PUBLIC WATER)
N/O/F HELEN DEMIDOVICH
S. 21° 58'10" E. 125.00'
N/O/F THOMAS KOWALSICK & ANNE KOWALSICK DWELLING (USES PUBLIC WATER)
N/O/F CORNELIUS O'NEILL BUSINESS (USES PUBLIC WATER)
AGRICULTURAL PROTECTION ZONE 'APZ' PARCEL (P/O SCTM # 0600-47-01-3.3) 50% TO REMAIN CLEAR OPEN
TUKAY COURT
TUKAY LANE
MAIN ROAD NYS ROUTE 25
HAMLET RESIDENCE 'HR' PARCEL (P/O SCTM # 0600-47-01-3.3)
RECHARGING AREA 53,534 SQFT
AREA TO REMAIN NATURAL
RURAL CORRIDOR PARCEL (SCTM # 0600-68-01-35)
N/O/F AQUEBOGUE FARMS, INC. (COUNTY OF SUFFOLK (DEVELOPMENT RIGHTS) TREE NURSERY
LOT 9 40,056 SQFT
LOT 7 42,182 SQFT
LOT 5 45,256 SQFT
LOT 3 42,466 SQFT
LOT 1 40,986 SQFT
LOT 10 42,948 SQFT
LOT 8 40,379 SQFT
LOT 6 40,011 SQFT
LOT 4 40,175 SQFT
LOT 2 40,578 SQFT
LOT 5 80,622 SQFT
LOT 4 81,563 SQFT
LOT 3 80,730 SQFT
LOT 2 80,384 SQFT
LOT 1 87,984 SQFT
AREA TO REMAIN NATURAL
BUILDING A 1,000 SQFT
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BUILDING C 4,000 SQFT
BUILDING D 4,000 SQFT
BUILDING E 4,000 SQFT
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BUILDING HH 4,000 SQFT
BUILDING II 4,000 SQFT
BUILDING JJ 4,000 SQFT
BUILDING KK 4,000 SQFT
BUILDING LL 4,000 SQFT
BUILDING MM 4,000 SQFT
BUILDING NN 4,000 SQFT
BUILDING OO 4,000 SQFT
BUILDING PP 4,000 SQFT
BUILDING QQ 4,000 SQFT
BUILDING RR 4,000 SQFT
BUILDING SS 4,000 SQFT
BUILDING TT 4,000 SQFT
BUILDING UU 4,000 SQFT
BUILDING VV 4,000 SQFT
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PLANTING SCHEDULE

KEY	BOTANICAL NAME	COMMON NAME	QUANTITY OR SPACING
DECIDUOUS TREES @ 2" - 2.5" CALIPER			
TE	TILIA 'X' EUCHLORA	CRIMEAN LINDEN	QTY - ?
BP	BETULA PAPYRIFERA	PAPER BIRCH	QTY - ?
CL	CRATAEGUS 'X' LAVALLEI	ENGLISH HAWTHORN	QTY - ?
PC	PYRUS CALLERYANA 'BRADFORD'	BRADFORD PEAR	QTY - ?
ORNAMENTAL TREES @ 1.5" - 2" CALIPER			
PS	PRUNUS SERRULATA	KWANZA FLOWERING CHERRY	QTY - 20' ON CENTER
BROADLEAF EVERYGREEN			
RCD	RHODODENDRON CAROLINIANUM DAURICUM 36" HEIGHT MIN. (BOUND AND BURLAPPED)	PJM RHODODENDRON	RANDOM AT 36" SPACING
EF	EUONYMUS FORTUNEI	EMERALD GAIETY WINTERCREEPER	RANDOM AT 36" SPACING
CONIFEROUS EVERYGREEN			
TO	THUJA OCCIDENTALIS 'TECHNY'	MISSION ARBORVITAE	GROUP OF FOUR EVERY 36"
JCV	JUNIPERUS COMMUNIS VARIETIES	COMMON JUNIPER	RANDOM PLACEMENT BETWEEN WINDOWS NEAR BUILDING
JCP	JUNIPERUS CHINENSIS 'PFITZERANNA AUREA'	GOLDEN PFITZER JUNIPER	RANDOM EVERY 36"
DECIDUOUS SHRUBS			
RK	RHODODENDRON KOSTERANUM	MOLLIS HYBRID AZALEAS	RANDOM AT 36" SPACING
GROUND COVER			
JC	JUNIPERUS CONFERTA	SHORE JUNIPER	RANDOM AT 36" SPACING
LAWN AREA			
LAWN		SOD	
GROUNDCOVER			
	FESCUE, RYE GRASS (NON-FERTILIZER OR IRRIGATION DEPENDANT)		

NOTES

SITE AREA TO BE FULLY IRRIGATED WITH AN AUTOMATIC SPRINKLER SYSTEM AND MAINTAINED

1 TREE PER 10 PARKING SPACES HAS BEEN PROVIDED FOR 'ORCHARD' PLATING (28 TREES TOTAL)

A 10 FT. BUFFER HAS BEEN PROVIDED TO SCREEN THE NEIGHBORING RESIDENCES

TREE FRONTAGE: ALONG STREET FRONT AT A DISTANCE EQUAL TO THE AVERAGE DIAMETER OF THE BRANCHING HABIT FOR THE GIVEN SPECIES AT MATURITY. AT LEAST 5 FT. OFF ANY DRIVE

BUILDING TABLE

BUILDING A (ONE STORY)- 4,000 SQ.FT.
(2) - 1,335 SQ.FT. MEDICAL
(1) - 1,330 SQ.FT. RETAIL

BUILDING B (ONE STORY) - 4,000 SQ.FT.
(2) - 1,335 SQ.FT. RETAIL
(1) - 1,330 SQ.FT. MEDICAL

BUILDING C (ONE STORY) - 4,000 SQ.FT.
(2) - 1,335 SQ.FT. PROFESSIONAL OFFICE
(1) - 1,330 SQ.FT. RETAIL

BUILDING D (ONE STORY) - 4,000 SQ.FT. BISTRO/CAFE

BUILDING E (ONE STORY) - 4,000 SQ.FT.
(2) - 1,335 SQ.FT. MEDICAL
(1) - 1,330 SQ.FT. PROFESSIONAL OFFICE

BUILDING F (ONE STORY) - 5,000 SQ.FT.
(2) - 1,665 SQ.FT. RETAIL
(1) - 1,670 PROFESSIONAL OFFICE

BUILDING G (ONE STORY) - 4,000 SQ.FT.
(2) - 1,335 SQ.FT. RETAIL
(1) - 1,330 PROFESSIONAL OFFICE

BUILDING H (ONE STORY) - 5,000 SQ.FT.
(2) - 1,665 SQ.FT. MEDICAL
(1) - 1,670 SQ.FT. RETAIL

BUILDING I (ONE STORY) - 4,000 SQ.FT.
(2) - 1,335 SQ.FT. PROFESSIONAL OFFICE
(1) - 1,330 SQ.FT. RETAIL

BUILDING J (ONE STORY) - 4,000 SQ.FT. BISTRO/CAFE

PARKING AREA LANDSCAPED ISLANDS

REQUIREMENTS AS PER RIVERHEAD TOWN CODE: 10,000 SQ.FT. OR MORE OF AGGREGATE MUST PROVIDE 20 SQ.FT. OF LANDSCAPED ISLAND PER REQUIRED PARKING SPACE. SUCH AREA SHALL BE AT LEAST 8 FT. WIDE, ON THE SHORTEST SIDE, AND SURROUNDED BY CURBING THAT CONFORM'S TO THE TOWN'S STANDARD SPECIFICATIONS.

REQUIRED ISLANDS (MINIMUM):

226 SPACES X 20 SQ.FT. = 4520 SQ.FT.

PROPOSED ISLANDS:

LANSCAPING AREA LOCATED WITHIN ISLAND AREAS AND BUILDING PADS = 21,322 SQ.FT.

TOTAL PARKING AREA LANDSCAPING

REQUIREMENTS AS PER RIVERHEAD TOWN CODE: PARKING AREAS SHOULD BE LANDSCAPED WITH GROUNDCOVER, GRASSES, OR LOW SHRUBS FOR AT LEAST 15 % OF THEIR LAND AREA.

REQUIRED LANDSCAPING (MINIMUM):

PARKING TOTAL = 102,865 SQ.FT.
102,865 SQ.FT. X 15% = 15,430 SQ.FT.

PROPOSED LANDSCAPING:

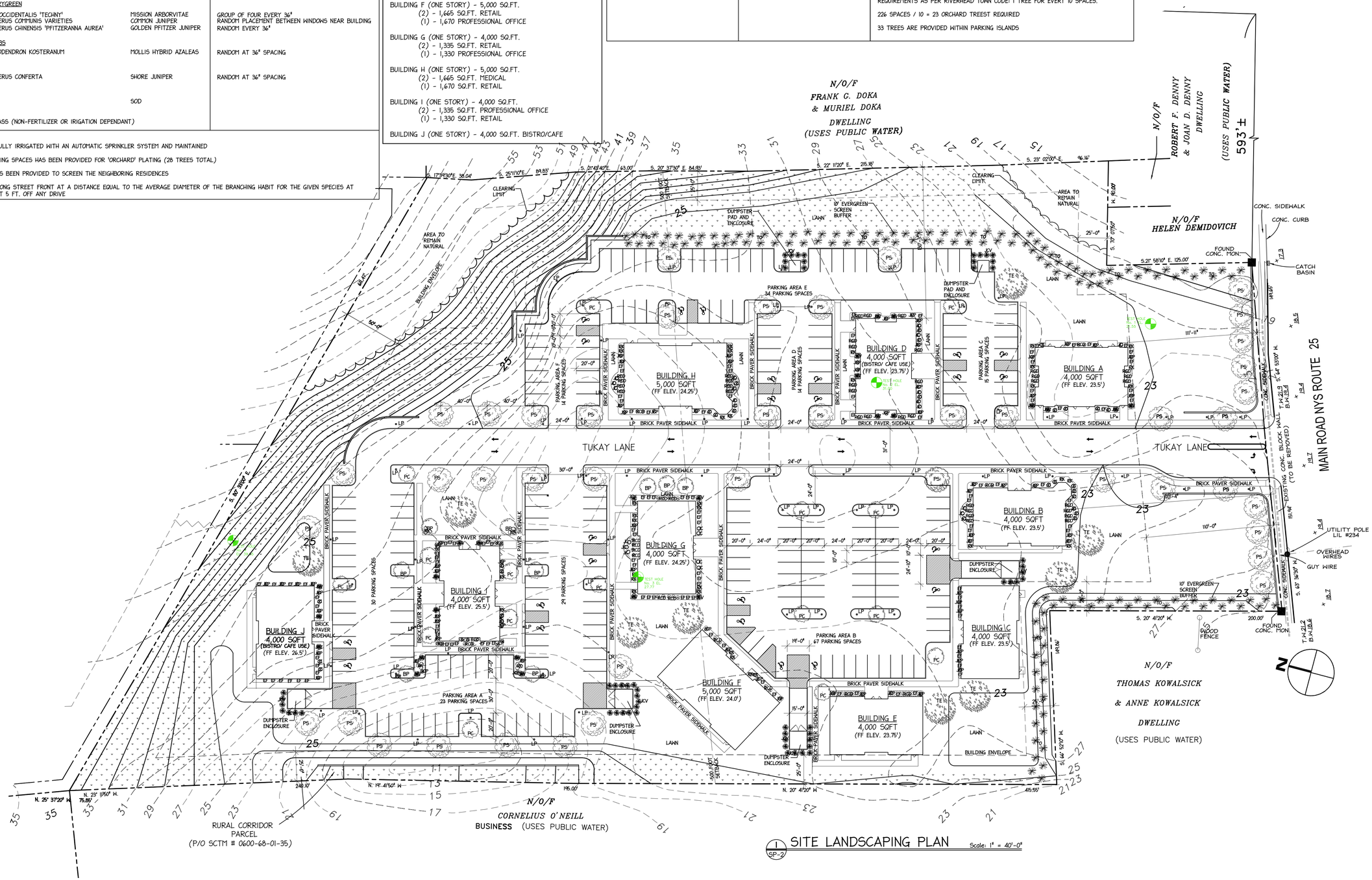
21,322 SQ.FT. (20.7%)
REFERNCED LANDSCAPING LOCATED JUST WITHIN ISLANDS AND BUILDING PADS. ADDITIONAL LANDSCAPING IS PROVIDED WITHIN PARKING PERIMETER.

ORCHARD PARKING REQUIREMENT

REQUIREMENTS AS PER RIVERHEAD TOWN CODE: 1 TREE FOR EVERY 10 SPACES.

226 SPACES / 10 = 23 ORCHARD TREEST REQUIRED

33 TREES ARE PROVIDED WITHIN PARKING ISLANDS



1 SP-2 SITE LANDSCAPING PLAN Scale: 1" = 40'-0"

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Proposed
Multi-Use Center for

Village at Jamesport

NYS Route 25
Jamesport, New York

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PROJECT NO.	0323	
SCALE	As Noted	DATE 6/5/07
DRAWN BY	SL/GS	CHECKED BY RS

TITLE

Site Landscaping Plan

SHEET

SP-2

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SITE DRAINAGE

ZONE ONE:

TOTAL AREA SERVED: 141,941 SQUARE FEET

PAVED AREA: 45,370 SQUARE FEET
45,370 SF x 0.17 (2" RAIN FALL) x 100% = 7,713 CUBIC FEET

ROOF SURFACE AREA: 13,000 SQUARE FEET
13,000 x 0.17 (2" RAIN FALL) x 100% = 2,210 CUBIC FEET

BRICK WALKWAY SURFACE AREA: 7,874 SQUARE FEET
7,874 x 0.17 (2" RAIN FALL) x 40% = 536 CUBIC FEET

LANDSCAPED SURFACE AREA: 75,697 SQUARE FEET
75,697 SF x 0.17 (2" RAIN FALL) x 10% = 1,287 CUBIC FEET

ACTUAL RAIN FALL TO BE CONTAINED = 11,746 CUBIC FEET

PROPOSED CONTAINMENT = 12,931.1 CUBIC FEET
(11) 10'-0" DIAMETER SOLID DOMES
(11) 10-0" DIAMETER 15'-0" HIGH STORM DRAIN RINGS (1026.3 CU FT)
(2) 10'-0" DIAMETER 5'-0" HIGH STORM DRAIN RING (342.1 CU FT)
(14) 10'-0" DIAMETER STORM BASIN (68.4 CU FT)

ZONE TWO:

TOTAL AREA SERVED: 131,585 SQUARE FEET

PAVED AREA: 40,941 SQUARE FEET
40,941 SF x 0.17 (2" RAIN FALL) x 100% = 6,960 CUBIC FEET

ROOF SURFACE AREA: 12,500 SQUARE FEET
12,500 x 0.17 (2" RAIN FALL) x 100% = 2,125 CUBIC FEET

BRICK WALKWAY SURFACE AREA: 7,677 SQUARE FEET
7,677 x 0.17 (2" RAIN FALL) x 40% = 522 CUBIC FEET

LANDSCAPED SURFACE AREA: 70,467 SQUARE FEET
70,467 SF x 0.17 (2" RAIN FALL) x 10% = 1,198 CUBIC FEET

ACTUAL RAIN FALL TO BE CONTAINED = 10,805 CUBIC FEET

PROPOSED CONTAINMENT = 11,563.5 CUBIC FEET
(11) 10'-0" DIAMETER SOLID DOMES
(11) 10-0" DIAMETER 12'-0" HIGH STORM DRAIN RINGS (821.8 CU FT)
(3) 10'-0" DIAMETER 10'-0" HIGH STORM DRAIN RINGS (684.2 CU FT)
(7) 10'-0" DIAMETER STORM WATER BASIN (68.4 CU FT)

ZONE THREE:

TOTAL AREA SERVED: 101,071 SQUARE FEET

PAVED AREA: 39,421 SQUARE FEET
39,421 SF x 0.17 (2" RAIN FALL) x 100% = 6,702 CUBIC FEET

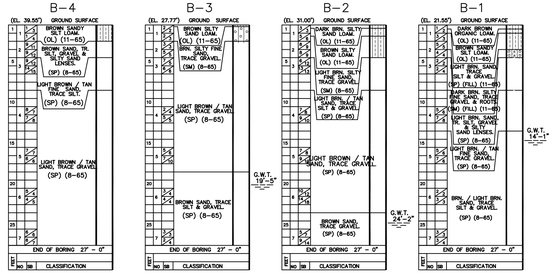
ROOF SURFACE AREA: 16,500 SQUARE FEET
16,500 x 0.17 (2" RAIN FALL) x 100% = 2,805 CUBIC FEET

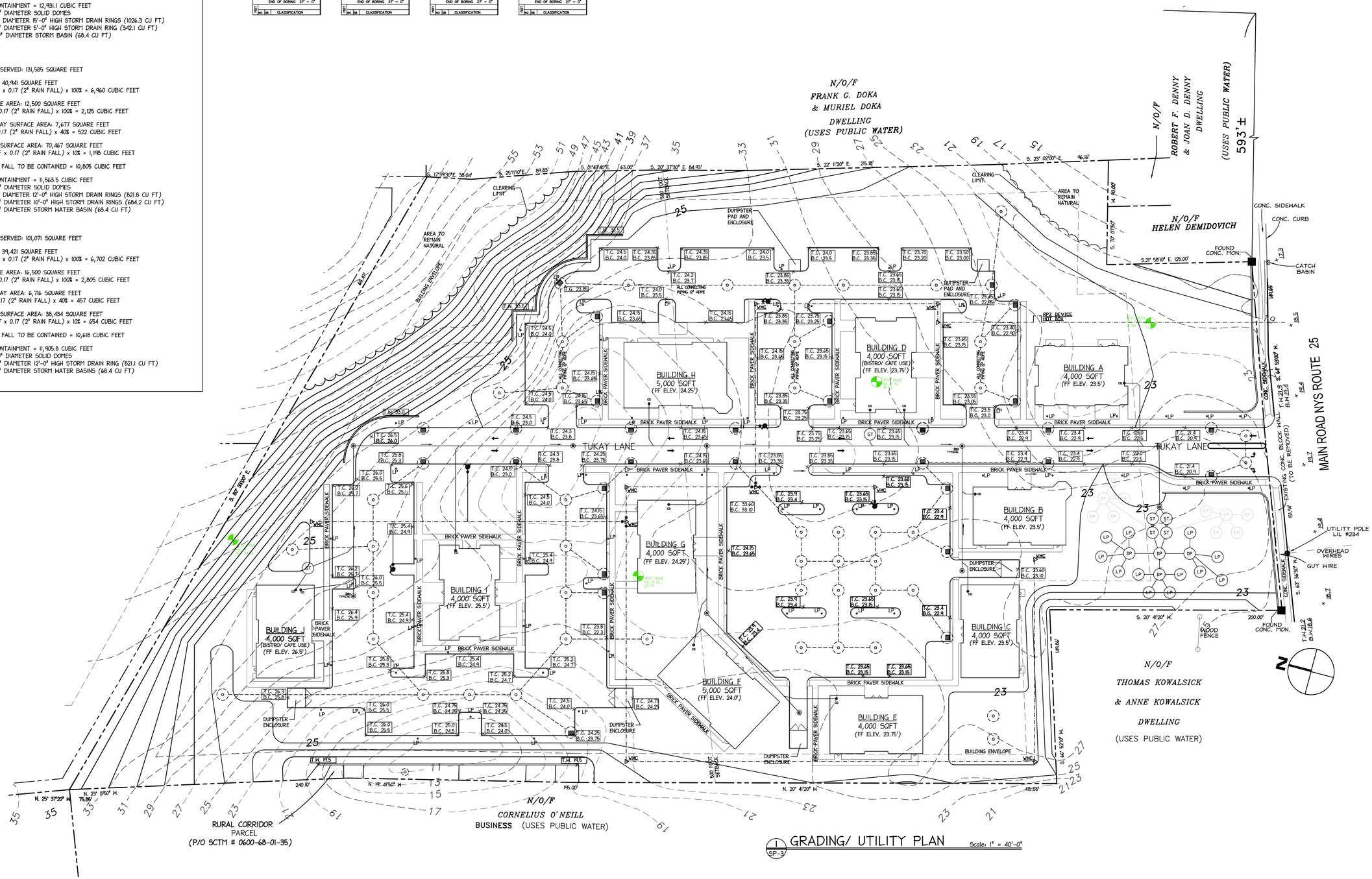
BRICK WALKWAY AREA: 6,716 SQUARE FEET
6,716 x 0.17 (2" RAIN FALL) x 40% = 457 CUBIC FEET

LANDSCAPED SURFACE AREA: 38,434 SQUARE FEET
38,434 SF x 0.17 (2" RAIN FALL) x 10% = 654 CUBIC FEET

ACTUAL RAIN FALL TO BE CONTAINED = 10,618 CUBIC FEET

PROPOSED CONTAINMENT = 11,905.8 CUBIC FEET
(14) 10'-0" DIAMETER SOLID DOMES
(14) 10'-0" DIAMETER 12'-0" HIGH STORM DRAIN RING (821.1 CU FT.)
(6) 10'-0" DIAMETER STORM WATER BASINS (68.4 CU FT)





1 SP-3 GRADING/ UTILITY PLAN Scale: 1" = 40'-0"

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Proposed
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PROJECT NO.	0325		
SCALE	As Noted	DATE	6/5/07
DRAWN BY	SL/GS	CHECKED BY	RS

TITLE

Grading, Utility, and Drainage Plan

SHEET

SP-3

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SITE INFORMATION

SCTM #: 0600-68-01-35

	EXISTING	PROPOSED
ZONING	RURAL CORRIDOR	RURAL CORRIDOR
AREA OF SITE	9.712 ACRES (423,054.72 SQ FT)	10 BUILDINGS (RETAIL AND OFFICE)
AREA OF BUILDING	938 SQ FT (TO BE REMOVED)	42,000 SQ.FT.
AREA OF PAVEMENTS	SEE ABOVE EXISTING CHARACTERISTICS	128,684 SQ.FT.
AREA OF LAWN & LANDSCAPING	SEE ABOVE EXISTING CHARACTERISTICS	234,140 SQ.FT.
AREA OF RECHARGE BASINS	SEE ABOVE EXISTING CHARACTERISTICS	NONE
AREA OF AG. LAND	0.00 SQFT	NONE
AREA TO REMAIN NATURAL	SEE ABOVE EXISTING CHARACTERISTICS	18,230 SQ. FT.
AREA OF MEADOW OR BRUSHLAND	13,277.44 SQFT	4,563 SQ. FT.
AREA OF FOREST	408,714 SQFT	13,666 SQ. FT.
SLOPES	0% - 15% = 85.93%; 15% - 30% = 12.94%; 30% - VERT = 1.07%	0% - 15% = 84.5%; 15% - VERT = 15.5%

BUILDING INFORMATION

RURAL CORRIDOR PARCEL

	EXISTING	PROPOSED
AREA OF SITE	9.712 ACRES (423,054.72 SQ FT)	
AREA OF BUILDING	938 SQ FT (TO BE REMOVED)	10 BUILDINGS (SINGLE STORY RETAIL AND OFFICE) 42,000 SQ.FT. (9.93%)
BISTRO/CAFE		8,000 SQ.FT.
RETAIL STORES		17,000 SQ.FT. (SEE NOTE BELOW)
PROFESSIONAL OFF.		8,340 SQ.FT.
MEDICAL OFFICE		8,660 SQ.FT.

NOTES
AREA OF SITE WITHIN 500 FT. OF MAIN ROAD NYS ROUTE 25 = 226,118 SQ FT.
226,118 SQ FT X 10% = 22,700 OF ALLOWABLE RETAIL SQ.FT.
PROPOSING 17,000 SQ.FT. OF RETAIL SPACE

PARKING CALCULATION:

PAVING SPECIFICATION: 6" RCA BLEND BASE WITH 3-1/2" ASPHALT BASE AND A 1-1/2" ASPHALT TOP COURSE.

REQUIREMENT AS PER RIVERHEAD TOWN CODE:
1. RESTAURANT (BISTRO/CAFE)- 3 SEATS/ PARKING SPACE
2. RETAIL - 200 SQ.FT. / PARKING SPACE
3. OFFICE (MEDICAL) - 150 SQ.FT. / PARKING SPACE
4. PROFESSIONAL OFFICE (NON MEDICAL) 150 SQ.FT./ PARKING SPACES

COMMERCIAL PARKING

(2) 50 SEATS RESTAURANTS (BISTRO/CAFE)
100 SEATS / 3 SEATS = 34 PARKING SPACES

(4) RETAIL STORES
17,000 SQ.FT. x 5% = 850 SQ.FT. MECHANICAL/SERVICES
16,150 sq.ft. / 200 SQ.FT. = 81 PARKING SPACES

(4) OFFICE BUILDINGS (MEDICAL)
8,500 SQ.FT. / 150 SQ.FT. = 57 PARKING SPACES

(4) OFFICE BUILDINGS (PROFESSIONAL OFFICE)
8,500 SQ.FT. X 5% = 425 SQ.FT. MECHANICAL/SERVICES
8075 SQ.FT. / 150 SQ.FT. = 54 PARKING SPACES

HANDICAPED PARKING

NEW YORK STATE REQUIRES 7 SPACES FOR 201-300 SPACES
HOWEVER 24 SPACES WILL BE PROVIDED

226 PARKING SPACES ARE REQUIRED

226 PARKING SPACES WITH 24 HANDICAP SPACES ARE PROPOSED

SANITARY CALCULATIONS

REQUIREMENTS AS PER SUFFOLK COUNTY DEPARTMENT OF HEALTH SERVICES OFFICE OF WASTEWATER MANAGEMENT ARE AS FOLLOWS:

MEDICAL ARTS USE - 0.10 GALLONS PER DAY/ SQUARE FEET OF BUILDING AREA
NON-MEDICAL OFFICE - 0.03 GALLONS PER DAY/ SQUARE FEET OF BUILDING AREA
BISTRO/ CAFE - 30 GALLONS PER DAY/ SEAT
DRY USE - 0.03 GALLONS PER DAY/ SQUARE FEET OF BUILDING AREA

PROPOSED SANITARY FLOW:
30 GPD/SEAT (BISTRO/ CAFE) x 100 SEATS = 3000 GPD
0.03 GPD/SF (DRY USE) x 17000 SF = 510 GPD
0.10 GPD/SF (MEDICAL OFFICE USE) x 8500 SF = 850 GPD
0.03 GPD/SF (DRY USE) x 8500 SF = 255 GPD

IMPERVIOUS SURFACES

REQUIREMENTS AS PER RIVERHEAD TOWN CODE: THE MAXIMUM PERCENTAGE OF IMPERVIOUS SURFACE ALLOWED IN THE RLC ZONING DISTRICT IS 25%.

IMPERVIOUS SQ.FT. (MAXIMUM):

423,054.72 SQ.FT. X 25% = 105,763.68 SQ.FT. ALLOWABLE IMPERIVIOUS SURFACE

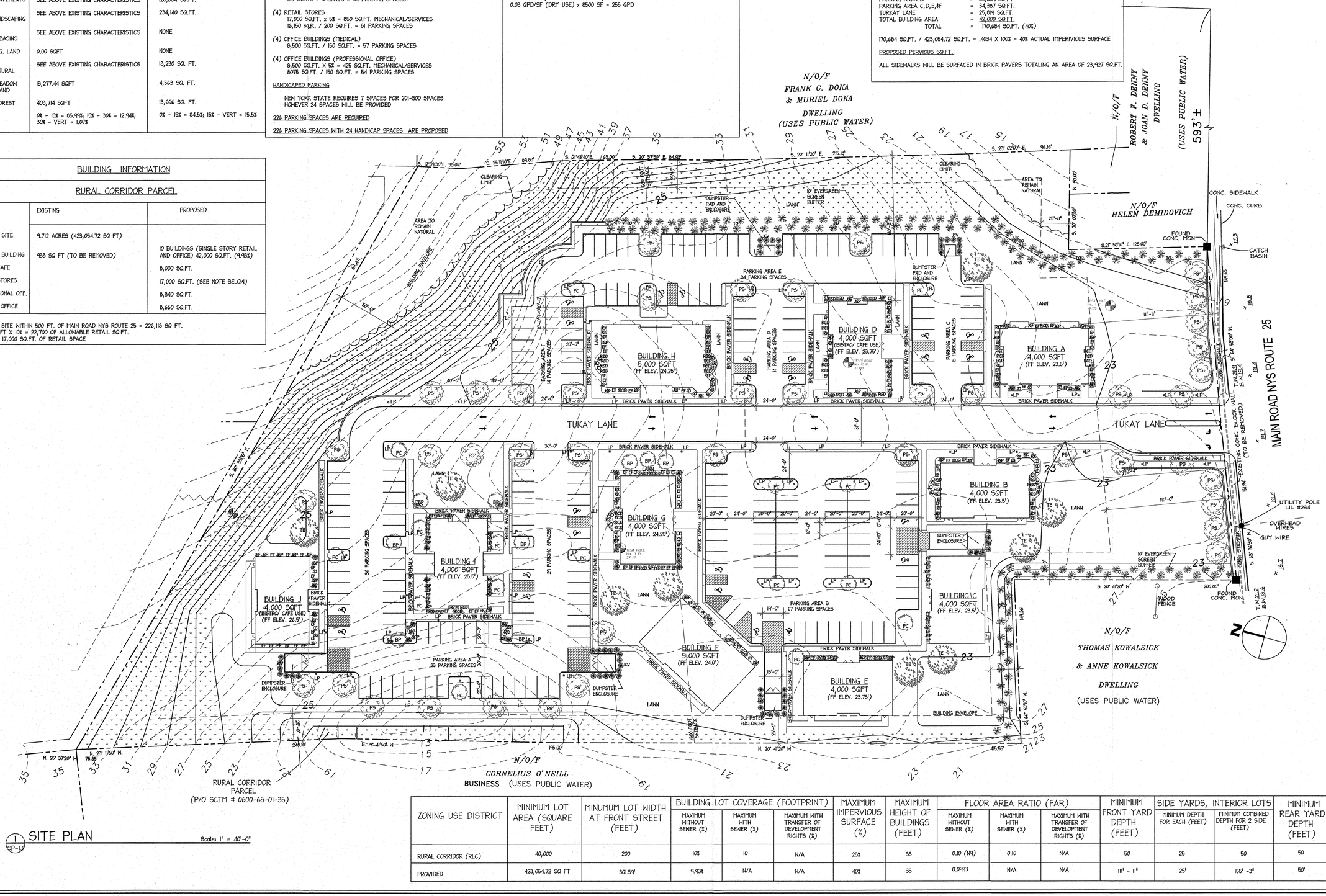
PROPOSED IMPERVIOUS SQ.FT.:

PARKING AREA A	=	36,139 SQ.FT.
PARKING AREA B	=	32,334 SQ.FT.
PARKING AREA C,D,E,&F	=	34,387 SQ.FT.
TURKAY LANE	=	25,819 SQ.FT.
TOTAL BUILDING AREA	=	42,000 SQ.FT.
TOTAL	=	170,684 SQ.FT. (40%)

170,684 SQ.FT. / 423,054.72 SQ.FT. = .4034 X 100% = 40% ACTUAL IMPERIVIOUS SURFACE

PROPOSED PERVIOUS SQ.FT.:

ALL SIDEWALKS WILL BE SURFACED IN BRICK PAVERS TOTALING AN AREA OF 23,927 SQ.FT.



SITE PLAN (SP-1.1) Scale: 1" = 40'-0"

ZONING USE DISTRICT	MINIMUM LOT AREA (SQUARE FEET)	MINUMUM LOT WIDTH AT FRONT STREET (FEET)	BUILDING LOT COVERAGE (FOOTPRINT)			MAXIMUM IMPERVIOUS SURFACE (%)	MAXIMUM HEIGHT OF BUILDINGS (FEET)	FLOOR AREA RATIO (FAR)			MINIMUM FRONT YARD DEPTH (FEET)	SIDE YARDS, INTERIOR LOTS		MINIMUM REAR YARD DEPTH (FEET)
			MAXIMUM WITHOUT SEWER (%)	MAXIMUM WITH SEWER (%)	MAXIMUM WITH TRANSFER OF DEVELOPMENT RIGHTS (%)			MAXIMUM WITHOUT SEWER (%)	MAXIMUM WITH SEWER (%)	MAXIMUM WITH TRANSFER OF DEVELOPMENT RIGHTS (%)		MINIMUM DEPTH FOR EACH (FEET)	MINIMUM COMBINED DEPTH FOR 2 SIDE (FEET)	
RURAL CORRIDOR (RLC)	40,000	200	10%	10	N/A	25%	35	0.10 (NR)	0.10	N/A	50	25	50	50
PROVIDED	423,054.72 SQ FT	301.59'	9.93%	N/A	N/A	40%	35	0.0993	N/A	N/A	111' - 11"	25'	155' -3"	50'

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REGISTERED ARCHITECT ROBERT STROMSKI 019139 STATE OF NEW YORK

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	PROJECT NO.	0323	
SCALE	As Noted	DATE	6/5/07
DRAWN BY	SL/GS	CHECKED BY	RS

TITLE

Site Plan

SHEET

SP-1.1

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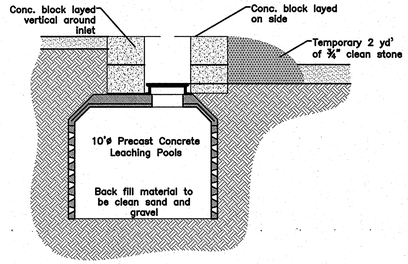


Section F-F
Sediment Traps @ Selected Drainage Structures

Soil Erosion & Sediment Control Legend

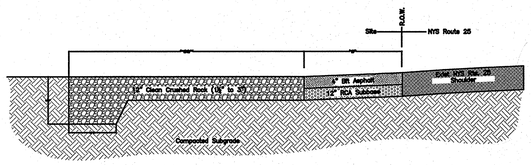
Note 1 — Proposed Sediment Fence (See Detail)

Note 2 — Proposed Perversion Berm/Swale (Vegitated @ tops & bottoms of proposed slopes)

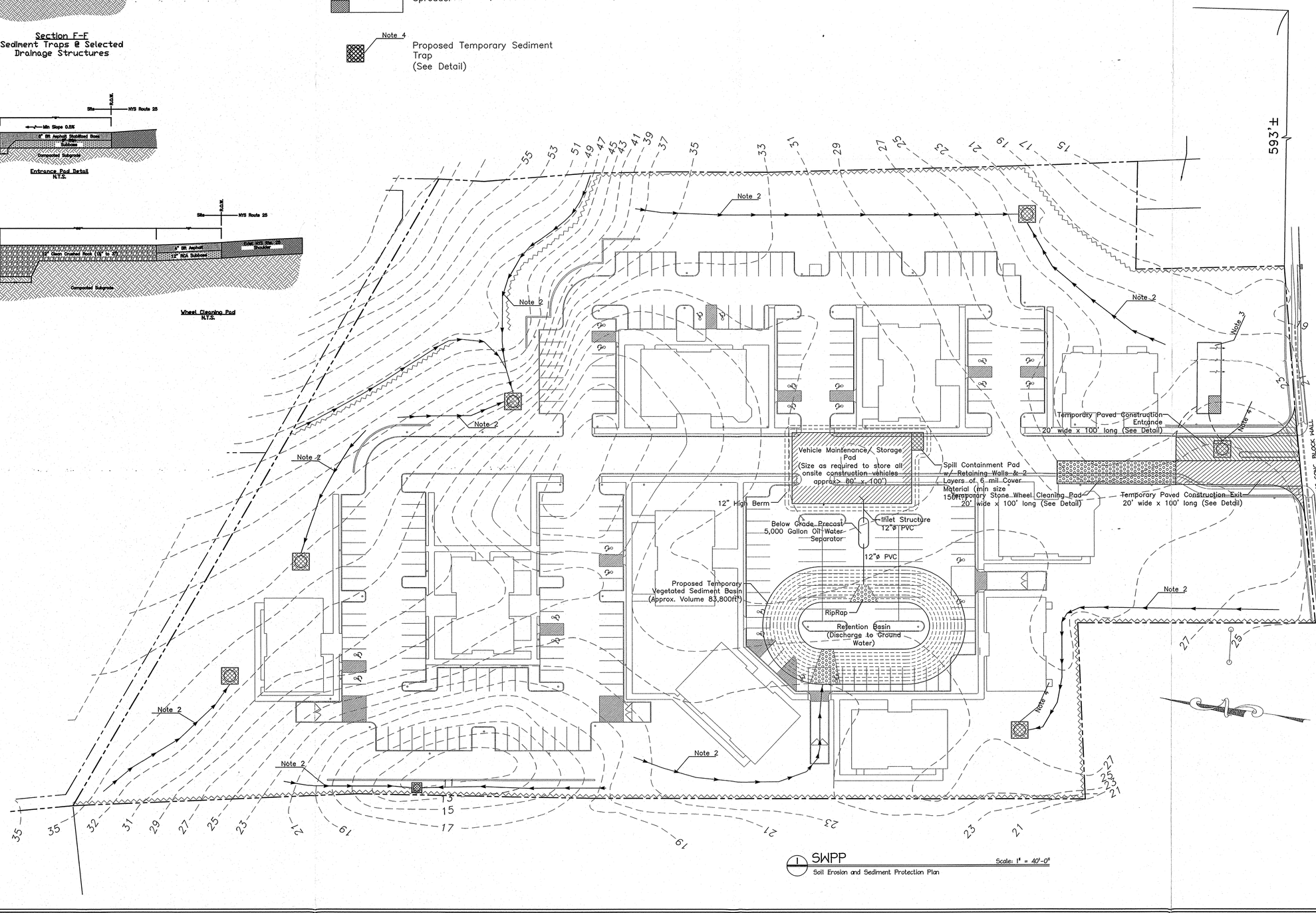
Note 3 — Proposed Vegetated Level Spreader

Note 4 — Proposed Temporary Sediment Trap (See Detail)

Entrance Pad Detail
N.T.S.



Wheel Cleaning Pad
N.T.S.



1 SWPP — Soil Erosion and Sediment Protection Plan
Scale: 1" = 40'-0"

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REGISTERED ARCHITECT ROBERT STROMSKI 029166 STATE OF NEW YORK

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PROJECT NO.	0323		
SCALE	As Noted	DATE	6/5/07
DRAWN BY	SL/GS	CHECKED BY	RS

TITLE

Stormwater Protection Plan

SHEET

SWPP-1

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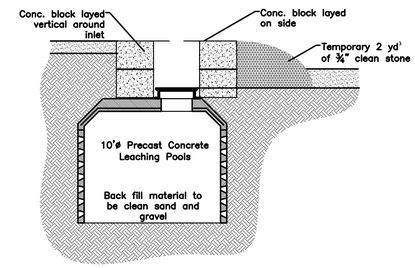

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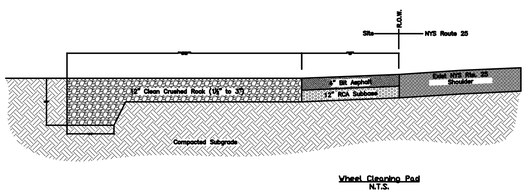
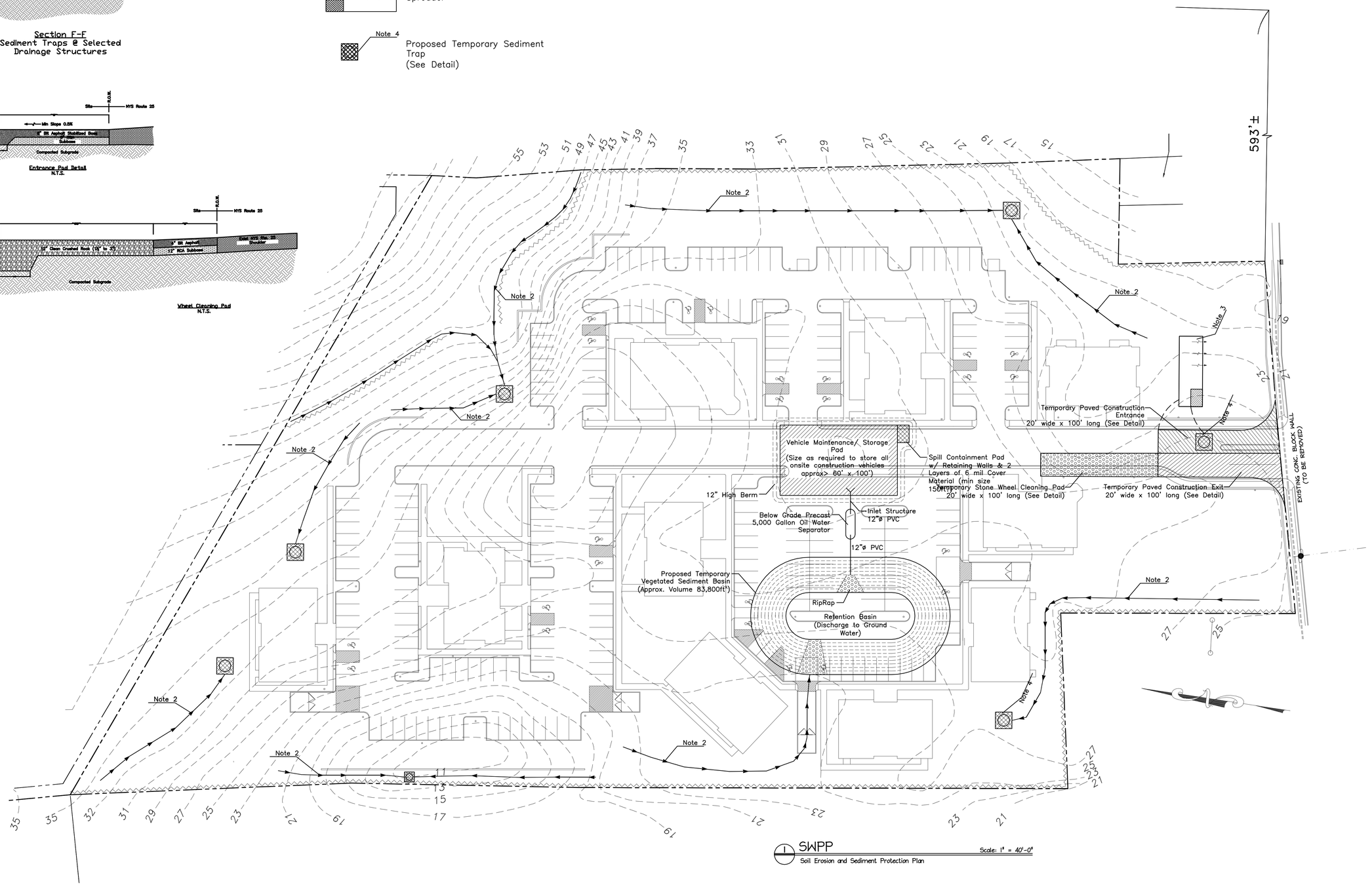


Wheel Cleaning Pad
N.T.S.



SWPP — Soil Erosion and Sediment Protection Plan
Scale: 1" = 40'-0"

SEARLES, STROMSKI, ASSOCIATES
ARCHITECTS PLANNERS
131 ROUTE 25A, Suite 3 ROCKY POINT, NY 11778
PHONE (631) 744-2852 FAX (631) 744-6654

Proposed
Multi-Use Center for

Village at Jamesport

NYS Route 25
Jamesport, New York

REVISIONS

1	10-20-06 Submitted Site Plan
2	7-05-07 Submitted for Special
3	Permit
4	1-09-08 Issued to ZBA for Review
5	07-23-09 Issued to Town
	Planning Dept. for Review
6	08-31-09 Added sheet SP-1.1
	as per Planning Dept. request

SEAL

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PROJECT NO.	0323		
SCALE	As Noted	DATE	6/5/07
DRAWN BY	SL/GS	CHECKED BY	RS

TITLE

Stormwater Protection Plan

SHEET

SWPP-1

S:\SSA-projects\Lakeview at Jamesport-0323\Drawings\Site Plan-Current\0323-SWPP-4-17-09.dwg, 9/8/2009 3:55:40 PM

SCDHS Application and Related Documentation, and Water Availability Letter from the Riverhead Water District

Appendix C

WWM - 006 (Rev. 5/02)

SUFFOLK COUNTY DEPARTMENT OF HEALTH SERVICES
OFFICE OF WASTEWATER MANAGEMENT
SUFFOLK COUNTY CENTER
RIVERHEAD, NEW YORK 11901
(631) 852-2100

NOTICE 5
GMZ 4

NOTICE OF INCOMPLETE APPLICATION – COMMERCIAL

TO: E. S. Kalogeras, P.E. Union Square 727 Union Avenue, Riverhead, NY 11901	PROJECT NAME: Hamlet at Jamesport REFERENCE NO.: C06-04-0035 SCTM NO.: 600-47-1-3.3 and 600-68-1-35

Your submission for the referenced project has been reviewed. This office will require the following for further review and/or approval:

- ☐ Completed Application WWM-004
- ☐ Processing Fee $ due
- ☒ SEQRA Determination - Town Negative Declaration.
- ☐ Wetlands Permit or Waiver - NYSDEC/Town
- ☐ Town / Village Zoning Letter
- ☐ Restrictive Covenants for:
- ☐ SPDES Application form GP-95-01
- ☐ Well Water Analysis
- ☐ Public Water Availability Letter
- ☐ Engineering Report
- ☐ Article 6 (Subdivision) Approval
- ☐ Water Quality Approval
- ☐ Pollution Control Approval
- ☐ SCDPW Approval
- ☐ Review Board Determination
- ☐ P.E. / R.A. Certification of Existing Sanitary System
- ☐ Certificate of Authorization or Disclaimer
- ☐

INFORMATION MISSING AND/OR CORRECTIONS REQUIRED ON PLANS

- ☐ Suffolk County Tax Map Number
- ☐ Metes and Bounds Description
- ☐ Lot Size ☐ Key Map
- ☐ Distance to Cross Street
- ☐ Location/ Date/ Results of Soil Borings / Test Holes
- ☐ Floor Plans
- ☐ Gross Floor Area of Building(s)
- ☐ All Surface Waters Within 300 ft.
- ☐ Topographical Contours (5 ft. interval)
- ☐ Neighboring Wells within 150' of Property (or specify that there are none)
- ☐ Signature & Seal of Design Professional
- ☐ 5" x 7" Clear Area for Department Approval
- ☐ Storm Drainage Structure Locations
- ☐ Gallons/Day/Acre Sewage Discharge
- ☐ Sewage Disposal Design Calculations
- ☐ Location / Layout of Sewage System
- ☐ Profile / Details of Sewage System
- ☐ Sewage System Invert Elevations
- ☐ 50% Expansion Area for Leaching Pools
- ☐ Water and Sewer Service Line Location(s)
- ☐ Private Well Details and Location
- ☒ Design of Water Supply System
- ☐ Existing Building, Sewage/Water System Location(s)
- ☐
- ☐

☐ Other: Project does not conform to Department Standards. See enclosed Notice of Non-Conformance.

☒ Comments: Enclosed find one set of marked up plans.

CC: Jul-Bet Enterprises, LLC
59 Cadman Avenue
Babylon, NY 11702

REVIEWED BY: Tanima Adhya, P.E. TA

DATE: April 12, 2006

Suffolk County Department of Health Services
Office of Wastewater Management
Suffolk County Center
Riverhead, New York 11901

CERTIFICATE OF PARTY CLAIMING EXEMPTION FROM NEW YORK STATE EDUCATION LAW, SECTION 7210

Whereas Resolution No. 373-2002 of the Suffolk County Legislature requires that:

> "**RESOLVED**, that any engineering entity, including land surveying entities, submitting plans, reports, specifications, analyses, permit applications or other engineering or land surveying work to any County Agency, Office, Division, or Department, shall have a copy of its Certificate of Authorization, issued pursuant to Section 7210 of the NEW YORK EDUCATION LAW, on file with the Agency, Office, Division, or Department for which the work is being submitted or performed;"

I, Elias S. Kalogeras, certify that I/this firm have/has submitted plans, reports, specifications, analyses, permit applications or other engineering or land surveying work to the Suffolk County Department of Health Services, Office of Wastewater Management for the following application:

Name of Application: Hamlet at Jamesport

Health Department Reference Number: 006 - 04 - 0035

Tax Map Number: District 600 Section 68 Block(s) 01 Lot(s) 35

Location/Address: Main Road, Jamesport

I/this firm have/has *NOT* submitted a Certificate of Authorization issued pursuant to Section 7210 of the Education Law inasmuch as I/this firm am/is exempt from doing so because:

- [x] I am a **licensed professional engineer** in contract **individually** with the applicant; or
- [ ] I am a **licensed land surveyor** in contract **individually** with the applicant; or
- [ ] I am a **member of a licensed architectural firm** in contract with the applicant and the application for engineering work submitted is **incidental** to the overall architectural services which this firm is performing for the applicant; or
- [ ] I am a **licensed architect** in contract **individually** with the applicant and the application for engineering work submitted is **incidental** to the overall architectural services being performed for the applicant; or
- [ ] I am an **exempt surveyor** pursuant to the provisions of section 7208 of the Education Law, in contract **individually** with the applicant and am submitting engineering work of a **minor nature.**

Signature _____ Date May 5th, 2006

Print Name Elias S. Kalogeras SEAL:

STATE OF NEW YORK
ELIAS S. KALOGERAS
No. 042176
LICENSED PROFESSIONAL ENGINEER

WWM-083 (05/29/02)

W WM - 006 (Rev. 3/02)

SUFFOLK COUNTY DEPARTMENT OF HEALTH SERVICES
OFFICE OF WASTEWATER MANAGEMENT
SUFFOLK COUNTY CENTER
RIVERHEAD, NEW YORK 11901
(631) 852-2100

NOTICE 1
GMZ 4

NOTICE OF INCOMPLETE APPLICATION – COMMERCIAL

TO: E. S. Kalogeras, P.E. Union Square 727 Union Avenue, Riverhead, NY 11901	PROJECT NAME: Hamlet at Jamesport REFERENCE NO.: C06-04-0035 SCTM NO.: 600-47-1-3.3 and 600-68-1-35

Your submission for the referenced project has been reviewed. This office will require the following for further review and/or approval:

☐ Completed Application WWM-004	☐ Engineering Report
☐ Processing Fee $ due	☐ Article 6 (Subdivision) Approval
☒ SEQRA Determination - Town Negative Declaration.	☐ Water Quality Approval
☐ Wetlands Permit or Waiver - NYSDEC/Town	☐ Pollution Control Approval
☐ Town / Village Zoning Letter	☐ SCDPW Approval
☐ Restrictive Covenants for:	☐ Review Board Determination
☐ SPDES Application form GP-95-01	☐ P.E. / R.A. Certification of Existing Sanitary System
☐ Well Water Analysis	☒ Certificate of Authorization or Disclaimer
☒ Public Water Availability Letter	☐

INFORMATION MISSING AND/OR CORRECTIONS REQUIRED ON PLANS

☐ Suffolk County Tax Map Number	☐ Storm Drainage Structure Locations
☒ Metes and Bounds Description	☒ Gallons/Day/Acre Sewage Discharge
☒ Lot Size ☒ Key Map	☐ Sewage Disposal Design Calculations
☐ Distance to Cross Street	☐ Location / Layout of Sewage System
☐ Location/ Date/ Results of Soil Borings / Test Holes	☒ Profile / Details of Sewage System
☐ Floor Plans	☐ Sewage System Invert Elevations
☐ Gross Floor Area of Building(s)	☐ 50% Expansion Area for Leaching Pools
☐ All Surface Waters Within 300 ft.	☐ Water and Sewer Service Line Location(s)
☐ Topographical Contours (5 ft. interval)	☐ Private Well Details and Location
☒ Neighboring Wells and Sewage Systems within 150' of Property (or specify that there are none)	☒ Design / Details of Water Supply System - See note 1. ☐ Existing Building, Sewage/Water System Location(s)
☐ Signature & Seal of Design Professional	☐
☐ 5" x 7" Clear Area for Department Approval	☐

☐ Other: Project does not conform to Department Standards. See enclosed Notice of Non-Conformance.

☒ Comments: (1) Locate water mains at the back of the buildings in order to minimize water and sewer line crossings. (2) The above referenced property is part of a subdivision called "Froehlich, Loretta" approved by this office. It appears that lot 1 and 2 are being merged together. If so, file a covenant; otherwise, remove lot 2 from the site plans. Refer to the subdivision map for overall metes and bounds descriptions for lot 1. Note that an application for development of lot 2 is currently under review of this office . Please refer to the enclosed copies for comments pertaining to all the lots of the subdivision. (3) One set of marked up plan is enclosed.

CC: Jul-Bet Enterprises, LLC
59 Cadman Avenue
Babylon, NY 11702

REVIEWED BY: Tanima Adhya, P.E. TA

DATE: April 4, 2005

E. S. KALOGERAS, P.E.
Consulting Engineer
UNION SQUARE, 727 UNION AVENUE
RIVERHEAD, NEW YORK 11901
TEL: (516) 722-4040 • FAX (516) 722-4004
E-mail: Lkalogeras@msn.com

LETTER OF TRANSMITTAL

DATE 5/6/05 | JOB NO. HA/0401

ATTENTION Tanima Adhya, P.E.

RE: Hamlet @ Jamesport
CO6-04-0035
SCTM 600-65-01-35

TO SCDHS
Evans K. Griffing County Center
Riverhead, NY 11901

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via Hand Delivery the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☐ _____

COPIES	DATE	NO.	DESCRIPTION
4	Rev 5-5-05	102	Prop Site & Grading Plan & Details & Design Notes
1			Certificate of Authorization
1			Public Water Availability Letter

THESE ARE TRANSMITTED as checked below:

☒ For approval ☐ Approved as submitted ☐ Resubmit_____copies for approval
☒ For your use ☐ Approved as noted ☐ Submit_____copies for distribution
☒ As requested ☐ Returned for corrections ☐ Return_____corrected prints
☐ For review and comment ☐ _____
☐ FOR BIDS DUE _____ 19_____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS Public water is supplied to all properties surrounding this site, therefore no private wells are within 150 feet of the subject property.

COPY TO JVI-Bet Enterprises, F&E Environ Group

SIGNED: Elias K. Kalogeras

If enclosures are not as noted, kindly notify us at once.

RWD
Riverhead Water District, 1035 Pulaski Street, Riverhead, N.Y., 11901
(631) 727-3205 Fax: (631) 369-4608

DATE: September 1, 2004

SUBJECT: Availability of public water to RIVERHEAD PROPERTIES.

LOCATION: SUFFOLK COUNTY TAX MAP # 0600-68-1-Lot 35 and 0600-47-1-3.3;
Location: North side of NYS Route 25, Jameport, NY, 11947;
TOWN OF RIVERHEAD.

ATTENTION: E. S. Kalogeras, P.E., Union Square, 727 Union Square, Riverhead, NY, 11901; TEL. #: 631-722-4040; FAX. #: 631-722-4004

Dear Mr. Kalogeras,

Property located at SUFFOLK COUNTY TAX MAP # 0600-68-1-Lot 35 and 0600-47-1-3.3 are currently within the boundaries of the Riverhead Water District and can be served by same. Please take note that this property maybe subject to the Riverhead Water District's Developmental Fees.

If I can be of further service please do not hesitate to contact me.

Sincerely Yours,

Gary J. Pendzick
Superintendent
Riverhead Water District

cc mp
C:\M\SOFFICE\WINWORD\RWD2004\RWDCOM2004\LETTER\AVAILLTR\KALOGERAS20042.DOC

Correspondence from New York State Natural Heritage Program

New York State Department of Environmental Conservation
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, 5th floor, Albany, New York 12233-4757
Phone: (518) 402-8935 • **FAX:** (518) 402-8925
Website: www.dec.state.ny.us

Erin M. Crotty
Commissioner

March 10, 2004

Kim A Gennaro
Freudenthal & Elkowitz Consulting Group, Inc
368 Veterans Memorial Highway
Commack, NY 11725

Dear Ms. Gennaro:

In response to your recent request, we have reviewed the New York Natural Heritage Program databases with respect to an Environmental Assessment for the proposed 43-acre parcel Residential Development, site as indicated on the map you provided, located on Main Road, Hamlet of Jamesport, Town of Riverhead, Suffolk County.

We have no records of known occurrences of rare or state-listed animals or plants, significant natural communities, or other significant habitats, on or in the immediate vicinity of your site.

The absence of data does not necessarily mean that rare or state-listed species, natural communities or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain any information which indicates their presence. For most sites, comprehensive field surveys have not been conducted. For these reasons, we cannot provide a definitive statement on the presence or absence of rare or state-listed species, or of significant natural communities. This information should not be substituted for on-site surveys that may be required for environmental assessment.

Our databases are continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

This response applies only to known occurrences of rare or state-listed animals and Pplants, significant natural communities and other significant habitats maintained in the Natural Heritage Data bases. Your project may require additional review or permits; for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, at the enclosed address.

Sincerely,
Betty Ketcham
Betty A. Ketcham, Information Services
New York Natural Heritage Program

Enc.
cc: Reg. 1, Wildlife Mgr.

DIVISION OF ENVIRONMENTAL PERMITS

June 2001

REGION	COUNTIES	REGIONAL PERMIT ADMINISTRATORS
1	Nassau & Suffolk Telephone: (631) 444-0365	John Pavacic NYS-DEC BLDG. 40 SUNY at Stony Brook Stony Brook, NY 11790-2356
2	New York City (Boroughs of Manhattan, Brooklyn, Bronx, Queens, & Staten Island Telephone: (718) 482-4997	John Cryan NYS-DEC One Hunters Point Plaza 47-40 21st Street Long Island City, NY 11101-5407
3	Dutchess, Orange, Putnam, Rockland, Sullivan, Ulster & Westchester Telephone: (845) 256-3054	Margaret Duke (Peg) NYS-DEC 21 South Putt Corners Road New Paltz, NY 12561-1696
4	Albany, Columbia, Greene, Montgomery, Rensselaer & Schenectady Telephone: (518) 357-2069	William Clarke NYS-DEC 1150 North Wescott Road Schenectady, NY 12306-2014
4 (sub-office)	Delaware, Otsego & Schoharie Telephone: (607) 652-7741	John Feltman NYS-DEC Route 10 HCR#1, Box 3A Stamford, NY 12167-9503
5	Clinton, Essex, Franklin & Hamilton Telephone: (518) 897-1234	Richard Wild NYS-DEC Route 86, PO Box 296 Ray Brook, NY 12977-0296
5 (sub-office)	Fulton, Saratoga, Warren & Washington Telephone: (518) 623-8281	Thomas Hall* NYS-DEC County Route 40 PO Box 220 Warrensburg, NY 12885-0220
6	Jefferson, Lewis & St. Lawrence Telephone: (315) 785-2245	Brian Fenlon NYS-DEC State Office Building 317 Washington Street Watertown, NY 13601-3787
6 (sub-office)	Herkimer & Oneida Telephone: (315) 793-2555	J. Joseph Hornburger* NYS-DEC State Office Building 207 Genesee Street Utica, NY 13501-2885

Traffic Impact Study

Traffic Impact Analysis Report

Proposed Multi-Use Center for Village at Jamesport

NYS Route 25
Jamesport, New York

Prepared for **Jul-Bet Enterprises, Inc.**

Prepared by VHB Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path, Suite 300
Hauppauge, New York 11788
(631) 234-3444

May 2009

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APPENDICES

Appendix A: Figures 1- 14

Appendix B: Manual Turning Movement Counts, ATR Data, Accident Data

Appendix C: Synchro – Level of Service Analysis Worksheets

1 Introduction

This study summarizes the evaluation of the potential traffic impacts associated with the development of a proposed multi-use center in Jamesport, New York. The study quantifies existing and projected traffic conditions and compares changes in operating conditions with the proposed development. The purpose of this study is to determine any potential significant traffic impacts due to the proposed project and to evaluate and propose mitigation measures, if required. This report presents the findings of the traffic study and summarizes the data collection process, traffic analysis procedures, and study conclusions.

Project Description

VHB has performed an assessment of the potential traffic impacts associated with the proposed multi-use commercial center for the Historic Village at Jamesport. The proposed development will consist of ten separate buildings with a combined area of 42,000 square feet that will include general and medical offices, retail shopping and two restaurants. The subject property is 9.71 acres and is located on the north side of NYS Route 25, between South Jamesport Avenue and Circle Drive; in the Hamlet of Jamesport as shown in Figure 1 (all figures are located in Appendix A). As proposed, the site would have an access driveway on NYS Route 25.

Study Methodology

The methodology used in this traffic study consisted of the following items:

- The proposed development and related documents were reviewed to obtain an understanding of the scope of the project.
- Based on a review of the adjacent roadway system, key intersections which might be impacted by the project were identified. In addition to the site driveway, the signalized intersection of NYS Route 25 at South Jamesport Avenue and the unsignalized T-intersections of NYS Route 25 at Circle Drive and NYS Route 25 at Manor Lane were studied in detail as key locations.
- The prevailing traffic conditions, geometric parameters, and on-street parking at the key locations were observed in the field.
- Field inventories were made of geometric features, traffic control devices and the number and direction of travel lanes at and near the key intersections.
- Manual turning movement counts were collected at the key intersections during typical weekday AM, PM and Saturday peak period and during the summer tourist season and during the fall tourist season.
- The background traffic was inflated to the Build year to obtain No Build volumes.
- Trip generation estimates for the proposed development were made.
- The project generated traffic volumes were distributed along the adjacent roadway network to produce the Build Condition volumes.
- Signal timing sheets were obtained from NYSDOT.
- Intersection capacity analyses were performed for the key intersections for the Existing, No Build and Build conditions.
- The results of the analyses for the Existing, No Build and Build conditions were compared to assess any significant traffic impacts due to the proposed district.
- The need for traffic mitigation measures was evaluated.

2

Existing Conditions

Evaluation of the transportation impacts associated with the proposed project requires a thorough understanding of the current transportation system in the project study area. An inventory of available information on local roadways, traffic control, and traffic signal parameters in the vicinity of the proposed development was compiled.

Roadway and Intersection Conditions

The site, as shown in Figure 1, is located on the north side of NYS Route 25. The principal roadways and intersections in the project area are described below. The descriptions of the roadways and study intersections include the geometric conditions and traffic control characteristics.

NYS 25 - Middle Country Road - Main Road

Middle Country Road, is a major east-west arterial under the jurisdiction of the New York State Department of Transportation (NYSDOT) designated NYS Route 25. It travels across Long Island from Queens to Orient Point. This section of NYS Route 25 as it travels through Jamesport is called Main Road. The posted speed on this section of the road being studied is 30 miles per hour. The NYSDOT 2006 AADT on this section of NYS Route 25 is 14,191 vehicles per day.

Manor Lane

Manor Lane is a north-south collector distributor under the jurisdiction of the Town of Riverhead. It runs south from CR 48, Sound Avenue, to intersect NYS Route 25 at an unsignalized intersection. It provides one travel lane in each direction.

South Jamesport Avenue

South Jamesport Avenue is a north-south collector distributor under the jurisdiction of the Town of Riverhead. It runs south from a signalized T-intersection with NYS Route 25 to Peconic Bay Boulevard and beyond to the shore line. It provides one travel lane in each direction.

Circle Drive

Circle Drive is a short north-south local road that runs south from an unsignalized intersection with NYS Route 25. It terminates in a cul-de-sac in the residential area south of Main Road.

Study Intersections

To determine the potential traffic impacts of the proposed project, the site driveways and the following key intersections were analyzed for the Existing, No Build and Build conditions:

NYS Route 25, Main Road @ South Jamesport Avenue

The signalized intersection of NYS Route 25 at South Jamesport Avenue is a T-intersection with the eastbound and westbound approaches providing a shared through and left turn lane and a shared through and right turn lane. The northbound approach provides a shared left turn and right turn lane. The intersection is controlled by a 2-phase semi-actuated traffic signal with permitted phasing for all left turn movements.

NYS Route 25, Main Road @ Manor Lane

The unsignalized intersection of NYS Route 25 at Manor Lane is a T-intersection with the eastbound and westbound approaches providing a shared through and left turn lane and a shared through and right turn lane. The southbound approach provides a shared left turn and right turn lane.

NYS Route 25, Main Road @ Circle Drive

The unsignalized intersection of NYS Route 25 at Circle Drive is a T-intersection with the eastbound and westbound approaches providing a shared through and left turn

lane and a shared through and right turn lane. The northbound approach provides a shared left turn and right turn lane.

Existing Traffic Volumes

Intersection turning movement counts were manually collected in August 2008 and October 2008 at the key intersections during a typical weekday morning from 7:00 a.m. to 9:00 a.m., and a typical weekday evening from 4:00 p.m. to 6:00 p.m. and on Saturday from 10:00 a.m. to 4:00 p.m. These times reflect the heaviest traffic flows coinciding with other commuter activities. Since the counts during the summer tourist season, (taken in August 2008) represent the highest volumes of traffic, those counts were utilized in this report. The existing peak hour volumes for these periods are shown in Figures 2, 3 and 4 included in Appendix A of this report. The manual turning movement count data can be found in Appendix B of this report.

Accident History

Accident data from the most recent available NYSDOT Safety Information Management System records for the three year period from January 1, 2005 to December 31, 2007 was obtained and tabulated. Table 1 presents the accident data by severity and accident type. The data received from NYSDOT can be found in Appendix B of this report.

Table 1
Accident Data

INTERSECTION / SEGMENT	Accident Severity				Total	Accident Type									
	Fatality	Injury	Property Damage	Non-reportable		Right Angle	Rear End	Left Turn	Right Turn	Fixed Object	Parked Vehicle	Over- Taking	Pedestrian/Bicycle	Animal Action	Other/ Unknown
NYS Rte 25 - Washington Avenue to South Jamesport Avenue	0	15	2	1	*18*	2	7	2	0	2	1	0	1	0	3
NYS Route 25 @ South Jamesport Avenue	0	2	4	0	*6*	1	2	0	1	0	0	1	0	0	1
NYS Route 25 @ Manor Lane	0	0	2	0	*2*	0	2	0	0	0	0	0	0	0	0
NYS Rte 25 – Manor Lane to Herrick's Lane	0	7	5	2	*14*	2	4	1	0	2	0	2	0	1	2
Total	*0*	*24*	*13*	*3*	*40*	*5*	*15*	*3*	*1*	*4*	*1*	*3*	*1*	*1*	*6*

On the roadway segment of NYS Route 25 from Washington Avenue to Herrick's Lane, which includes the three study intersections a total of 40 accidents occurred during this time period. There were no fatalities, 24 accidents resulted in personal injuries, 13 accidents involved property damage and 3 were non-reportable accidents. The most frequent accident types were rear end (15 accidents) followed by right angle (5 accidents).

Accident Rates

In order to evaluate the frequency of these accidents, a comparison was made to statewide average rates for similar facilities, as shown below:

NYS Route 25 (Washington Avenue to Herrick's Lane)

Length of the roadway segment – 1.14 miles

Average Daily Traffic – 14, 191 vehicles (NYDOT 2006 Data)
Total number of accidents: 40

Total number of non-reportable accidents: 3

$$\text{Accident Rate} = \frac{\text{Total Accidents} \times (1{,}000{,}000)}{365 \text{ days} \times 3 \text{ years} \times \text{AADT} \times \text{Length of segment}}$$

Accident Rate = 2.09 accidents per million vehicle miles
NYS average: 2 lane undivided free access facility – 1.98 ACC / MVM

With regards to the Accident Rate, we offer the following: The existing accident rate is very similar to the state wide average on this section of NYS Route 25. We do not anticipate a significant increase in traffic accidents upon implementation of this project.

3

Future No Build Conditions

An analysis of future conditions without the proposed project (the No Build condition) was performed to evaluate the impact of additional background traffic expected over the three years. The No Build condition presents the expected future traffic conditions and assumes that the project site remains undeveloped.

Background Traffic Growth

For the purposes of this study, the No Build condition analysis was conducted for the year 2011, the estimated year for the completion of the proposed project. To account for normal background traffic growth, an annual growth factor using the NYSDOT's LITP 2000 Model was applied to the existing traffic volumes. The growth rate anticipated for this portion of the Town of Riverhead is 1.7% per year. This rate was applied to the existing traffic volumes to develop the background traffic for the year 2011. The No Build volumes for the AM, PM and Saturday peak hours are shown in Figures 5, 6 and 7 included in Appendix A of this report.

Other Planned Developments

According to the Riverhead Planning Department, no other planned development in the vicinity of the subject property that may impact the traffic in the area was identified.

4

Future Build Conditions

To estimate the traffic impact of the proposed development, it is necessary to determine the traffic volumes expected to be generated by the proposed development.

Trip Generation

The proposed development will consist of ten separate buildings with a combined area of 42,000 square feet that will include general and medical offices, retail shopping and two restaurants. To estimate the site-generated traffic for the proposed development, a review was undertaken of the available trip generation data sources, including the reference published by the Institute of Transportation Engineers (ITE), *Trip Generation, 8th Edition*. This widely utilized reference source contains trip generation rates for related uses, including "Office/Commercial" (Land Use Code #710), "Medical/Dental Office" (Land Use Code #720), "Retail Space" (Land Use Code #820) and "Restaurant" (Land Use Code #931). Table 2 summarizes the trip generation data for the proposed program mix.

Table 2 Trip Generation – Proposed Program Mix

Project Component	Component Size	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
OFFICE/COMMERCIAL ITE # 710 General Office Building (Requires special use permit)	8,500 SF GFA	Rate = 1.55 Entering 88% 11 Exiting 12% 2 Total = 13	Rate = 1.49 Entering 17% 2 Exiting 83% 11 Total = 13	Rate = 0.41 Entering 54% 2 Exiting 46% 2 Total = 4
MEDICAL-DENTAL ITE # 720 Office Building (Requires special use permit)	8,500 SF GFA	Rate = 2.30 Entering 79% 16 Exiting 21% 4 Total = 20	Rate = 3.46 Entering 27% 8 Exiting 73% 22 Total = 30	Rate = 3.63 Entering 57% 18 Exiting 43% 14 Total = 32
RETAIL SPACE ITE # 820 Shopping Center	17,000 SF GLA	Rate = 1 Entering 61% 10 Exiting 39% 7 Total = 17	Rate = 3.73 Entering 49% 31 Exiting 51% 33 Total = 64	Rate = 4.89 Entering 52% 44 Exiting 48% 40 Total = 84
RESTAURANT ITE # 931 Quality Restaurant (Requires special use permit)	8,000 SF GFA	Rate = 0.81 Entering 50% 3 Exiting 50% 4 Total = 7	Rate = 7.49 Entering 67% 40 Exiting 33% 20 Total = 60	Rate = 10.82 Entering 59% 51 Exiting 41% 36 Total = 87
TOTALS		AM Peak Hour Trips Entering 40 Exiting 17 57	PM Peak Hour Trips Entering 81 Exiting 86 167	Sat Peak Hour Trips Entering 115 Exiting 92 207

Source: *Trip Generation* (ITE, Eighth Edition, 2008). Rates are for weekday AM and PM peak hours of adjacent street traffic and the Saturday peak hour generator. Rates for building areas are per 1,000 square feet.
GFA – Gross floor area; GLA – Gross leasable area

Alternative Program Mix

The project site is currently zoned in the Rural Corridor (RLC) Zoning District. The proposed program mix presented above contains some components that require special use permits. For comparison purposes, an alternate program mix was developed that contains only permitted uses in the RLC zone. The alternate program mix has the same combined area of 42,000 square feet that will consist of 22,700 square feet of retail space and 19,300 square feet that can be made up of various uses such as antique shops, craft stores, museums, etc. Trip generation estimates were made using *Trip Generation, 8th Edition,* for the alternate program mix. This widely utilized reference source contains trip generation rates for related uses, including "Retail Space" (Land Use Code #820) and "Specialty Retail Center" (Land Use Code #814). The specialty retail centers include a variety of retail shops that specialize in quality apparel, hard goods and services. Table 2A summarizes the trip generation data for the alternate program mix.

Table 2A Trip Generation – Alternate Program Mix

Project Component	Component Size	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
RETAIL SPACE ITE # 820 Shopping Center	22,700 SF GFA	Rate = 1 Entering 61% 14	Exiting 39% 9 Total = 23	Rate = 3.73 Entering 49% 42	Exiting 51% 43 Total = 85	Rate = 4.89 Entering 52% 58	Exiting 48% 53 Total = 111
SPECIALTY RETAIL CENTER ITE # 814 Various (Antique store, craft store, museum, etc.)	19,300 SF GFA	Rate = 6.84 Entering 48% 63	Exiting 52% 69 Total = 132	Rate = 5.02 Entering 56% 54	Exiting 44% 43 Total = 97	Rate = 5.25 Entering 50% 51	Exiting 50% 50 Total = 101
TOTALS		AM Peak Hour Trips		PM Peak Hour Trips		Sat Peak Hour Trips	
		Entering	Exiting	Entering	Exiting	Entering	Exiting
		77	78	96	86	109	103
		155		182		212	

Source: *Trip Generation* (ITE, Eighth Edition, 2008). Rates are for weekday AM and PM peak hours of adjacent street traffic and the Saturday peak hour generator. Rates for building areas are per 1,000 square feet. For LUC #814 Saturday Peak Hour, the available per day rate was divided by 8 working hours to arrive at rate per hour.
GFA – Gross floor area; GLA – Gross leasable area

As shown in the tables above, the alternate program mix will generate 98 more trips than the proposed program mix during the AM peak hour, 15 more trips during the PM peak hour, and 5 more trips during the Saturday peak hour. Therefore, the amount of traffic generated by a development that contains only permitted uses is greater than that of a development that contains components which require a special use permit.

Trip Distribution and Assignment

The trips originating from and destined to the project site were assigned to the adjacent roadways based on the characteristics of the roadway network, the location of the proposed site access, the existing travel patterns and the population densities in the area. The trip distribution percentages, shown in Figure 8 included in Appendix A of this report, were then applied to assign the site-generated traffic to the local roadway network. The resulting site- generated traffic volumes for the AM, PM and Saturday peak hours are presented in Figures 9, 10 and 11 included in Appendix A of this report. The site-generated trips were then added to the No Build turning movement volumes at the key intersection to yield the Build volumes. The Build volume for the AM, PM and Saturday peak hours are shown in Figures 12, 13 and 14 included in Appendix A of this report.

5

Traffic Operations Analysis

To assess the potential impacts associated with the increase in traffic after the development is built, roadway capacity analyses were conducted with respect to the Existing, No Build, and Build traffic volume conditions. These capacity analyses provide an indication of the adequacy of the roadway facilities to serve the anticipated traffic demands.

Analysis Methodology

The capacity analyses were performed in accordance with guidelines set forth in the *2000 Highway Capacity Manual (2000 HCM),* published by the Transportation Research Board, using turning movement volumes in conjunction with existing intersection geometry and average signal timing/phasing.

Signalized Intersections

The capacity of a signalized intersection is evaluated in terms of the ratio of demand flow rate to capacity (V/C ratio). The capacity is defined for each approach and measures the maximum rate of flow (for the subject approach), which may pass through the intersection under prevailing traffic, roadway and signalization conditions. The control delay includes the stopped delay plus the acceleration/deceleration delay caused by the signal function. Based on the *2000 HCM* methodology, there are six classes of level of service (LOS), ranging from A (best) to F (worst). The following average stopped delays are utilized by the *2000 HCM* to determine the intersection, approach, and lane group levels of service for signalized intersections:

2000 HCM LOS Classification – Signalized Intersections

Level of Service (LOS)	Control Delay Per Vehicle (sec)
A	≤ 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 35.0
D	>35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	> 80.0

Source: 2000 Highway Capacity Manual

Unsignalized Intersections

The capacity of a controlled leg of an unsignalized two-way stop controlled intersection or driveway is based on an estimation of the distribution of gaps in the major street traffic flow, driver judgment in selecting a gap through which to execute the desired maneuver, and the follow-up time required by each driver in a queue. The level of service for the subject approach of a stop-controlled intersection is evaluated based on the average total delay per vehicle. Total delay is defined as the total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. There are also six classes of level of service, ranging from A (best) to F (worst), utilized by the *2000 HCM* to determine the intersection, approach, and lane group levels of service for unsignalized intersections:

2000 HCM LOS Classification – Unsignalized Intersections

Level of Service (LOS)	Control Delay Per Vehicle (sec)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	>25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

Source: 2000 Highway Capacity Manual

Software

The capacity analyses were performed using the traffic analysis and simulation software Synchro, *version 6,* a computer program developed by Trafficware Ltd. Synchro is a complete software package for modeling and optimizing traffic signal timing. Synchro adheres to and implements the guidelines and methods set forth in the 2000 Highway Capacity Manual, Chapters 16 and 17. This analysis methodology

was used to evaluate the ability of an intersection or roadway to efficiently handle the number of vehicles using the facility. Synchro was used to model and analyze the Existing, No Build and Build conditions at the key intersections. For simulating the model, its companion traffic simulation software, SimTraffic, developed by the same company was used. SimTraffic is a powerful traffic simulation and animation software program that includes vehicle and driver performance characteristics developed by FHWA.

Identification of Impacts

The traffic operations of the study intersections were analyzed under three scenarios:

- Existing Conditions
- Future No Build Conditions
- Future Build Conditions

The Existing condition analysis is based on current traffic volumes, roadway features and intersection characteristics. The analysis of the future No Build conditions is based on the expected future traffic volumes in the year 2011. The analysis of the Build condition was performed combining the future traffic volumes with the traffic generated by the project site.

Analysis Results

The results of the capacity analyses of the signalized intersection of NYS Route 25 at South Jamesport Avenue and two unsignalized intersections of NYS Route 25 at Manor Lane and NYS Route 25 at Circle Drive for the Existing, No Build and Build conditions are summarized in Table 3, 3A, 4, 4A, 5 and 5A. The tables contain the level of service summaries for the AM, PM and Saturday peak periods, respectively. The detailed capacity analysis worksheets are contained in Appendix C of this report.

Table 3
Signalized Intersections
Level of Service Summary - AM Peak Hour

Intersection	Movement	Lane Group	EXISTING 2008		NO BUILD 2011		BUILD 2011	
			Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 @ South Jamesport Avenue	EB	TR	5.3	A	6.2	A	6.5	A
		Approach	5.3	A	6.2	A	6.5	A
	WB	LT	6.3	A	7.4	A	7.8	A
		Approach	6.3	A	7.4	A	7.8	A
	NB	LTR	25.2	C	25.4	C	26.4	C
		Approach	25.2	C	25.4	C	26.4	C
Overall Intersection			7.9	A	8.8	A	9.3	A

Table 3A
Unsignalized Intersection
Level of Service Summary - AM Peak Hour

INTERSECTION	CRITICAL APPROACH/ MOVEMENT	EXISTING 2008		NO BUILD 2011		BUILD 2011	
		Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 @ Manor Lane	SB	18.9	C	21.5	C	21.9	C
	EB	1.4	A	1.5	A	1.5	A
NYS Route 25 @ Circle Drive	NB	23.6	C	28.7	D	29.1	D
	WB	0.2	A	0.2	A	0.2	A

Table 4
Signalized Intersections
Level of Service Summary - PM Peak Hour

Intersection	Movement	Lane Group	EXISTING 2008		NO BUILD 2011		BUILD 2011	
			Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 @ South Jamesport Avenue	EB	TR	5.4	A	5.9	A	6.9	A
		Approach	5.4	A	5.9	A	6.9	A
	WB	LT	13.1	B	21.8	C	35.7	D
		Approach	13.1	B	21.8	C	35.7	D
	NB	LTR	17.9	B	18.1	B	21.9	B
		Approach	17.9	B	18.1	B	21.9	B
Overall Intersection			10.1	B	14.6	B	22.0	C

Table 4A
Unsignalized Intersection
Level of Service Summary - PM Peak Hour

INTERSECTION	CRITICAL APPROACH/ MOVEMENT	EXISTING 2008		NO BUILD 2011		BUILD 2011	
		Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 @ Manor Lane	SB	35.6	E	48.1	E	55.8	F
	EB	1.6	A	1.8	A	1.9	A
NYS Route 25 @ Circle Drive	NB	37.9	E	57.6	F	63.1	F
	WB	0.4	A	0.5	A	0.5	A

Table 5
Signalized Intersections
Level of Service Summary - Saturday Peak Hour

Intersection	Movement	Lane Group	EXISTING 2008		NO BUILD 2011		BUILD 2011	
			Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 @ South Jamesport Avenue	EB	TR	8.5	A	9.4	A	11.4	B
		Approach	8.5	A	9.4	A	11.4	B
	WB	LT	17.9	B	34.6	C	69.4	E
		Approach	17.9	B	34.6	C	69.4	E
	NB	LTR	23.7	B	24.5	C	27.6	C
		Approach	2.7	B	24.5	C	27.6	C
Overall Intersection			14.0	B	21.5	C	37.0	D

Table 5A
Unsignalized Intersection
Level of Service Summary - Saturday Peak Hour

INTERSECTION	CRITICAL APPROACH/ MOVEMENT	EXISTING 2008		NO BUILD 2011		BUILD 2011	
		Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 @ Manor Lane	SB	29.4	D	39.6	E	49.3	E
	EB	3.0	A	3.3	A	3.4	A
NYS Route 25 @ Circle Drive	NB	33.9	D	43.7	E	58.0	F
	WB	1.8	A	2.0	A	2.3	A

Tables 3, 4 and 5 show the signalized NYS Route 25 at South Jamesport Avenue intersection operates with a level of service of C or better during the AM and PM peak periods and operates with a level of service D during the Saturday peak period. This can be improved by making minor changes in the phase splits and giving more green time to the east-west phase. In the mitigation section of the report, this intersection will be examined with these changes in place.

Tables 3A, 4A and 5A show that the critical approaches at the stop controlled intersections, NYS Route 25 at Manor Lane and NYS Route 25 at Circle Drive operate well during AM peak and poorly during the PM and Saturday peak periods in the No Build as well as Build scenarios.

Site Access

The site has a stop-controlled access driveway forming a T-intersection with NYS Route 25 that will allow all vehicular movements. The southbound access driveway will provide a shared left and right turn lane. The eastbound and westbound approaches provide a shared left turn and through lane and a shared through and right turn lane.

The results of the capacity analysis of the site access on NYS Route 25 for the Build condition for the AM, PM and Saturday peak periods are presented in Table 6. The detailed capacity analysis worksheets are contained in Appendix C.

Table 6
Site Access – Level of Service Summary

INTERSECTION	CRITICAL APPROACH/ MOVEMENT	Build 2011					
		AM Peak		PM Peak		Saturday Peak	
		Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 @ Site Access	SB	28.8	D	267.5	F	229.9	F
	EB	1.1	A	3.1	A	3.7	A

Table 6 shows that the site driveway operates at an unacceptable level of service during both the weekday PM and Saturday peak periods. As a measure of mitigation, the proposed development includes the signalization of the site access. This is presented in the next section of the report.

Mitigation

The intersection of NYS Route 25 and South Jamesport was analyzed with optimized signal timing and the intersection of NYS Route 25 and the Site Access was analyzed with a signal. The existing signal equipment at NYS Route 25 and South Jamesport should accommodate minor changes in signal timing, no changes in the signal equipment will be necessary. The results for AM, PM and Saturday peak periods for the Build scenario are presented in Table 7. The detailed capacity analysis worksheets are contained in Appendix C.

Table 7
Level of Service Summary with Mitigation

Intersection	Movement	Lane Group	AM PEAK		PM PEAK		SATURDAY PEAK	
			Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 @ South Jamesport Avenue	EB	TR	7.6	A	8.0	A	16.7	B
		Approach	7.6	A	8.0	A	16.7	B
	WB	LT	7.5	A	14.5	B	19.7	B
		Approach	7.5	A	14.5	B	19.7	B
	NB	LTR	29.9	C	25.2	C	31.7	C
		Approach	29.9	C	25.2	C	31.7	C
Overall Intersection			10.0	A	12.4	B	19.8	B
NYS Route 25 @ Site Access	EB	LT	1.8	A	8.7	A	14.9	A
		Approach	1.8	A	8.7	A	14.9	B
	WB	TR	2.2	A	7.5	A	6.2	A
		Approach	2.2	A	7.5	A	6.2	A
	SB	LR	21.5	B	20.1	B	20.1	B
		Approach	21.5	B	20.1	B	20.1	B
Overall Intersection			2.3	A	8.7	A	11.5	B

Table 7 shows that with the proposed traffic signal at the site access and the signal timing changes at NYS Route 25 both the intersections will operate with an acceptable level of service B or better during all time periods.

Parking and Circulation

The minimum required parking spaces specified by the Town of Riverhead are as follows:

- Retail Stores – 1 space per 200 square feet
- Medical and Professional office buildings – 1 space per 150 square feet

- Bistro/Cafes – 1 space per three seats

The project architect designated 5% of the building area within the Retail and Professional Office spaces as "mechanical space". This area is omitted from the parking calculations as per the Town code. Based on the code, the total number of parking spaces required for the land use specified on the site plan is 226. The site plan provides for 226 parking spaces, which includes 24 handicap parking spaces. This meets the Town requirement indicating that the site will have a sufficient number of parking spaces to accommodate the expected peak parking demand.

The configuration of the parking layout and aisles in the conceptual plan provides for good circulation.

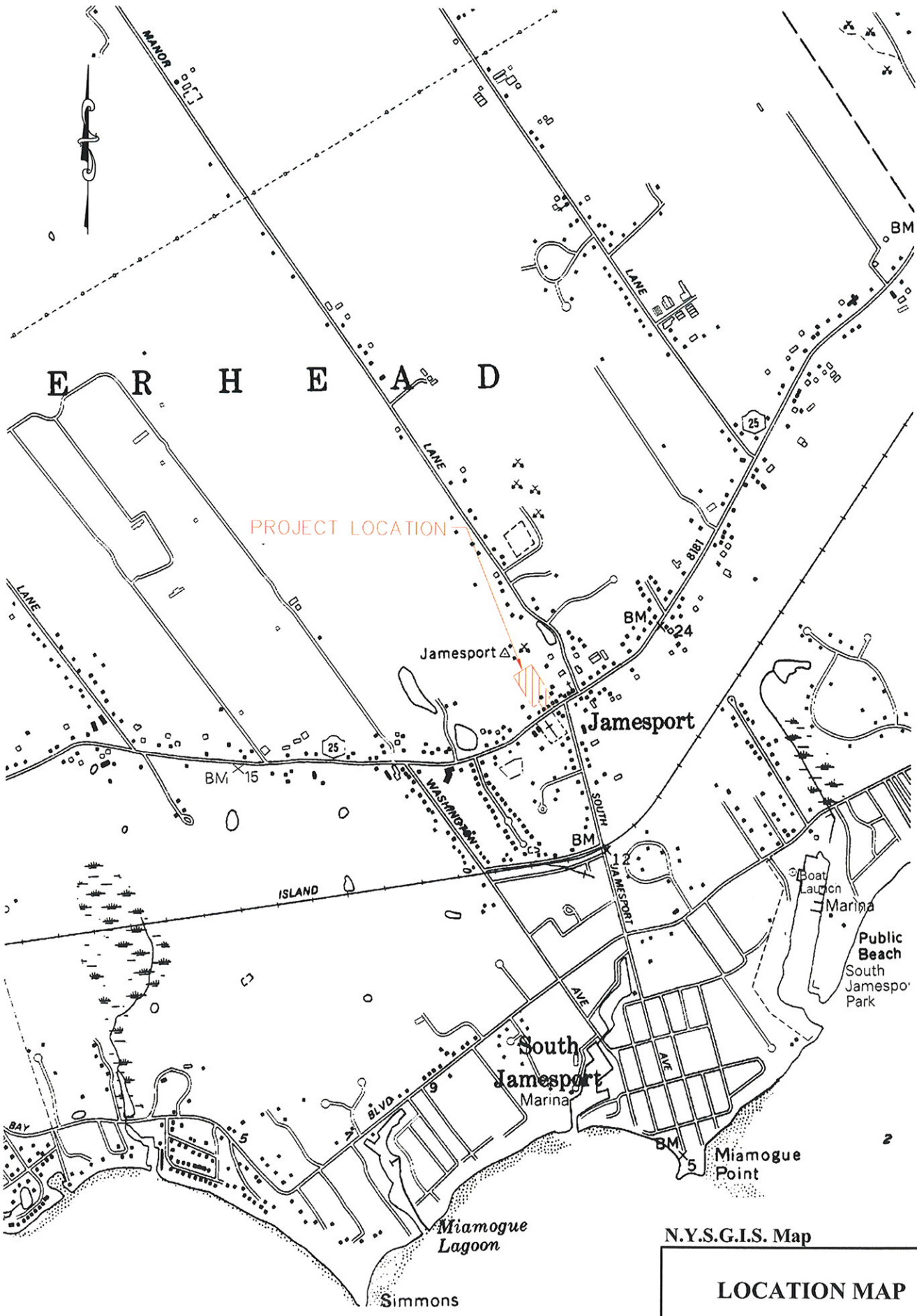
6
Conclusions

Based on the results of the study, the following can be concluded:

- The proposed mixed-use development consisting of medical and professional office buildings, retail stores and restaurants will generate moderate amounts of traffic during peak periods.
- The adjacent roadway can accommodate the projected additional traffic volumes and will operate satisfactorily.
- The key intersections will operate satisfactorily with recommended mitigation following completion of the project.
- It is expected that the rate of accidents on these roadways will not increase significantly as a result of the development of the project.
- The proposed site access driveways located on NYS Route 25 will be signalized to provide satisfactory ingress and egress to the site.
- In purview of the above, the proposed development "Multi-Use Center for Village at Jamesport" will have no significant adverse impact on the traffic operations of the local roadway network.

APPENDIX A

FIGURES



N.Y.S.G.I.S. Map

LOCATION MAP

Figure 1

MANOR LANE
13
570
Manor Lane
8
51
Main Road
45
527
602
19
52
87
S. Jamesport Av.
Main Road
520
34
SOUTH JAMESPORT AVENUE
PROJECT LOCATION
684
5
4
4
Circle Drive
Main Road
550
6
CIRCLE DRIVE
LEGEND
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
N.Y.S.G.I.S. Map
EXISTING 2008
TRAFFIC VOLUMES
AM PEAK HOUR
Figure 2

MANOR LANE
SOUTH JAMESPORT AVENUE
CIRCLE DRIVE
PROJECT LOCATION
Manor Lane
Main Road
13
730
11
45
45
653
S. Jamesport Av.
Main Road
726
49
53
48
645
60
Circle Drive
Main Road
763
11
8
5
697
18
LEGEND
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
N.Y.S.G.I.S. Map
EXISTING 2008
TRAFFIC VOLUMES
PM PEAK HOUR
Figure 3

MANOR LANE
SOUTH JAMESPORT AVENUE
CIRCLE DRIVE
PROJECT LOCATION
Manor Lane
Main Road
23
586
12
68
111
679
S. Jamesport Av.
597
57
65
70
725
84
Circle Drive
616
51
26
14
783
51
LEGEND
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
N.Y.S.G.I.S. Map
EXISTING 2008
TRAFFIC VOLUMES
SATURDAY PEAK HOUR
Figure 4

N.Y.S.G.I.S. Map

NO BUILD 2011
TRAFFIC VOLUMES
AM PEAK HOUR
Figure 5

MANOR LANE
SOUTH JAMESPORT AVENUE
CIRCLE DRIVE
PROJECT LOCATION
Manor Lane
Main Road
14
768
12
48
48
687
S. Jamesport Av.
764
52
56
51
678
64
Circle Drive
802
12
9
6
733
19
LEGEND
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
N.Y.S.G.I.S. Map
NO BUILD 2011
TRAFFIC VOLUMES
PM PEAK HOUR
Figure 6

N.Y.S.G.I.S. Map

NO BUILD 2011
TRAFFIC VOLUMES
SATURDAY PEAK HOUR
Figure 7

N.Y.S.G.I.S. Map

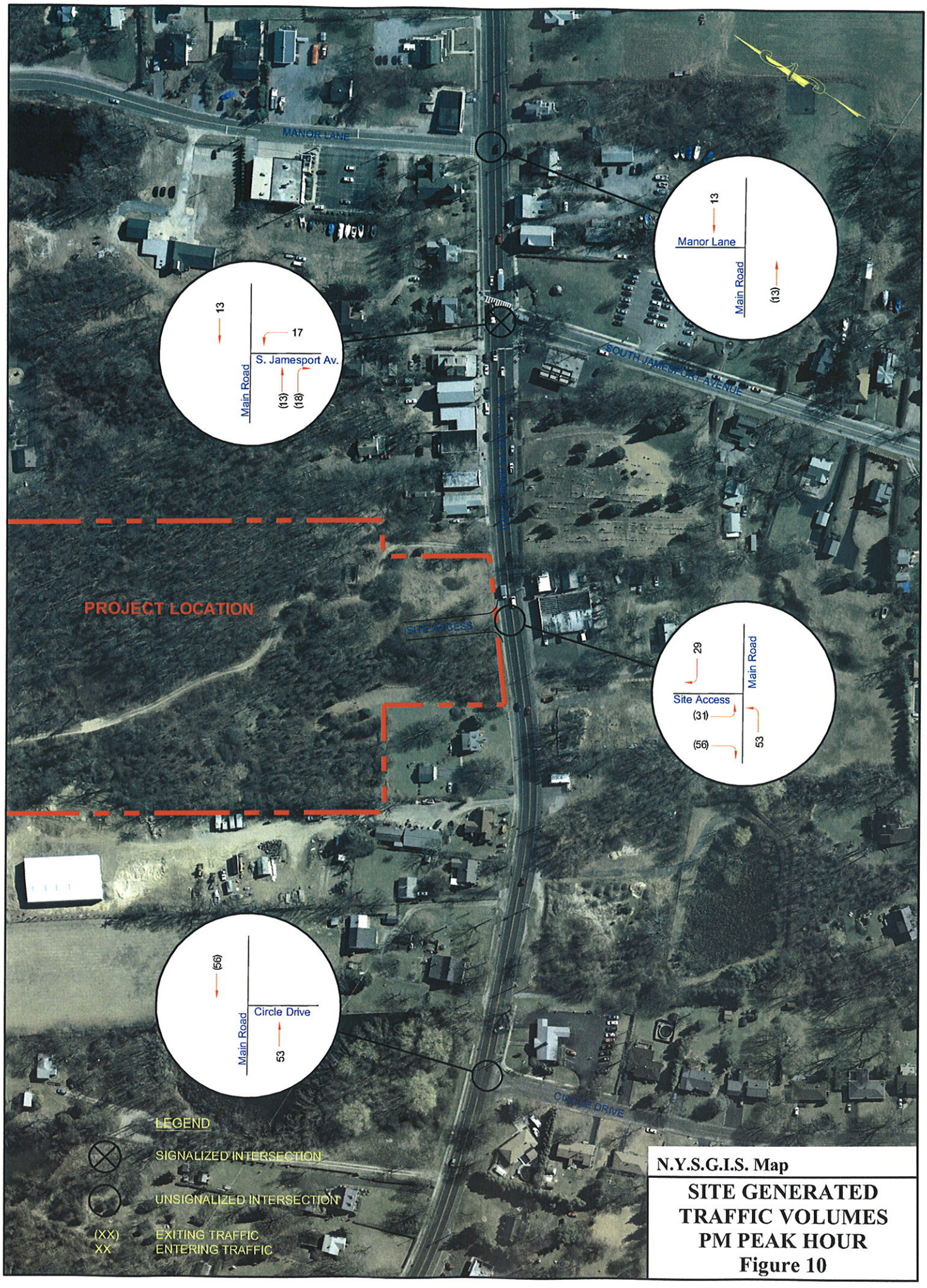
TRIP DISTRIBUTION

Figure 8

N.Y.S.G.I.S. Map

SITE GENERATED TRAFFIC VOLUMES AM PEAK HOUR

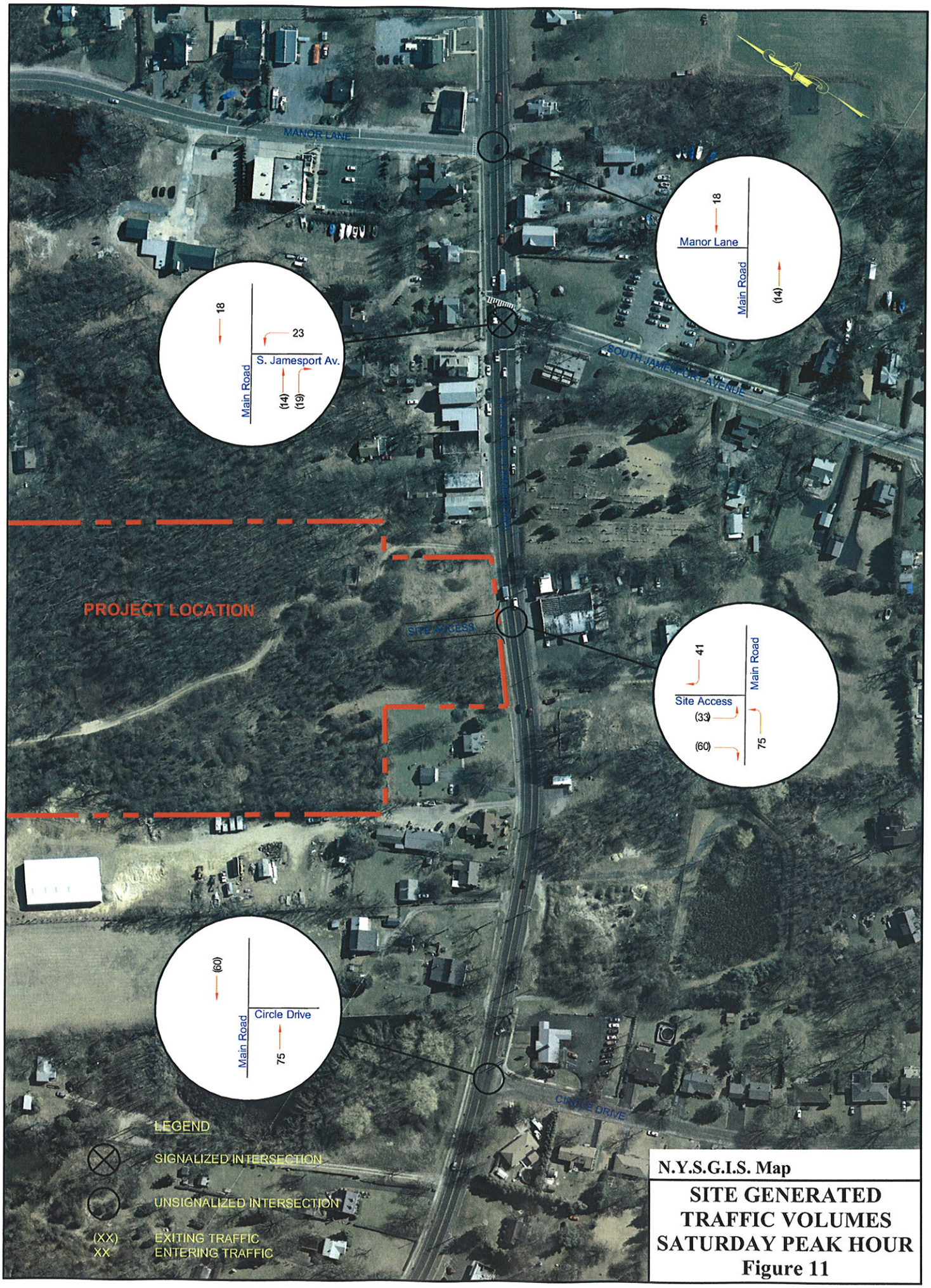
Figure 9



N.Y.S.G.I.S. Map

SITE GENERATED TRAFFIC VOLUMES PM PEAK HOUR

Figure 10



N.Y.S.G.I.S. Map

SITE GENERATED TRAFFIC VOLUMES SATURDAY PEAK HOUR

Figure 11

N.Y.S.G.I.S. Map

BUILD 2011
TRAFFIC VOLUMES
AM PEAK HOUR
Figure 12

N.Y.S.G.I.S. Map

BUILD 2011
TRAFFIC VOLUMES
PM PEAK HOUR
Figure 13

MANOR LANE
25
634
Manor Lane
13
72
Main Road
117
728
646
60
69
97
S. Jamesport Av.
Main Road
776
108
SOUTH JAMESPORT AVENUE
MAIN ROAD (NYS ROUTE 25)
PROJECT LOCATION
SITE ACCESS
41
702
Main Road
Site Access
33
60
75
851
708
54
28
15
Circle Drive
Main Road
898
54
CIRCLE DRIVE
LEGEND
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
N.Y.S.G.I.S. Map
BUILD 2011
TRAFFIC VOLUMES
SATURDAY PEAK HOUR
Figure 14

APPENDIX B

MANUAL TURNING MOVEMENT COUNT DATA

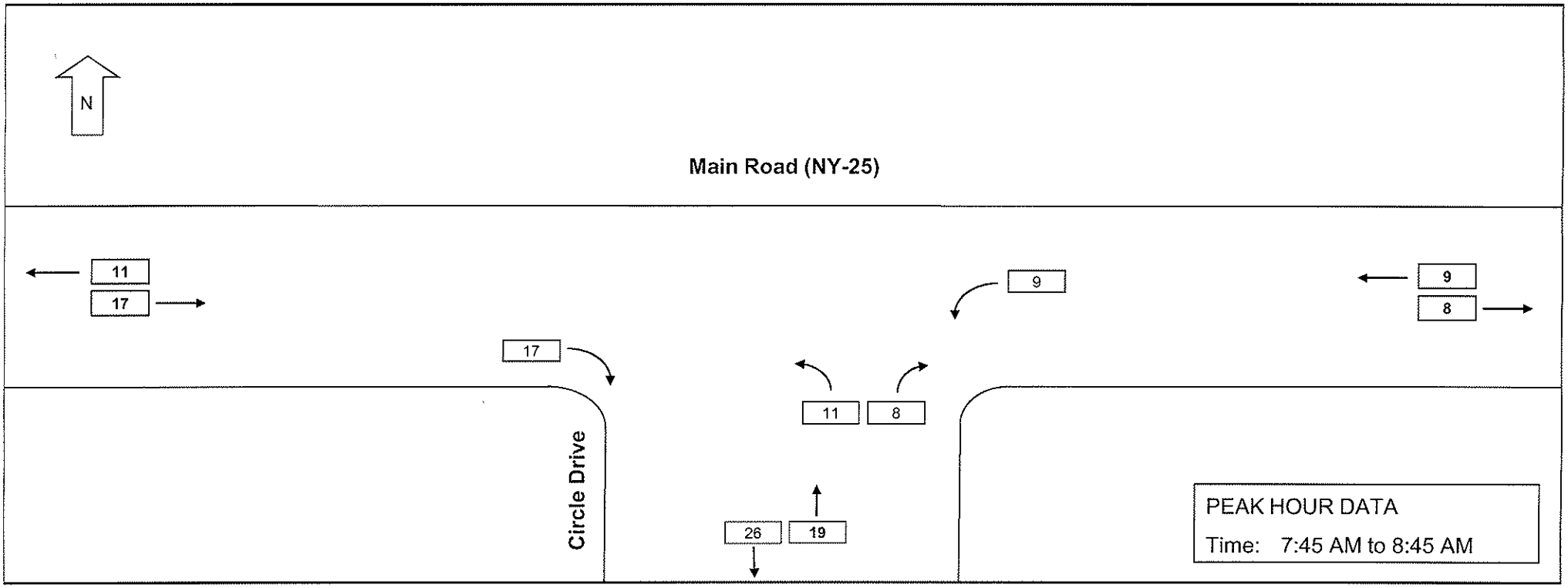
TRAFFIC VOLUME DATA

Main Road (NY-25) @ Circle Drive
Jamesport, NY

ESCHBACHER VHB

Date Collected: 11/18/08 (Tuesday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM			3	3	1			1	1		1	2				0	6	
7:15 AM			2	2	1			1	2		3	5				0	8	
7:30 AM			2	2	0			0	3		3	6				0	8	
7:45 AM			6	6	2			2	2		1	3				0	11	33
8:00 AM			5	5	2			2	2		3	5				0	12	39
8:15 AM			2	2	1			1	3		1	4				0	7	38
8:30 AM			4	4	4			4	4		3	7				0	15	45
8:45 AM			1	1	2			2	1		0	1				0	4	38
Peak Hour 7:45 AM to 8:45 AM			**17**	**17**	**9**			**9**	**11**		**8**	**19**				**0**	**45**	
PHF				0.71				0.56				0.68						



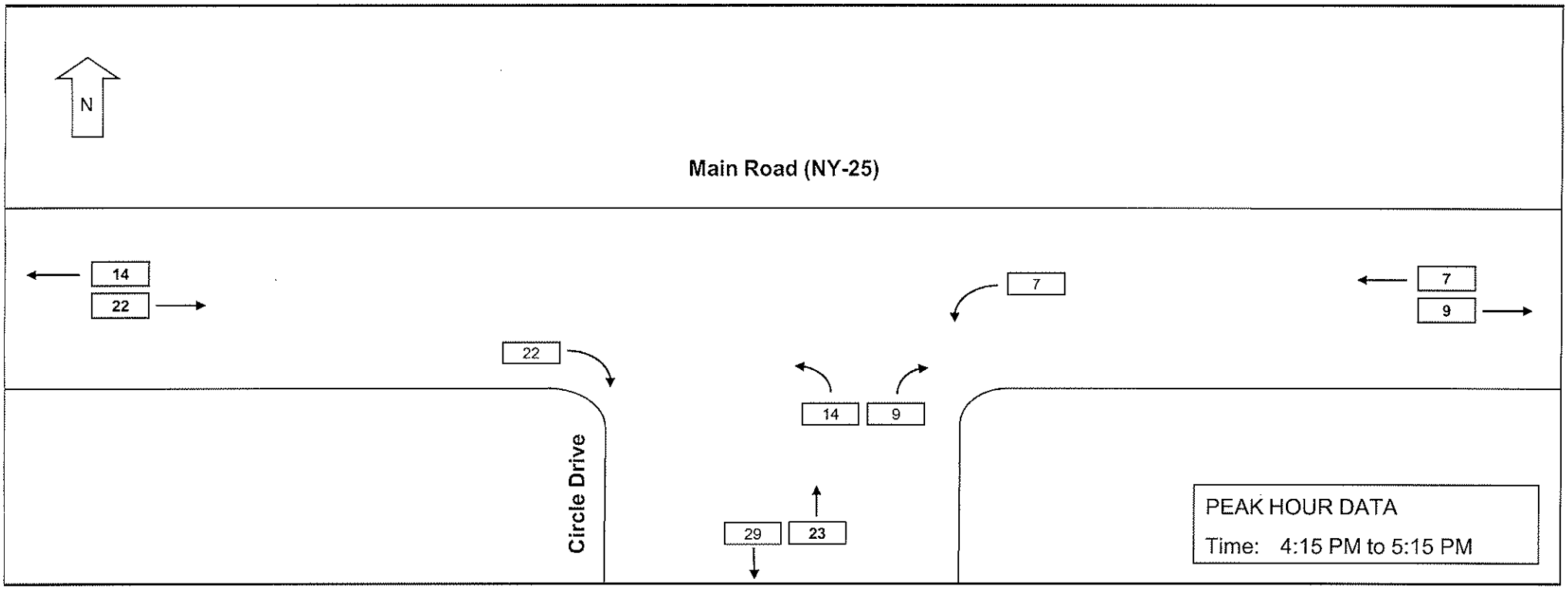
TRAFFIC VOLUME DATA

Main Road (NY-25) @ Circle Drive
Jamesport, NY

ESCHBACHER VHB

Date Collected: 11/18/08 (Tuesday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM			6	6	3			3	1		2	3				0	12	
4:15 PM			3	3	2			2	0		1	1				0	6	
4:30 PM			6	6	1			1	5		3	8				0	15	
4:45 PM			5	5	3			3	2		3	5				0	13	46
5:00 PM			8	8	1			1	7		2	9				0	18	52
5:15 PM			2	2	0			0	2		1	3				0	5	51
5:30 PM			4	4	2			2	3		3	6				0	12	48
5:45 PM			3	3	2			2	1		2	3				0	8	43
Peak Hour 4:15 PM to 5:15 PM			**22**	**22**	**7**			**7**	**14**		**9**	**23**				**0**	**52**	
PHF				0.69				0.58				0.64						



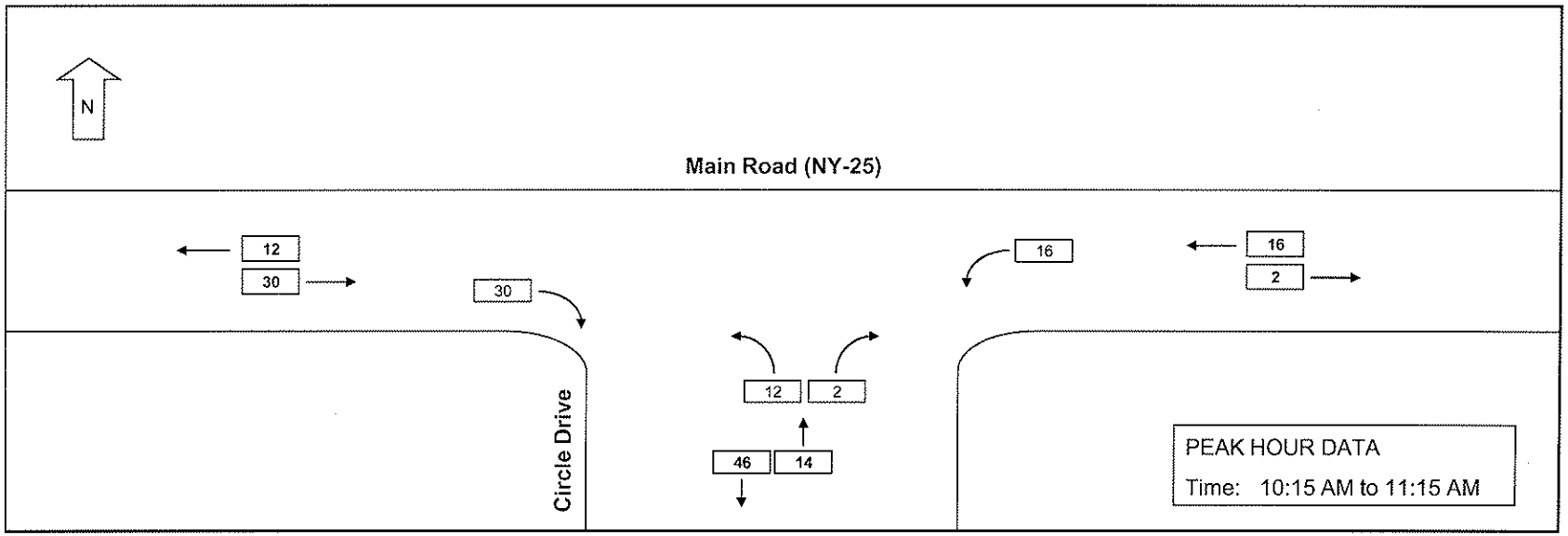
TRAFFIC VOLUME DATA

Main Road (NY-25) @ Circle Drive
Jamesport, NY

ESCHBACHER VHB

Date Collected: 11/22/08 (Saturday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
10:00 AM			1	1	2			2	1		1	2					5	
10:15 AM			7	7	4			4	4		0	4					15	
10:30 AM			5	5	2			2	1		1	2					9	
10:45 AM			9	9	1			1	4		1	5					15	44
11:00 AM			9	9	9			9	3		0	3					21	60
11:15 AM			5	5	3			3	1		1	2					10	55
11:30 AM			7	7	3			3	2		0	2					12	58
11:45 AM			7	7	2			2	5		0	5					14	57
12:00 PM			2	2	4			4	2		0	2					8	44
12:15 PM			4	4	3			3	2		1	3					10	44
12:30 PM			4	4	5			5	5		1	6					15	47
12:45 PM			2	2	5			5	2		0	2					9	42
1:00 PM			6	6	2			2	1		0	1					9	43
1:15 PM			3	3	1			1	4		0	4					8	41
1:30 PM			4	4	2			2	1		0	1					7	33
1:45 PM			8	8	4			4	2		0	2					14	38
2:00 PM			2	2	0			0	4		1	5					7	36
2:15 PM			2	2	2			2	1		0	1					5	33
2:30 PM			6	6	2			2	0		1	1					9	35
2:45 PM			1	1	1			1	2		0	2					4	25
3:00 PM			2	2	2			2	1		2	3					7	25
3:15 PM			1	1	0			0	0		2	2					3	23
3:30 PM			1	1	2			2	0		0	0					3	17
3:45 PM			2	2	2			2	0		1	1					5	18
Peak Hour 10:15 AM to 11:15 AM		0	30	30	16	0		16	12		2	14					60	
PHF				0.83				0.44				0.70						



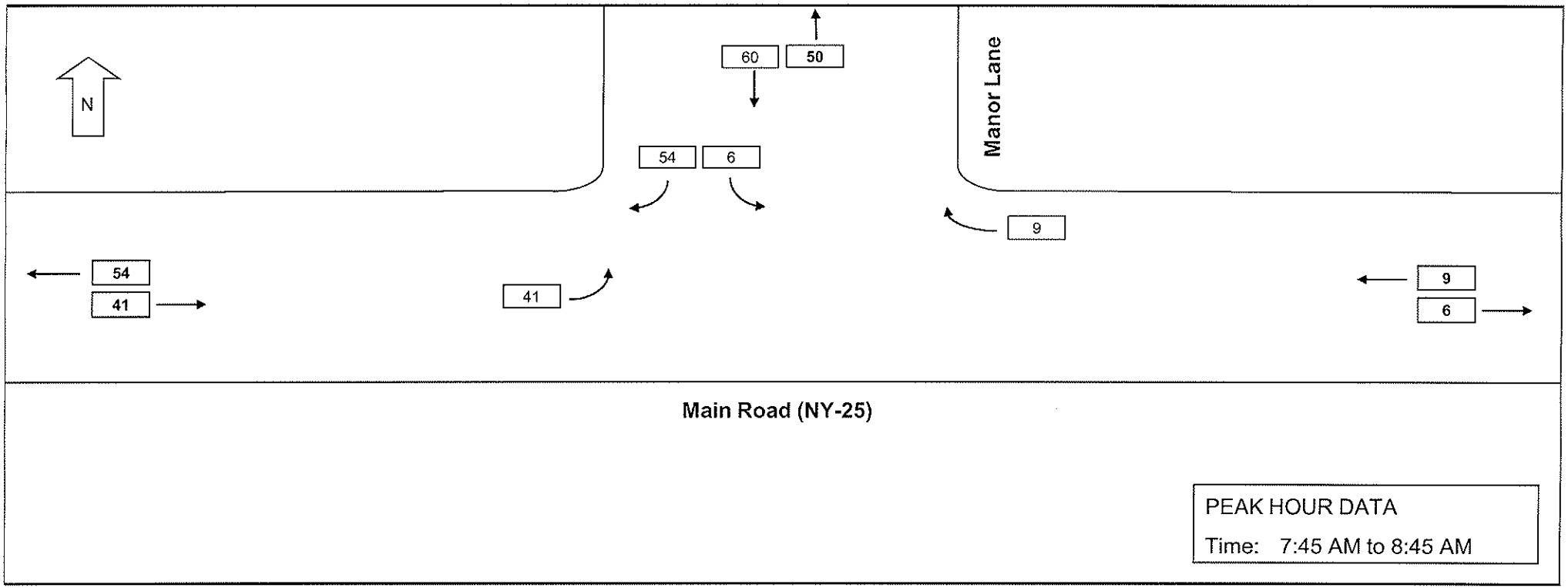
TRAFFIC VOLUME DATA

Main Road (NY-25) @ Manor Lane
Jamesport, NY

ESCHBACHER VHB

Date Collected: 11/18/08 (Tuesday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM	9			9			1	1				0	0		9	9	19	
7:15 AM	4			4			4	4				0	2		11	13	21	
7:30 AM	6			6			1	1				0	1		10	11	18	
7:45 AM	7			7			1	1				0	2		15	17	25	83
8:00 AM	8			8			3	3				0	0		11	11	22	86
8:15 AM	15			15			1	1				0	2		16	18	34	99
8:30 AM	11			11			4	4				0	2		12	14	29	110
8:45 AM	5			5			3	3				0	1		12	13	21	106
Peak Hour 7:45 AM to 8:45 AM	**41**			**41**			**9**	**9**				**0**	**6**		**54**	**60**	**110**	
PHF				0.68				0.56								0.83		



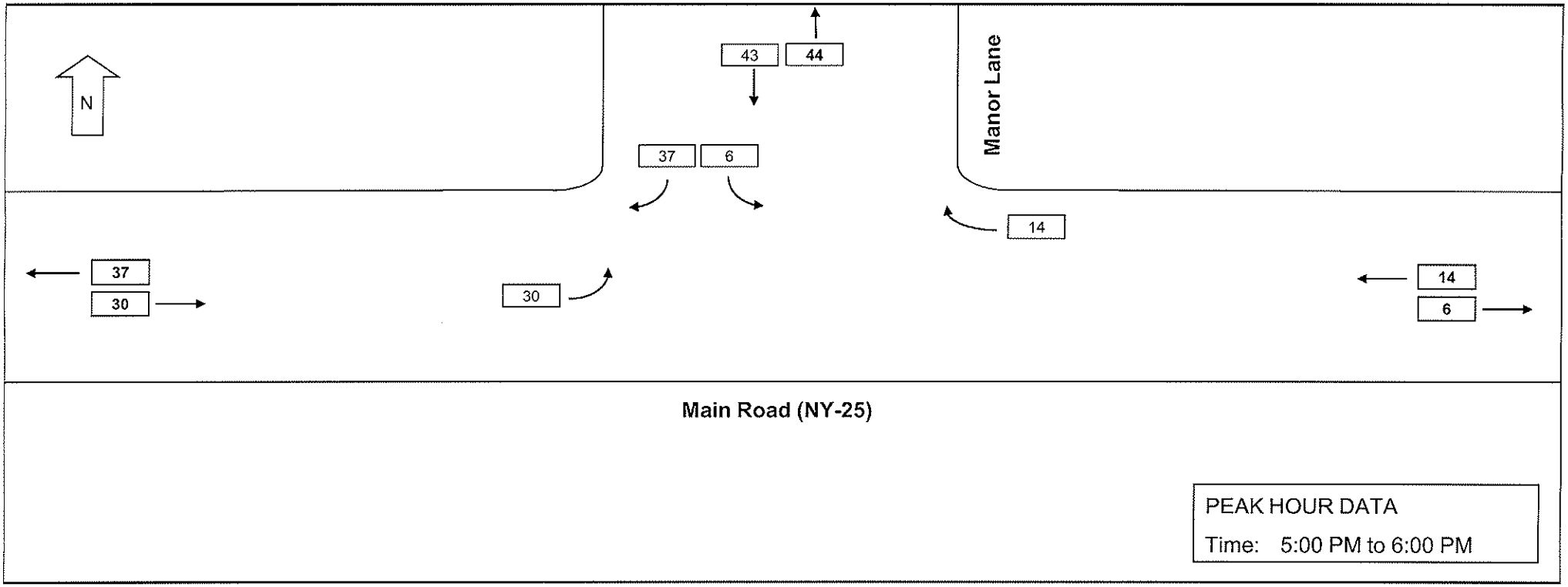
TRAFFIC VOLUME DATA

Main Road (NY-25) @ Manor Lane
Jamesport, NY

ESCHBACHER VHB

Date Collected: 11/18/08 (Tuesday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM	8			8			6	6				0	4		10	14	28	
4:15 PM	9			9			1	1				0	1		5	6	16	
4:30 PM	7			7			3	3				0	4		8	12	22	
4:45 PM	6			6			6	6				0	3		5	8	20	86
5:00 PM	5			5			3	3				0	1		6	7	15	73
5:15 PM	11			11			2	2				0	0		10	10	23	80
5:30 PM	8			8			4	4				0	2		12	14	26	84
5:45 PM	6			6			5	5				0	3		9	12	23	87
Peak Hour 5:00 PM to 6:00 PM	**30**			**30**			**14**	**14**				**0**	**6**		**37**	**43**	**87**	
PHF				0.68				0.70								0.77		



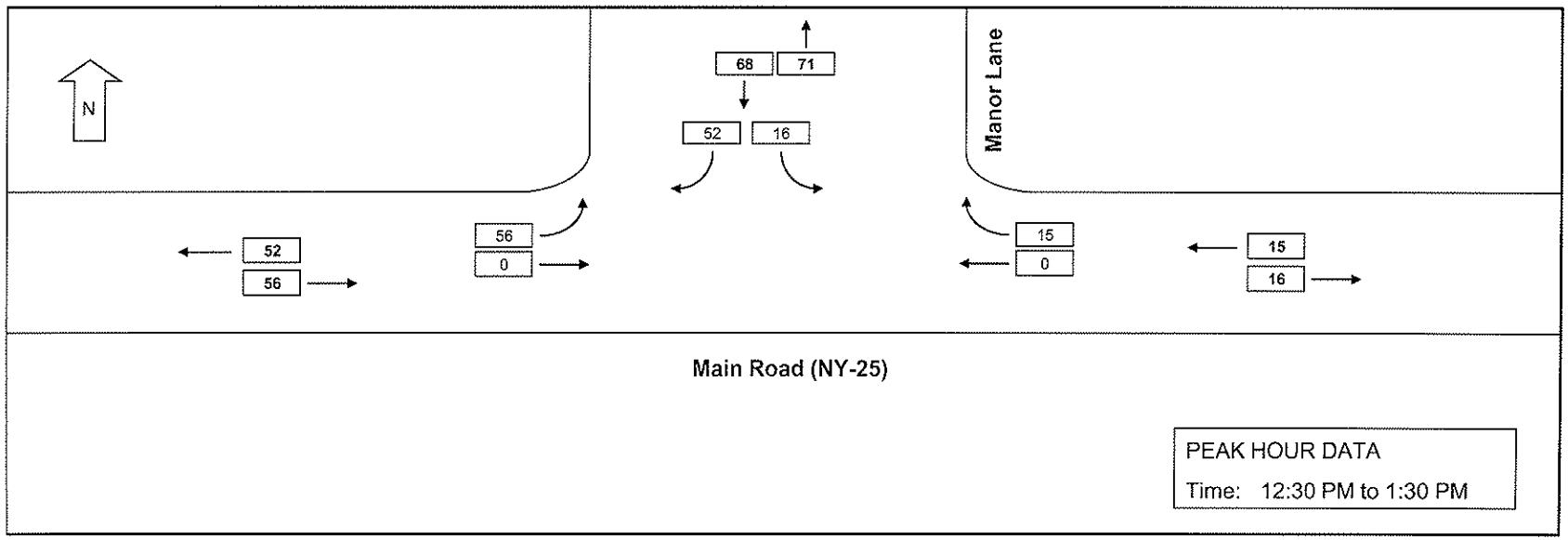
TRAFFIC VOLUME DATA

Main Road (NY-25) @ Manor Lane
Jamesport, NY

ESCHBACHER VHB

Date Collected: 11/22/08 (Saturday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
10:00 AM	9			9			4	4					2		7	9	22	
10:15 AM	10			10			3	3					3		12	15	28	
10:30 AM	9			9			3	3					2		15	17	29	
10:45 AM	7			7			6	6					1		14	15	28	107
11:00 AM	3			3			4	4					1		8	9	16	101
11:15 AM	10			10			5	5					3		9	12	27	100
11:30 AM	9			9			4	4					1		13	14	27	98
11:45 AM	8			8			4	4					4		12	16	28	98
12:00 PM	9			9			4	4					5		5	10	23	105
12:15 PM	6			6			3	3					2		10	12	21	99
12:30 PM	10			10			5	5					3		15	18	33	105
12:45 PM	11			11			2	2					4		14	18	31	108
1:00 PM	22			22			5	5					5		11	16	43	128
1:15 PM	13			13			3	3					4		12	16	32	139
1:30 PM	11			11			5	5					6		5	11	27	133
1:45 PM	15			15			5	5					2		6	8	28	130
2:00 PM	8			8			1	1					4		12	16	25	112
2:15 PM	10			10			5	5					2		9	11	26	106
2:30 PM	7			7			4	4					3		6	9	20	99
2:45 PM	10			10			4	4					2		8	10	24	95
3:00 PM	18			18			6	6					6		8	14	38	108
3:15 PM	9			9			2	2					1		12	13	24	106
3:30 PM	4			4			3	3					3		13	16	23	109
3:45 PM	5			5			2	2					1		8	9	16	101
Peak Hour																		
12:30 PM to 1:30 PM	56	0		56		0	15	15					16		52	68	139	
PHF				0.64				0.75								0.94		



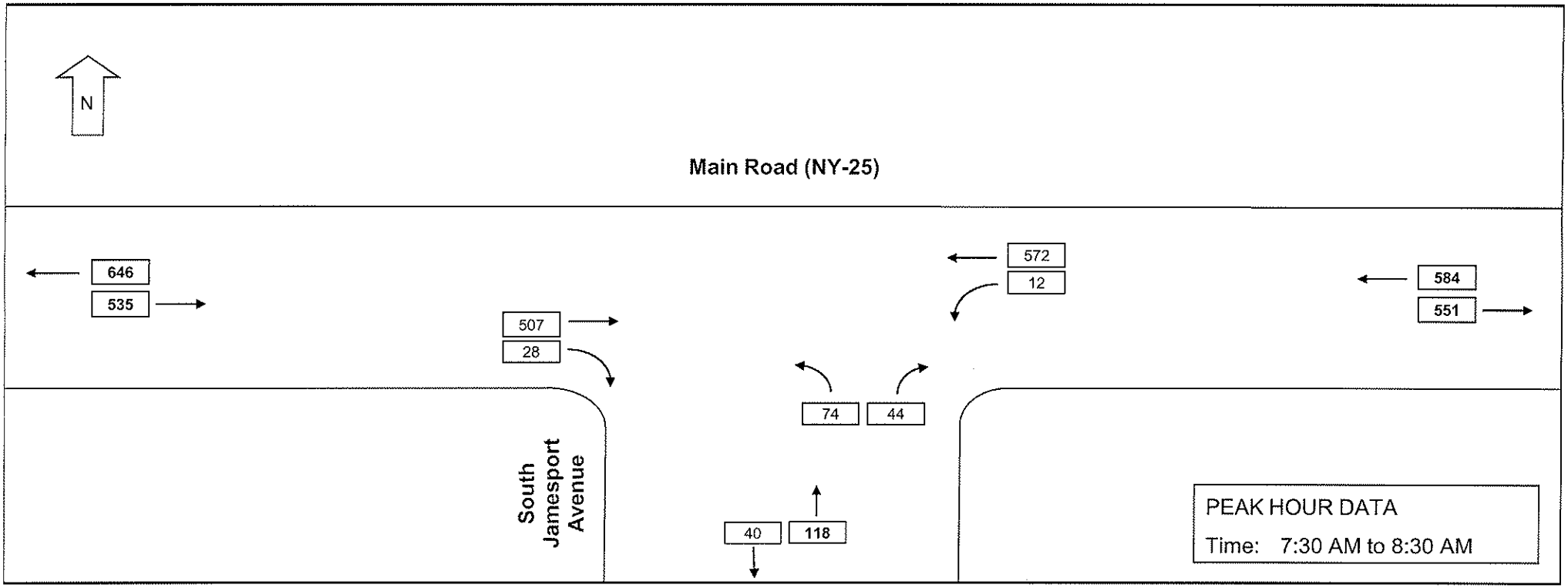
TRAFFIC VOLUME DATA

Main Road (NY-25) @ South Jamesport Avenue
Jamesport, NY

ESCHBACHER VHB

Date Collected: 11/18/08 (Tuesday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM		90	10	100	2	122		124	18		6	24				0	248	
7:15 AM		107	9	116	2	142		144	17		8	25				0	285	
7:30 AM		127	7	134	4	157		161	19		8	27				0	322	
7:45 AM		123	8	131	3	149		152	17		10	27				0	310	1,165
8:00 AM		134	6	140	2	136		138	19		12	31				0	309	1,226
8:15 AM		123	7	130	3	130		133	19		14	33				0	296	1,237
8:30 AM		120	8	128	5	137		142	17		16	33				0	303	1,218
8:45 AM		121	6	127	4	131		135	15		11	26				0	288	1,196
Peak Hour																		
7:30 AM to 8:30 AM		**507**	**28**	**535**	**12**	**572**		**584**	**74**		**44**	**118**				**0**	**1,237**	
PHF				0.96				0.91				0.89						



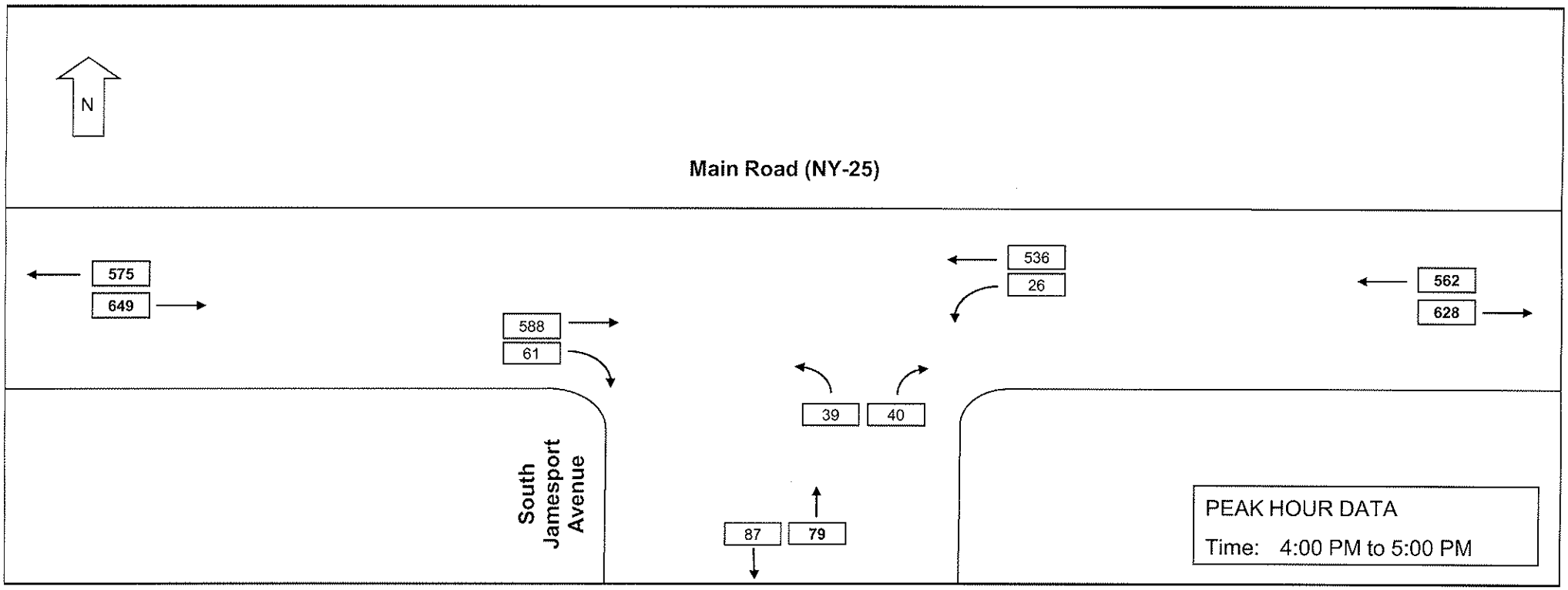
TRAFFIC VOLUME DATA

Main Road (NY-25) @ South Jamesport Avenue
Jamesport, NY

ESCHBACHER VHB

Date Collected: 11/18/08 (Tuesday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM		146	19	165	3	139		142	7		11	18				0	325	
4:15 PM		140	14	154	4	139		143	8		10	18				0	315	
4:30 PM		143	12	155	6	133		139	12		9	21				0	315	
4:45 PM		159	16	175	13	125		138	12		10	22				0	335	1,290
5:00 PM		144	13	157	8	119		127	11		9	20				0	304	1,269
5:15 PM		141	11	152	4	122		126	8		10	18				0	296	1,250
5:30 PM		138	9	147	6	117		123	7		8	15				0	285	1,220
5:45 PM		133	12	145	4	120		124	8		7	15				0	284	1,169
Peak Hour 4:00 PM to 5:00 PM		**588**	**61**	**649**	**26**	**536**		**562**	**39**		**40**	**79**				**0**	**1,290**	
PHF				0.93				0.98				0.90						



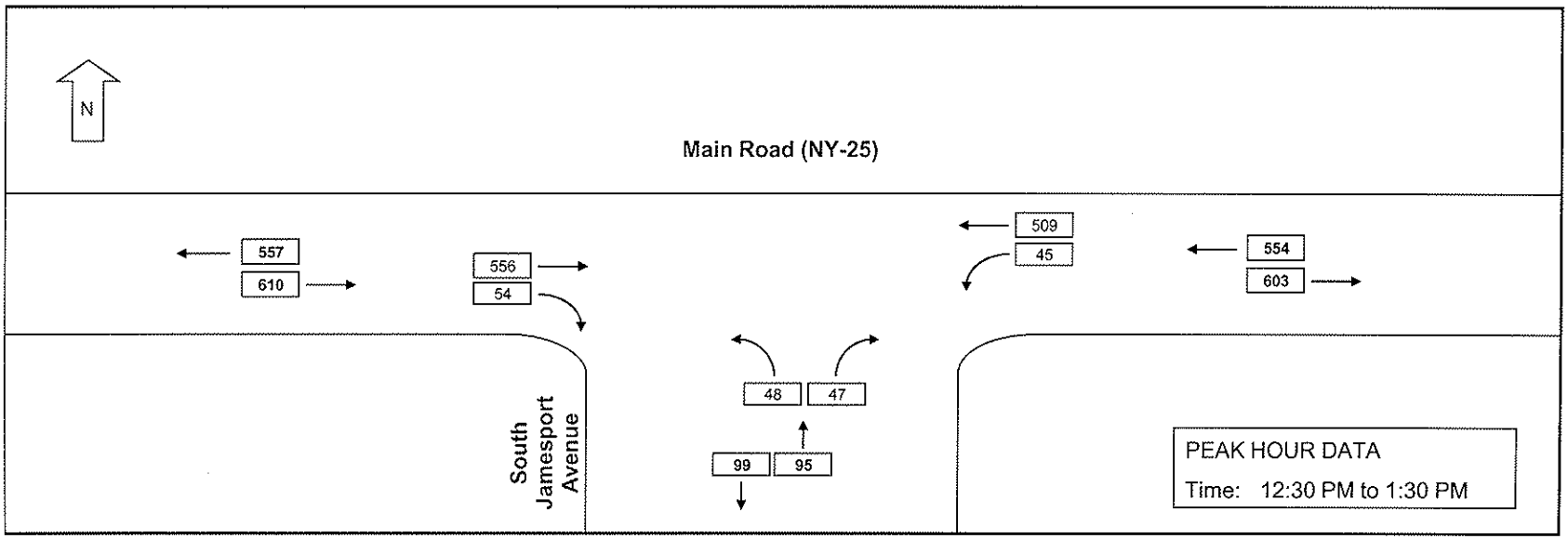
TRAFFIC VOLUME DATA

Main Road (NY-25) @ South Jamesport Avenue
Jamesport, NY

ESCHBACHER VHB

Date Collected: 11/22/08 (Saturday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
10:00 AM		117	12	129	6	106		112	16		13	29					270	
10:15 AM		115	14	129	8	120		128	19		9	28					285	
10:30 AM		112	15	127	11	131		142	20		6	26					295	
10:45 AM		111	17	128	9	129		138	20		4	24					290	1,140
11:00 AM		109	20	129	10	133		143	22		2	24					296	1,166
11:15 AM		112	17	129	9	124		133	23		6	29					291	1,172
11:30 AM		116	15	131	8	121		129	24		9	33					293	1,170
11:45 AM		111	18	129	10	121		131	22		7	29					289	1,169
12:00 PM		119	17	136	9	116		125	21		8	29					290	1,163
12:15 PM		122	11	133	7	114		121	22		9	31					285	1,157
12:30 PM		132	9	141	11	122		133	16		12	28					302	1,166
12:45 PM		138	8	146	15	130		145	10		16	26					317	1,194
1:00 PM		141	16	157	11	129		140	9		12	21					318	1,222
1:15 PM		145	21	166	8	128		136	13		7	20					322	1,259
1:30 PM		132	17	149	10	120		130	12		8	20					299	1,256
1:45 PM		124	10	134	9	116		125	11		9	20					279	1,218
2:00 PM		122	8	130	10	115		125	13		9	22					277	1,177
2:15 PM		137	9	146	11	123		134	17		8	25					305	1,160
2:30 PM		151	9	160	9	137		146	18		7	25					331	1,192
2:45 PM		118	7	125	8	112		120	17		9	26					271	1,184
3:00 PM		103	4	107	7	106		113	16		11	27					247	1,154
3:15 PM		106	9	115	9	120		129	14		7	21					265	1,114
3:30 PM		108	17	125	11	128		139	15		6	21					285	1,068
3:45 PM		105	11	116	10	115		125	13		9	22					263	1,060
Peak Hour																		
12:30 PM to 1:30 PM		**556**	**54**	**610**	**45**	**509**		**554**	**48**		**47**	**95**					**1,259**	
PHF				0.92				0.96				0.85						



MACHINE COUNT DATA (A.T.R.)

HOURLY TRAFFIC VOLUMES
NYS Route 25 (Main Road) @ Proposed Site Driveway
Thursday, February 12, 2004 - Tuesday, February 17, 2004

TIME	Thursday, February 12, 2004			Friday, February 13, 2004			Saturday, February 14, 2004			Sunday, February 15, 2004		
BEGIN	EASTBOUND	WESTBOUND	TOTAL	EASTBOUND	WESTBOUND	TOTAL	EASTBOUND	WESTBOUND	TOTAL	EASTBOUND	WESTBOUND	TOTAL
12:00 AM	-	-	-	74	38	112	125	58	125	146	87	233
1:00 AM	-	-	-	44	12	56	56	45	56	68	57	125
2:00 AM	-	-	-	29	10	39	37	20	37	36	16	52
3:00 AM	-	-	-	15	18	33	23	15	23	28	11	39
4:00 AM	-	-	-	26	39	65	29	39	29	20	15	35
5:00 AM	-	-	-	43	130	173	54	51	54	20	26	46
6:00 AM	-	-	-	198	317	515	107	121	107	58	67	125
7:00 AM	-	-	-	436	518	954	263	227	490	125	117	242
8:00 AM	-	-	-	557	567	1124	338	347	685	213	202	415
9:00 AM	-	-	-	475	592	1067	415	456	871	244	306	550
10:00 AM	-	-	-	463	572	1035	551	541	1092	337	401	738
11:00 AM	-	-	-	535	514	1049	664	583	1247	413	473	886
12:00 PM	-	-	-	602	516	1118	734	608	1342	573	510	1083
1:00 PM	553	456	1009	602	547	1149	721	610	1331	615	508	1123
2:00 PM	575	523	1098	619	520	1139	698	557	1255	581	536	1117
3:00 PM	613	576	1189	680	586	1266	731	588	1319	493	503	996
4:00 PM	671	595	1266	742	637	1379	649	659	1308	437	471	908
5:00 PM	715	580	1295	803	663	1466	642	618	1260	451	392	843
6:00 PM	641	411	1052	726	451	1177	514	507	1021	402	355	757
7:00 PM	495	235	730	572	286	858	409	347	756	314	258	572
8:00 PM	346	193	539	426	259	685	326	322	648	263	236	499
9:00 PM	335	159	494	380	178	558	274	241	515	231	202	433
10:00 PM	230	120	350	295	203	498	240	184	424	146	131	277
11:00 PM	130	66	196	156	132	288	159	178	337	85	65	150
DAILY TOTAL	5,304	3,914	9,218	9,498	8,305	17,803	8,759	7,922	16,681	6,299	5,945	12,244

TIME	Monday, February 16, 2004			Tuesday, February 17, 2004		
BEGIN	EASTBOUND	WESTBOUND	TOTAL	EASTBOUND	WESTBOUND	TOTAL
12:00 AM	71	42	113	59	29	88
1:00 AM	38	18	56	22	16	38
2:00 AM	22	7	29	25	7	32
3:00 AM	20	10	30	13	21	34
4:00 AM	24	31	55	20	33	53
5:00 AM	29	74	103	54	132	186
6:00 AM	121	154	275	174	288	462
7:00 AM	282	283	565	418	460	878
8:00 AM	360	318	678	495	556	1051
9:00 AM	329	428	757	414	568	982
10:00 AM	378	503	881	-	-	-
11:00 AM	469	532	1001	-	-	-
12:00 PM	560	576	1136	-	-	-
1:00 PM	497	506	1003	-	-	-
2:00 PM	503	550	1053	-	-	-
3:00 PM	555	501	1056	-	-	-
4:00 PM	571	597	1168	-	-	-
5:00 PM	511	530	1041	-	-	-
6:00 PM	487	361	848	-	-	-
7:00 PM	349	233	582	-	-	-
8:00 PM	257	186	443	-	-	-
9:00 PM	211	156	367	-	-	-
10:00 PM	163	92	255	-	-	-
11:00 PM	90	54	144	-	-	-
DAILY TOTAL	6,897	6,742	13,639	1,694	2,110	3,804

HOURLY TRAFFIC VOLUMES
Manor Lane @ Proposed Site Driveway
Thursday, February 12, 2004 - Tuesday, February 17, 2004

TIME	Thursday, February 12, 2004			Friday, February 13, 2004			Saturday, February 14, 2004			Sunday, February 15, 2004		
BEGIN	NORTHBOUND	SOUTHBOUND	TOTAL	NORTHBOUND	SOUTHBOUND	TOTAL	NORTHBOUND	SOUTHBOUND	TOTAL	NORTHBOUND	SOUTHBOUND	TOTAL
12:00 AM	-	-	-	2	2	4	2	1	2	3	2	5
1:00 AM	-	-	-	2	1	3	2	1	2	1	0	1
2:00 AM	-	-	-	3	1	4	0	1	0	0	0	0
3:00 AM	-	-	-	4	0	4	2	0	2	2	1	3
4:00 AM	-	-	-	1	0	1	1	2	1	0	0	0
5:00 AM	-	-	-	4	1	5	3	2	3	3	0	3
6:00 AM	-	-	-	7	8	15	1	5	1	3	0	3
7:00 AM	-	-	-	14	32	46	13	19	32	4	6	10
8:00 AM	-	-	-	28	19	47	17	24	41	14	16	30
9:00 AM	-	-	-	24	26	50	22	22	44	16	23	39
10:00 AM	-	-	-	26	36	62	36	30	66	16	29	45
11:00 AM	-	-	-	28	30	58	40	25	65	30	30	60
12:00 PM	-	-	-	26	28	54	50	46	96	25	16	41
1:00 PM	27	15	42	30	27	57	36	33	69	28	29	57
2:00 PM	17	20	37	34	18	52	38	31	69	17	20	37
3:00 PM	26	32	58	22	35	57	30	30	60	20	19	39
4:00 PM	32	37	69	29	36	65	33	27	60	28	18	46
5:00 PM	29	23	52	39	26	65	25	28	53	21	12	33
6:00 PM	22	23	45	22	28	50	18	15	33	14	14	28
7:00 PM	10	8	18	7	14	21	12	15	27	10	7	17
8:00 PM	11	4	15	7	7	14	11	14	25	10	5	15
9:00 PM	7	5	12	13	9	22	8	6	14	10	7	17
10:00 PM	5	2	7	8	6	14	10	6	16	6	1	7
11:00 PM	4	0	4	9	5	14	3	8	11	0	1	1
DAILY TOTAL	190	169	359	389	395	784	413	391	804	281	256	537

TIME	Monday, February 16, 2004			Tuesday, February 17, 2004		
BEGIN	NORTHBOUND	SOUTHBOUND	TOTAL	NORTHBOUND	SOUTHBOUND	TOTAL
12:00 AM	0	3	3	1	1	2
1:00 AM	1	2	3	2	1	3
2:00 AM	0	0	0	0	0	0
3:00 AM	0	0	0	3	0	3
4:00 AM	0	1	1	1	0	1
5:00 AM	2	2	4	4	3	7
6:00 AM	4	4	8	9	7	16
7:00 AM	18	9	27	16	11	27
8:00 AM	18	16	34	19	31	50
9:00 AM	25	22	47	21	24	45
10:00 AM	27	22	49	-	-	-
11:00 AM	30	22	52	-	-	-
12:00 PM	21	31	52	-	-	-
1:00 PM	29	18	47	-	-	-
2:00 PM	18	23	41	-	-	-
3:00 PM	22	28	50	-	-	-
4:00 PM	30	34	64	-	-	-
5:00 PM	28	20	48	-	-	-
6:00 PM	12	16	28	-	-	-
7:00 PM	12	9	21	-	-	-
8:00 PM	5	7	12	-	-	-
9:00 PM	6	4	10	-	-	-
10:00 PM	2	3	5	-	-	-
11:00 PM	3	0	3	-	-	-
DAILY TOTAL	313	296	609	76	78	154

ACCIDENT DATA

NYSDOT Safety Information Management System
Summary Report By Segment And/Or Intersection
All Accidents (Links & Nodes)
Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

REGN/CNTY: 02 SUFFOLK
ROUTE: NY25 LINKS: 55555 - 55556 THRU 55614 - 55668
DATES: JAN-01-2005 - DEC-31-2007

FROM NODE	TO NODE	DESCRIPTION	NUMBER OF ACCIDENTS TOTAL	FTL	INJ	PDO	N/R	WET ROAD **	FIXED OBJ **	PED & BIKE **	TRUCK *** **	LIGHT DWN/DSK **	CONDITION DAY **	CONDITION NIGHT **
55557		MIDDLE COUNTRY RD S JAMESPORT AVE	1	0	0	1	0	0	0	0	0	0	0	0
		TOTAL	1	0	0	1	0	0	0	0	0	0	0	0

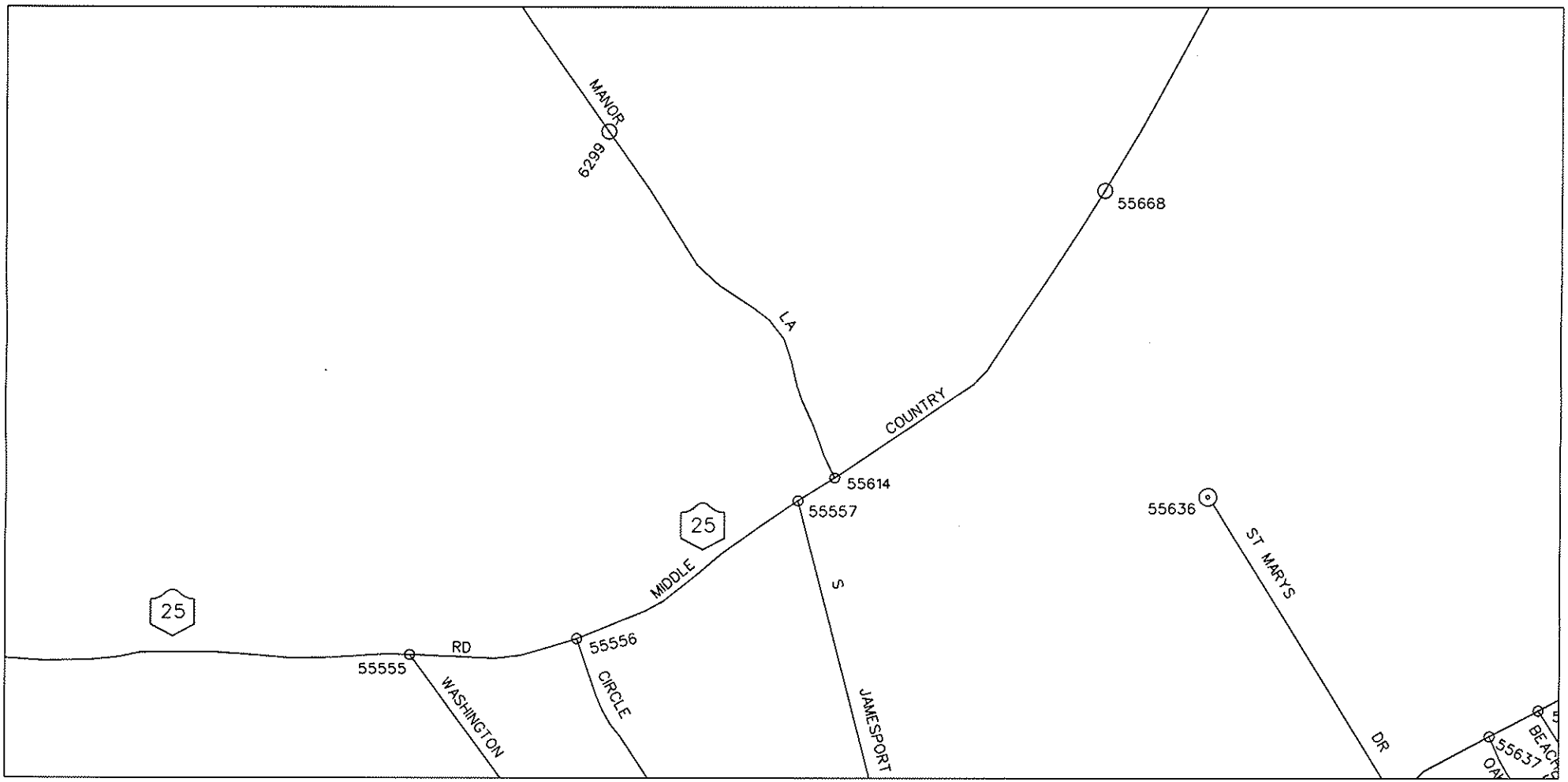
** Excludes Non-Reportables *** Excludes Pickups & Vans

NYSDOT Safety Information Management System
Summary Report By Segment And/Or Intersection
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

ROUTE: 25 HIGHWAY LOCATION: 25 07041491 - 25 07041502 DATES: 01-JAN-2005 - 31-DEC-2007

REFERENCE	INT.	DESCRIPTION	NUMBER OF ACCIDENTS - TOTAL	FTL	INJ	PDO	N/R	WET ROAD	FIXED OBJ **	PED& BIKE **	TRUCK *** **	LIGHT CONDITION DWN/DSK **	DAY **	NIGHT **
25 0704 1491			7	0	6	1	0	0	0	1	1	1	4	0
25 0704 1491	14	WASHINGTON AVE	5	0	5	0	0	0	0	0	0	0	5	0
25 0704 1492			4	0	2	1	1	0	1	0	0	0	1	1
25 0704 1494			1	0	1	0	0	0	1	0	0	0	1	0
25 0704 1495			1	0	1	0	0	0	0	0	0	0	1	0
25 0704 1495	16	JAMESPORT AVE	5	0	2	3	0	0	0	0	1	0	4	0
25 0704 1495	17	MANOR LA	2	0	0	2	0	0	0	0	0	0	1	0
25 0704 1496			2	0	2	0	0	0	0	0	0	0	2	0
25 0704 1498			1	0	1	0	0	1	1	0	0	0	0	1
25 0704 1498	36	ZIEMACKI LANE	2	0	0	2	0	0	0	0	1	0	1	1
25 0704 1499			3	0	2	0	1	0	0	0	1	0	2	0
25 0704 1501			3	0	1	1	1	1	0	0	0	0	1	1
25 0704 1502			2	0	1	1	0	1	1	0	0	1	0	1
25 0704 1502	18	HERRICKS LA	1	0	1	0	0	0	1	0	0	0	0	1
		ROUTE TOTAL EXCLUDES 999 RMS	39	0	25	11	3	3	5	1	4	2	23	6

** EXCLUDES PARTIALLY CODED NON-REPORTABLES *** EXCLUDES PICKUPS & VANS



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NYSDOT Safety Information Mangement System
Route Feature Listing

Operator Selection Criteria (* means all):
Region: 0
County: 2
Route: 25

Report Legend for Intersection Class

st Digit: Configuration Cod

1	"Y" INTERSECTION
2	4 LEG INTERSECTION
3	"T" INTERSECTION
4	MULTILEG INTERSECTION 5 OR MORE LEG
5	RAMP
U	UNKNOWN PRIOR TO INSTALLATION

2nd Digit: Intersection Traffic Control Code

1	RED, YELLOW, GREEN SIGNAL
2	FLASHING DEVICE
3	STOP SIGN
4	YIELD SIGN
5	NO CONTROL
U	UNKNOWN PRIOR TO INSTALLATION

3rd Digit: Left Turn Code

1	YES LEFT TURN LANE
2	NO LEFT TURN LANE
3	ON RAMP
4	OFF RAMP
U	UNKNOWN PRIOR TO INSTALLATION

NYSDOT Safety Information Mangement System

Route Feature Listing

Feature	Int #	IS	From Reference Mrkr	Class Node	Intersection Type	Class	Side Road	User Last Mod Date	Route	Dirn of Trav
NASSAU/SUFFOLK COUNTY LINE		E	25 0704 1000						25	E
HUNTINGTON TOWN LINE		E	25 0704 1000						25	E
WEST GATE DR	80	W	25 0704 1000		N	312	0.10	14 JUN 1996	25	E
PROMENADE DR	81	W	25 0704 1001		N	332	0.10	14 JUN 1996	25	E
ROUNDSWAMP RD	82	W	25 0704 1004		S	312	0.10	14 JUN 1996	25	E
SHEPPARD LA	83	W	25 0704 1005		S	332	0.10	14 JUN 1996	25	E
CHICORY LA	84	E	25 0704 1006		S	332	0.10	14 JUN 1996	25	E
EAST GATE DR	85	W	25 0704 1008		N	332	0.10	14 JUN 1996	25	E
COLD SPRING-HARTMAN	86	E	25 0704 1009		X	212	0.20	14 JUN 1996	25	E
MAC ARTHUR AVE	88	W	25 0704 1010		N	332	0.10	14 JUN 1996	25	E
CHARLES-SWT HOLLOW	89	W	25 0704 1011		X	232	0.20	14 JUN 1996	25	E
BROOKS RD	91	E	25 0704 1013		N	332	0.10	14 JUN 1996	25	E
MORWOOD AVE	65	E	25 0704 1014		N	312	0.10	14 JUN 1996	25	E
LEDGEWOOD AVE	66	E	25 0704 1014		S	342	0.10	14 JUN 1996	25	E
PAUMONOK	92	W	25 0704 1014		S	312	0.10	14 JUN 1996	25	E
OAKWOOD RD CO RD 92	93	W	25 0704 1015		N	311	0.10	14 JUN 1996	25	E
JONES LN	95	E	25 0704 1018		X	212	0.20	14 JUN 1996	25	E
WEST HILLS RD	97	W	25 0704 1019		X	212	0.20	14 JUN 1996	25	E
MARCY AVE	99	E	25 0704 1020		S	332	0.10	14 JUN 1996	25	E
CAGER AVE	50	W	25 0704 1021		S	332	0.10	14 JUN 1996	25	E
COLLINS AVE	01	E	25 0704 1021		S	332	0.10	14 JUN 1996	25	E
PINE TREE RD	02	W	25 0704 1022		S	332	0.10	14 JUN 1996	25	E
NY 25 & NY 110 WALT WHITMAN	03	E	25 0704 1024		X	211	0.00	19 MAY 2004	25	E
OLD S PATH- NY AVE	05	W	25 0704 1025		X	211	0.20	14 JUN 1996	25	E
HOME CREST AVE	07	E	25 0704 1026		N	332	0.10	14 JUN 1996	25	E
ACKERY CT	08	E	25 0704 1026		S	332	0.10	14 JUN 1996	25	E
POPLAR AVE	09	E	25 0704 1027		N	332	0.10	14 JUN 1996	25	E
MERCER AVE ENGELKE	10	E	25 0704 1029		X	332	0.10	14 JUN 1996	25	E
SCHILLER AVE	12	E	25 0704 1030		N	332	0.10	14 JUN 1996	25	E
GOLLER AVE	13	E	25 0704 1030		S	332	0.10	14 JUN 1996	25	E
THORNEY AVE BARKERS	14	E	25 0704 1031		X	232	0.20	14 JUN 1996	25	E
HUNTERS LA	16	W	25 0704 1032		S	332	0.10	14 JUN 1996	25	E
VANWYCK-MELVILLE	50	E	25 0704 1033		X	212	0.20	14 JUN 1996	25	E
OAKCREST DR	02	W	25 0704 1035		S	332	0.10	14 JUN 1996	25	E

Feature	Int #	IS	From Reference Mrkr	Class Node	Intersection Type	Intersection Class	Side Road	User Last Mod Date	Route	Dirn of Trav
OAKCREST DR										
DEPOT RD PIDGON HIL	19	W	25 0704 1036		X	212	0.25	14 JUN 1996	25	E
EVERGREEN AVE	22	W	25 0704 1037		S	232	0.20	14 JUN 1996	25	E
BEVERLY RD	23	W	25 0704 1038		X	212	0.20	14 JUN 1996	25	E
LONGFELLOW DR	25	W	25 0704 1039		N	312	0.10	14 JUN 1996	25	E
TOTTEN AVE EMERALD	26	W	25 0704 1041		X	232	0.20	14 JUN 1996	25	E
COOPER AVE	28	W	25 0704 1043		N	312	0.10	14 JUN 1996	25	E
ALPINE WAY	29	W	25 0704 1044		S	332	0.10	14 JUN 1996	25	E
MAP QUAD 24 GRENLWN		E	25 0704 1044						25	E
DIX HILLS RD	74	E	25 0704 1046		X	212	0.20	14 JUN 1996	25	E
STATE PL	42	E	25 0704 1049		S	332	0.10	14 JUN 1996	25	E
DEER PARK RD WEST	78	E	25 0704 1050		X	212	0.25	14 JUN 1996	25	E
JUANITA AVE	76	W	25 0704 1051		N	332	0.15	14 JUN 1996	25	E
ALYSSUM AVE	77	W	25 0704 1052		S	352	0.10	14 JUN 1996	25	E
MANOR RD	81	W	25 0704 1052		N	332	0.10	14 JUN 1996	25	E
OLD COUNTRY RD	82	W	25 0704 1053		S	312	0.10	14 JUN 1996	25	E
WARNER RD	84	E	25 0704 1061		N	311	0.10	14 JUN 1996	25	E
WARE AVE (WATE AVE)	05	E	25 0704 1064		N	332	0.10	14 JUN 1996	25	E
EAST DEER PARK RD	83	W	25 0704 1066		S	111	0.10	14 JUN 1996	25	E
ROFAY DR	85	W	25 0704 1068		S	332	0.10	14 JUN 1996	25	E
CR 10/ELWOOD RD	86	W	25 0704 1068		N	311	0.15	25 JUL 2001	25	E
ELDORADO DR-DALY RD	87	W	25 0704 1070		X	212	0.20	14 JUN 1996	25	E
VERLETE RD	08	W	25 0704 1072		N	332	0.10	14 JUN 1996	25	E
LARKFIELD RD	89	E	25 0704 1078		X	211	0.25	14 JUN 1996	25	E
CALVERT AVE	09	E	25 0704 1080		S	312	0.10	14 JUN 1996	25	E
RURAL PL	13	E	25 0704 1083		N	332	0.10	14 JUN 1996	25	E
WILTSHIRE DR	14	W	25 0704 1085		S	332	0.10	14 JUN 1996	25	E
VALMONT AVE	15	E	25 0704 1085		S	332	0.10	14 JUN 1996	25	E
CR 4/COMMACK&TOWNLINE RD	91	E	25 0704 1089		X	211	0.25	25 JUL 2001	25	E
HUNTINGTON/SMITHTOWN TN LN		E	25 0704 1090						25	E
RTE 25 IS JERICHO TURNPIKE		@	25 0704 1090						25	E
JCT NY 25 & NY 454 VETS MEMORIAL	98	E	25 0704 1091		X	211	0.00	19 MAY 2004	25	E
RUTH BLVD	96	W	25 0704 1092		N	312	0.10	14 JUN 1996	25	E
OLD INDIAN HEAD RD	19	W	25 0704 1093		N	312	0.10	14 JUN 1996	25	E

Feature	Int #	IS	From Reference Mrkr	Class Node	Intersection Type	Intersection Class	Side Road	User Last Mod Date	Route	Dirn of Trav
OLD INDIAN HEAD RD										
EXIT SM3 - SEATON MEADOWS PKWY		@	25 0704 1095						25	E
RAMP 25 E FM SMPYS	20	W	25 0704 1095		S	342	0.10	14 JUN 1996	25	E
RAMP 25 W TO SMPYS	21	E	25 0704 1095		N	352	0.15	14 JUN 1996	25	E
RAMP 25 E TO SMPY N	22	W	25 0704 1096		S	352	0.10	14 JUN 1996	25	E
RAMP 25 W FM SMPY N	23	W	25 0704 1096		N	342	0.10	14 JUN 1996	25	E
RAMP 25 E FM SMPY N	24	E	25 0704 1096		S	352	0.10	14 JUN 1996	25	E
INDIAN HD-HARNED RD	25	E	25 0704 1096		X	211	0.20	14 JUN 1996	25	E
WALTER CT/ZINNA CT	28	E	25 0704 1098		S	342	0.10	25 JUL 2001	25	E
BEECHWOOD LANE	29	W	25 0704 1099		N	312	0.10	14 JUN 1996	25	E
MAIRFAIR TERRACE	30	E	25 0704 1102		S	342	0.10	14 JUN 1996	25	E
KINGS PARK RD	31	E	25 0704 1103		N	312	0.10	14 JUN 1996	25	E
SIRACUSA BLVD/WYNDACH BLVD/HUNTER P	32	E	25 0704 1107		N	332	0.10	25 JUL 2001	25	E
WINSTON/CORNELL DRS	34	W	25 0704 1110		X	232	0.20	25 JUL 2001	25	E
MAP QUAD 25		E	25 0704 1111						25	E
MOOREWOOD DR/LEDGEWOOD DR	51	E	25 0704 1114		N	312	0.10	25 JUL 2001	25	E
CR108/PLYMOUTH BLVD/WILLETS PATH	67	E	25 0704 1121		X	211	0.25	25 JUL 2001	25	E
SMITHTOWN TOWN/VILLAGE LINE		E	25 0704 1133						25	E
MEADOW RD/MILL DAM RD	71	E	25 0704 1133		N	142	0.10	25 JUL 2001	25	E
BGN 25A OVERLAP	40	W	25 0704 1135		N	212	0.00	14 JUN 1996	25	E
EDGEWOOD-BROOKSIDE	16	W	25A 0703 1183		X	212	0.25	14 JUN 1996	25	E
ELLIOT PL	75	W	25A 0703 1184		N	332	0.10	14 JUN 1996	25	E
EDGEWATER AVE	76	W	25A 0703 1185		S	332	0.10	14 JUN 1996	25	E
NEW YORK/REDWOOD AV	78	E	25A 0703 1185		S	232	0.20	14 JUN 1996	25	E
MAPLE AVE	80	E	25A 0703 1186		S	312	0.10	14 JUN 1996	25	E
KARL AVE	81	W	25A 0703 1187		N	332	0.10	14 JUN 1996	25	E
ELM AVE	82	E	25A 0703 1187		S	312	0.10	14 JUN 1996	25	E
SMITHTOWN TN LN/VILL OF THE BRANCH		E	25A 0703 1188						25	E
LAWRENCE AVE	74	E	25A 0703 1188		S	312	0.10	14 JUN 1996	25	E
BANK AVE	83	E	25A 0703 1188		N	352	0.10	14 JUN 1996	25	E
LANDING-MILLER PL.	88	E	25A 0703 1189		X	212	0.20	14 JUN 1996	25	E
BELMEADE AVE	89	W	25A 0703 1190		N	332	0.10	14 JUN 1996	25	E
END 25A OVERLAP	03	E	25 0704 1149		X	212	0.00	14 JUN 1996	25	E
DMV-HAUPPAGE RD /SR 111		@	25 0704 1149						25	E

NYSDOT Safety Information Mangement System
Route Feature Listing

Feature	Int #	IS	From Reference Mrkr	Class Node	Intersection Type	Intersection Class	Side Road	User Last Mod Date	Route	Dirn of Trav
SMITHTOWN/BRANCH VILLAGE LINE		E	25 0704 1149						25	E
DMV-JAEDGLE LA		@	25 0704 1149						25	E
PLAZA DR	99	E	25 0704 1150		S	322	0.10	14 JUN 1996	25	E
HEMLOCK LANE	98	E	25 0704 1152		S	352	0.10	14 JUN 1996	25	E
OLD TERRY RD	35	E	25 0704 1155		S	312	0.10	25 JUL 2001	25	E
CR 16/TERRY RD/HALLOCK AVE	36	E	25 0704 1156		S	342	0.10	25 JUL 2001	25	E
VILL OF THE BRANCE/SMITHTOWN VIL LN		E	25 0704 1156						25	E
RTE 25 IS MIDDLE COUNTRY RD		@	25 0704 1156						25	E
FAIRVIEW DR WEST	37	W	25 0704 1157		S	332	0.10	14 JUN 1996	25	E
FRANKLIN DR	38	E	25 0704 1157		N	342	0.10	14 JUN 1996	25	E
LINDNER PL	39	N	25 0704 1158		E	342	0.10	14 JUN 1996	25	E
HILLCREST DR	40	E	25 0704 1158		S	332	0.10	14 JUN 1996	25	E
FIFTY ACRE RD	41	E	25 0704 1159		N	332	0.10	14 JUN 1996	25	E
MARCHANT DR	42	E	25 0704 1160		N	352	0.10	14 JUN 1996	25	E
PROSPECT AVE	43	W	25 0704 1160		S	352	0.10	14 JUN 1996	25	E
ARTHUR DR	44	W	25 0704 1160		N	332	0.10	14 JUN 1996	25	E
MONTCLAIR AVE	44	E	25 0704 1162		N	332	0.10	14 JUN 1996	25	E
SEAGRAM AVE	72	E	25 0704 1162		S	332	0.10	14 JUN 1996	25	E
ARLINGTON AVE	45	W	25 0704 1163		N	332	0.10	14 JUN 1996	25	E
SOUTHERN BLVD	46	W	25 0704 1164		S	332	0.15	14 JUN 1996	25	E
JEFFERSON AVE	47	E	25 0704 1166		N	332	0.10	14 JUN 1996	25	E
BROADLEY AVE	73	W	25 0704 1166		S	352	0.10	14 JUN 1996	25	E
BROWNS RD	48	E	25 0704 1167		S	332	0.10	14 JUN 1996	25	E
LAKE AVE/GIBBS POND RD	49	E	25 0704 1167		X	211	0.25	26 JUL 2001	25	E
SUNNY RD	51	W	25 0704 1168		N	332	0.10	14 JUN 1996	25	E
HOBSON AVE/DOYLE ST	53	W	25 0704 1169		N	332	0.10	26 JUL 2001	25	E
ASTOR AVE	54	W	25 0704 1171		N	332	0.10	14 JUN 1996	25	E
CAMBON AVE	55	W	25 0704 1172		N	332	0.10	14 JUN 1996	25	E
CAMBON PL	56	W	25 0704 1173		S	332	0.10	14 JUN 1996	25	E
HUBER PL	57	E	25 0704 1173		N	332	0.10	14 JUN 1996	25	E
WHITE AVE	58	W	25 0704 1173		N	332	0.15	14 JUN 1996	25	E
HILLSIDE AVE/S. HILLSIDE AVE	59	W	25 0704 1174		N	332	0.10	26 JUL 2001	25	E
RT 347 OFF RAMP	60	W	25 0704 1174		N	211	0.20	14 JUN 1996	25	E
RT 347 OFF RAMP	62	E	25 0704 1176		S	352	0.15	14 JUN 1996	25	E

Feature	Int #	IS	From Reference Mrkr	Class Node	Intersection Type	Intersection Class	Side Road	User Last Mod Date	Route	Dirn of Trav
RT 347 OFF RAMP										
ALEXANDER AVE	63	E	25 0704 1177		S	231	0.20	14 JUN 1996	25	E
MORICHES RD & MALL/NEW MORICHES RD	45	E	25 0704 1180		X	212	0.20	26 JUL 2001	25	E
SMITHTOWN/BROOKHAVEN TN LN		E	25 0704 1180						25	E
BROOKHAVEN TN LN/LAKE GROVE VILL LN		W	25 0704 1181						25	E
PARSNIP POND RD	38	W	25 0704 1185		S	332	0.10	14 JUN 1996	25	E
HALLOOK RD	39	E	25 0704 1185		N	332	0.15	14 JUN 1996	25	E
DIETZ RD	40	W	25 0704 1186		N	332	0.10	14 JUN 1996	25	E
HOMESTEAD RD	41	E	25 0704 1187		S	332	0.10	14 JUN 1996	25	E
HAWKTON PL	42	W	25 0704 1188		N	332	0.10	14 JUN 1996	25	E
STONYBROOK-HAWKINS	52	E	25 0704 1189		X	212	0.25	14 JUN 1996	25	E
ELLIOT AVE	45	W	25 0704 1191		N	332	0.10	14 JUN 1996	25	E
MCGRAW AVE	46	W	25 0704 1192		N	332	0.10	14 JUN 1996	25	E
LAKE GROVE VILL LN/BROOKHAVEN TN LN		E	25 0704 1192						25	E
MAIN AVE - COLES DR	55	W	25 0704 1193		X	232	0.25	26 JUL 2001	25	E
WOOD RD & LAKE GROVE AVE\BLOD	50	W	25 0704 1194		N	232	0.20	26 JUL 2001	25	E
EMERY AVE	52	W	25 0704 1195		S	332	0.10	26 JUL 2001	25	E
CROWN ACRES	80	E	25 0704 1195		N	312	0.10	14 JUN 1996	25	E
FORREST AVE	54	W	25 0704 1196		S	332	0.10	14 JUN 1996	25	E
SMITH LA\EMERY LANE\HAMMOND LANE	55	E	25 0704 1196		X	232	0.20	26 JUL 2001	25	E
OAK ST	57	E	25 0704 1198		N	332	0.10	14 JUN 1996	25	E
RUSTIC RD	58	E	25 0704 1199		S	312	0.10	26 JUL 2001	25	E
OXHEAD	59	E	25 0704 1200		N	332	0.10	14 JUN 1996	25	E
GOULD ST\ULRICK RD\WOODLAND RD	62	W	25 0704 1200		X	232	0.20	26 JUL 2001	25	E
HENRY RD	61	E	25 0704 1201		N	332	0.10	14 JUN 1996	25	E
WASHINGTON-MANHATTN	64	E	25 0704 1201		X	212	0.20	14 JUN 1996	25	E
PLEASANT AVE DAWN DR	66	E	25 0704 1203		X	212	0.20	26 JUL 2001	25	E
MARKTREE RD	68	E	25 0704 1205		N	312	0.10	14 JUN 1996	25	E
HOLBROOK RD	69	E	25 0704 1205		S	312	0.10	14 JUN 1996	25	E
EASTWOOD BLVD	70	E	25 0704 1207		N	312	0.10	14 JUN 1996	25	E
CR16\HORSEBLOCK RD\PORTION RD	71	E	25 0704 1207		S	312	0.10	26 JUL 2001	25	E
N HOWELL RD	72	E	25 0704 1210		N	332	0.10	14 JUN 1996	25	E
HAMMOND RD-HOWELL A	73	E	25 0704 1211		X	232	0.20	14 JUN 1996	25	E
CR97\NICOLLS RD	75	E	25 0704 1212		X	212	0.25	26 JUL 2001	25	E

Feature	Int #	IS	From Reference Mrkr	Class Node	Intersection Type	Intersection Class	Side Road	User Last Mod Date	Route	Dirn of Trav
CR97\NICOLLS RD										
CR97\NICOLLS RD	77	W	25 0704 1213		X	212	0.25	26 JUL 2001	25	E
COLEMAN RD	80	W	25 0704 1214		N	332	0.10	14 JUN 1996	25	E
SMITHTOWN POLK BLVD	79	E	25 0704 1216		N	332	0.00	26 JUL 2001	25	E
ROANOKE BLVD	81	W	25 0704 1216		N	332	0.10	14 JUN 1996	25	E
JOAN AVE\RONKONKOMA BLVD	82	E	25 0704 1216		S	332	0.10	26 JUL 2001	25	E
SELDON BLVD	84	E	25 0704 1217		N	332	0.10	14 JUN 1996	25	E
ROSEMARY LN	85	E	25 0704 1217		S	332	0.10	14 JUN 1996	25	E
MARSHALL RD PAULA BLVD	86	W	25 0704 1218		X	211	0.20	26 JUL 2001	25	E
PARKHILL RD	57	W	25 0704 1219		S	332	0.10	26 JUL 2001	25	E
HIGHVIEW DR	89	E	25 0704 1220		S	332	0.10	14 JUN 1996	25	E
BOYLE RD	91	E	25 0704 1223		N	311	0.10	14 JUN 1996	25	E
COLLEGE RD	92	W	25 0704 1224		S	312	0.10	14 JUN 1996	25	E
MIDDLE COUNTRY RD	84	E	25 0704 1226		N	332	0.10	14 JUN 1996	25	E
VAN BRUNT AVE	94	W	25 0704 1226		N	332	0.10	14 JUN 1996	25	E
MAGNOLIA DR-PLACE	95	W	25 0704 1227		X	232	0.20	14 JUN 1996	25	E
EVERGREEN DR	96	E	25 0704 1227		X	211	0.20	14 JUN 1996	25	E
MARCH CT	98	W	25 0704 1228		N	332	0.10	14 JUN 1996	25	E
ABINET CT	50	E	25 0704 1229		N	332	0.10	14 JUN 1996	25	E
SELDEN CT	99	W	25 0704 1229		S	332	0.10	14 JUN 1996	25	E
BLUE PT RD	02	E	25 0704 1230		S	332	0.10	14 JUN 1996	25	E
BICYCLE PATH	03	W	25 0704 1231		N	332	0.10	14 JUN 1996	25	E
DARE CT	85	E	25 0704 1231		N	332	0.10	14 JUN 1996	25	E
ADIRONDACK DR	05	E	25 0704 1233		S	332	0.10	14 JUN 1996	25	E
MT SINAI RD CO 83	06	E	25 0704 1236		X	212	0.25	14 JUN 1996	25	E
MT SINAI RD CO 83	08	E	25 0704 1236		X	212	0.25	14 JUN 1996	25	E
NEW LANE	10	E	25 0704 1238		S	332	0.10	14 JUN 1996	25	E
CLEVELAND AVE	11	E	25 0704 1240		N	332	0.10	14 JUN 1996	25	E
GRANT AVE	50	E	25 0704 1242		N	332	0.10	14 JUN 1996	25	E
GARFIELD AVE	86	E	25 0704 1242		N	332	0.10	14 JUN 1996	25	E
PAULS PATH	15	W	25 0704 1243		N	332	0.10	14 JUN 1996	25	E
MOONEY POND RD	16	E	25 0704 1244		S	332	0.10	14 JUN 1996	25	E
OLD MIDDLE CTRY RD	17	E	25 0704 1245		N	332	0.10	14 JUN 1996	25	E
JCT NY 25 & NY 112	18	E	25 0704 1248		X	211	0.00	19 MAY 2004	25	E

Feature	Int #	IS	From Reference Mrkr	Class Node	Intersection Type	Intersection Class	Side Road	User Last Mod Date	Route	Dirn of Trav
JCT NY 25 & NY 112										
MAP QUAD 27 BELPORT		E	25 0704 1249						25	E
GRANT SMITH RD	67	E	25 0704 1249		S	232	0.20	14 JUN 1996	25	E
MT SINAI-CORAM RD	52	W	25 0704 1251		N	312	0.15	14 JUN 1996	25	E
WINFIELD DAVIS DR	89	E	25 0704 1255		N	352	0.10	14 JUN 1996	25	E
COUNTRY CLUB DR	90	W	25 0704 1256		N	332	0.10	14 JUN 1996	25	E
HOMESTEAD DR	46	W	25 0704 1259		X	332	0.10	14 JUN 1996	25	E
FIFE DR	48	W	25 0704 1261		S	342	0.10	14 JUN 1996	25	E
WESTFIELD RD	49	E	25 0704 1261		N	332	0.10	14 JUN 1996	25	E
ERNA DR	50	E	25 0704 1261		S	342	0.10	14 JUN 1996	25	E
WILSON-WELLINGTN RD	51	W	25 0704 1262		X	242	0.20	14 JUN 1996	25	E
SWEEZY LA	20	E	25 0704 1265		N	332	0.10	14 JUN 1996	25	E
SWEEZY TOWN RD SOUT	21	E	25 0704 1267		N	332	0.10	14 JUN 1996	25	E
ARNOLD RD	22	E	25 0704 1268		N	322	0.10	14 JUN 1996	25	E
PARK LANE	23	E	25 0704 1268		S	332	0.10	14 JUN 1996	25	E
CHURCH LANE	24	W	25 0704 1270		N	332	0.10	14 JUN 1996	25	E
BARTLETT RD	26	E	25 0704 1272		X	332	0.10	14 JUN 1996	25	E
MIDDLE ISLAND RD	29	E	25 0704 1281		X	232	0.25	14 JUN 1996	25	E
MILLER PL ROCKY PT	31	W	25 0704 1282		X	212	0.20	14 JUN 1996	25	E
TUDOR LANE	91	E	25 0704 1284		N	332	0.10	14 JUN 1996	25	E
LAKEVIEW RD	33	W	25 0704 1285		N	332	0.10	14 JUN 1996	25	E
CURRANS RD	34	E	25 0704 1287		N	332	0.10	14 JUN 1996	25	E
PICASSO WAY	92	E	25 0704 1289		S	322	0.10	14 JUN 1996	25	E
WOODVILLE ROAD	35	E	25 0704 1291		N	332	0.10	14 JUN 1996	25	E
WADING RIVER RD	36	W	25 0704 1294		S	232	0.20	14 JUN 1996	25	E
WOODS LOTS RD	38	E	25 0704 1302		N	332	0.10	14 JUN 1996	25	E
SMITH RD	39	W	25 0704 1303		S	332	0.10	14 JUN 1996	25	E
RAYMOR RD	40	W	25 0704 1303		N	342	0.10	14 JUN 1996	25	E
GIANT OAK RD	41	E	25 0704 1304		S	332	0.10	14 JUN 1996	25	E
RED MAPLE RD	42	E	25 0704 1306		S	332	0.10	14 JUN 1996	25	E
RIDGE RD MEDFORD RD	43	E	25 0704 1307		X	232	0.20	14 JUN 1996	25	E
RANDALL RD	45	W	25 0704 1308		N	332	0.10	14 JUN 1996	25	E
SALLY LA	47	E	25 0704 1311		S	332	0.10	14 JUN 1996	25	E
CR46 IS WILLIAM FLOYD PARKWAY		@	25 0704 1313						25	E

Feature	Int #	IS	From Reference Mrkr	Class Node	Intersection Type	Intersection Class	Side Road	User Last Mod Date	Route	Dirn of Trav
WB RAMP OFF FROM SB CR46	48	W	25 0704 1313		S	352	0.15	27 JUL 2001	25	E
EB RAMP ON TO SB CR46	49	E	25 0704 1313		N	352	0.10	27 JUL 2001	25	E
EB RAMP ON FROM SB CR46	50	E	25 0704 1313		S	352	0.15	27 JUL 2001	25	E
WB RAMP OFF TO SB CR46	51	E	25 0704 1314		N	352	0.10	27 JUL 2001	25	E
EB RAMP OFF TO NB CR46	52	W	25 0704 1315		S	352	0.10	27 JUL 2001	25	E
WB RAMP ON FROM NB CR46	53	W	25 0704 1315		N	352	0.10	27 JUL 2001	25	E
EB RAMP ON FROM NB CR46	54	E	25 0704 1315		S	352	0.10	27 JUL 2001	25	E
WB RAMP OFF TO NB CR46	55	W	25 0704 1316		N	352	0.10	27 JUL 2001	25	E
HALF MOON POND	56	E	25 0704 1318		X	221	0.20	14 JUN 1996	25	E
MAP QUAD 16		E	25 0704 1319						25	E
PINE BARK DR	21	E	25 0704 1321		S	332	0.10	14 JUN 1996	25	E
PLEASANT VIEW DR	22	E	25 0704 1323		S	332	0.10	14 JUN 1996	25	E
CRESCENT BOW DR	23	E	25 0704 1326		S	332	0.10	14 JUN 1996	25	E
OLD SADDLE DR	25	W	25 0704 1329		S	332	0.10	14 JUN 1996	25	E
EAST MARGIN DR	26	E	25 0704 1331		S	332	0.10	14 JUN 1996	25	E
MONTAUK TRAIL	27	E	25 0704 1335		N	342	0.10	14 JUN 1996	25	E
PANAMOKA TRAIL	28	W	25 0704 1336		N	342	0.10	14 JUN 1996	25	E
NUGENT DR-CO-RD 94A	33	W	25 0704 1337		S	112	0.10	14 JUN 1996	25	E
TARKILL RD	29	W	25 0704 1338		N	332	0.10	14 JUN 1996	25	E
BROOKHAVEN/RIVERHEAD TN LN		W	25 0704 1339						25	E
CR25/WADING RIV-MANOR RD	32	W	25 0704 1344		X	212	0.25	27 JUL 2001	25	E
KAY RD	66	W	25 0704 1348		N	332	0.05	14 JUN 1996	25	E
DMV - LINE RD (IN AIRPORT)		@	25 0704 1348						25	E
JCT NY 25 & NY 25A	35	W	25 0704 1368		N	312	0.00	19 MAY 2004	25	E
DMV - GREENMAN GATE N		@	25 0704 1368						25	E
TIMBER RD	36	W	25 0704 1371		N	332	0.05	14 JUN 1996	25	E
DMV - PENNEP DR		@	25 0704 1371						25	E
FRESH POND AVE/FRANCIS BLVD	38	W	25 0704 1376		N	332	0.05	27 JUL 2001	25	E
MAP QUAD 17		E	25 0704 1389						25	E
EDWARDS AVE	78	E	25 0704 1391		X	212	0.12	14 JUN 1996	25	E
MANOR RD	80	E	25 0704 1397		X	232	0.10	14 JUN 1996	25	E
CR58 IS OLD COUNTRY ROAD		@	25 0704 1401						25	E
RAMP 25 W FROM CR58 W	61	W	25 0704 1401		N	352	0.08	27 JUL 2001	25	E
RAMP 25 E TO CR58 E	60	W	25 0704 1402		S	352	0.10	27 JUL 2001	25	E

Feature	Int #	IS	From Reference Mrkr	Class Node	Intersection Type	Class	Side Road	User Last Mod Date	Route	Dirn of Trav
RAMP 25 E TO CR58 E										
495 IS THE LONG ISLAND EXPY		@	25 0704 1404						25	E
RAMP 25 IS EXIT 72		@	25 0704 1404						25	E
RAMP 25 E TO 495 W	62	W	25 0704 1404		S	352	0.15	14 JUN 1996	25	E
RAMP 25 W TO 495 W	63	W	25 0704 1404		N	352	0.10	14 JUN 1996	25	E
RAMP 25 E FROM 495 E	64	W	25 0704 1406		S	352	0.10	27 JUL 2001	25	E
RAMP 25 W FROM 495 E	65	E	25 0704 1406		N	352	0.10	27 JUL 2001	25	E
RIVER RD	82	W	25 0704 1407		S	332	0.10	14 JUN 1996	25	E
KROEMER AVE/FORGE RD	83	W	25 0704 1415		X	232	0.20	27 JUL 2001	25	E
DMV - RTE 25 IS W MAIN ST		@	25 0704 1416						25	E
MILL RD	85	E	25 0704 1425		N	352	0.15	14 JUN 1996	25	E
RAYNOR AVE	66	W	25 0704 1431		N	332	0.10	14 JUN 1996	25	E
MARCEY AVE	86	W	25 0704 1433		N	332	0.15	14 JUN 1996	25	E
SWEEZY AVE	87	E	25 0704 1434		N	332	0.15	14 JUN 1996	25	E
CR94A/COURT ST/CENTRE DR/NUGENT DR	88	W	25 0704 1435		X	212	0.20	27 JUL 2001	25	E
OSBORN AVE	89	E	25 0704 1436		N	312	0.10	14 JUN 1996	25	E
GRIFFING AVE.	53	E	25 0704 1438		N	312	0.10	14 JUN 1996	25	E
PECONIC AVE-CORD 73	91	E	25 0704 1438		S	312	0.15	27 JUL 2001	25	E
DMV - RTE 25 IS E MAIN ST		@	25 0704 1439						25	E
ROANOKE AVE CORD 73	68	E	25 0704 1439		N	312	0.10	27 JUL 2001	25	E
EAST AVE	93	W	25 0704 1440		N	332	0.10	14 JUN 1996	25	E
MC DERMOTT AVE	94	W	25 0704 1441		S	312	0.10	14 JUN 1996	25	E
MAPLE AVE	95	E	25 0704 1441		N	312	0.10	14 JUN 1996	25	E
UNION AVE	96	W	25 0704 1441		N	332	0.10	14 JUN 1996	25	E
OSTRANDER AVE	97	W	25 0704 1442		N	332	0.10	14 JUN 1996	25	E
FISHEL AVE/RIVERSIDE DR	01	W	25 0704 1444		N	332	0.10	27 JUL 2001	25	E
HOWELL LN/HOWELL ST	99	E	25 0704 1445		N	352	0.10	27 JUL 2001	25	E
PROSPECT PL	50	W	25 0704 1446		N	332	0.10	27 JUL 2001	25	E
MILLBROOK RD	02	W	25 0704 1447		S	332	0.10	14 JUN 1996	25	E
HUBBARD AVE	03	E	25 0704 1448		S	332	0.10	14 JUN 1996	25	E
ELTON ST-FAIRWAY AV	04	W	25 0704 1451		X	232	0.20	14 JUN 1996	25	E
PHILIPS ST	06	W	25 0704 1452		N	342	0.10	14 JUN 1996	25	E
SUNSET AVE	67	W	25 0704 1452		S	332	0.10	14 JUN 1996	25	E
SIGAL AVE	68	E	25 0704 1453		N	332	0.10	14 JUN 1996	25	E

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SIGAL AVE										
CO 58	70	W	25 0704 1455		N	142	0.15	14 JUN 1996	25	E
DOCTORS PATH	71	E	25 0704 1456		N	142	0.10	14 JUN 1996	25	E
CR105-CROSS RIVER	54	W	25 0704 1460		X	212	0.25	14 JUN 1996	25	E
BROAD AVE	73	W	25 0704 1461		S	342	0.10	14 JUN 1996	25	E
LINDA AVE	74	E	25 0704 1461		S	342	0.10	14 JUN 1996	25	E
CROSS RIVER DR-105	44	E	25 0704 1462		X	332	0.00	14 JUN 1996	25	E
SHADE TREE LANE	75	E	25 0704 1463		S	342	0.10	14 JUN 1996	25	E
UNION AVE	76	E	25 0704 1464		X	332	0.10	14 JUN 1996	25	E
EDGAR AVE	78	W	25 0704 1469		S	312	0.10	14 JUN 1996	25	E
MAP QUAD 18		E	25 0704 1470						25	E
WEST LA	11	W	25 0704 1474		N	332	0.10	14 JUN 1996	25	E
CHURCH LA	12	E	25 0704 1475		N	332	0.10	14 JUN 1996	25	E
DMV - THE LONG WAY		@	25 0704 1483						25	E
TUTHILL LA	13	W	25 0704 1484		N	332	0.10	14 JUN 1996	25	E
WASHINGTON AVE	14	W	25 0704 1491		S	332	0.10	14 JUN 1996	25	E
CIRCLE DR	15	E	25 0704 1492		S	342	0.10	14 JUN 1996	25	E
JAMESPORT AVE	16	W	25 0704 1495		S	312	0.15	14 JUN 1996	25	E
MANOR LA	17	W	25 0704 1495		N	332	0.15	14 JUN 1996	25	E
ZIEMACKI LANE	36	W	25 0704 1498		N	352	0.05	14 JUN 1996	25	E
HERRICKS LA	18	W	25 0704 1502		N	332	0.05	14 JUN 1996	25	E
RIVERHEAD/SOUTHOLD TN LN		W	25 0704 1509						25	E
LAUREL LA	21	E	25 0704 1509		S	332	0.05	14 JUN 1996	25	E
ALDRICH LA	22	W	25 0704 1512		N	332	0.05	14 JUN 1996	25	E
LAUREL LAKE RD	23	E	25 0704 1518		N	332	0.05	14 JUN 1996	25	E
BRAY AVE	24	E	25 0704 1522		S	332	0.05	14 JUN 1996	25	E
OLD MAIN RD	25	E	25 0704 1522		S	332	0.05	14 JUN 1996	25	E
OLD MAIN RD	26	W	25 0704 1526		S	332	0.08	14 JUN 1996	25	E
SIGSBEE RD	27	E	25 0704 1527		S	332	0.05	14 JUN 1996	25	E
FACTORY AVE	28	E	25 0704 1528		N	332	0.05	14 JUN 1996	25	E
MARLENE LA	29	E	25 0704 1528		S	342	0.05	14 JUN 1996	25	E
BAY AVE-LEGION AVE	30	W	25 0704 1530		X	232	0.10	14 JUN 1996	25	E
PACIFIC ST	32	E	25 0704 1531		N	332	0.05	14 JUN 1996	25	E
SUFFOLK AVE	33	E	25 0704 1532		S	332	0.05	14 JUN 1996	25	E

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SUFFOLK AVE										
SOUND AVE	55	W	25 0704 1533		N	112	0.08	14 JUN 1996	25	E
WICKHAM AVE-(N RD)	34	E	25 0704 1535		N	332	0.05	14 JUN 1996	25	E
REEVE AVE	35	E	25 0704 1536		S	342	0.05	14 JUN 1996	25	E
MAPLE AVE	36	E	25 0704 1537		N	312	0.05	14 JUN 1996	25	E
VILLAGE LA	38	E	25 0704 1539		N	352	0.05	14 JUN 1996	25	E
MILL LANE	39	W	25 0704 1540		N	332	0.05	14 JUN 1996	25	E
SUNSET LA	40	W	25 0704 1541		S	342	0.05	14 JUN 1996	25	E
MARRATOOKA	41	E	25 0704 1541		S	332	0.05	14 JUN 1996	25	E
CARDINAL DR	42	W	25 0704 1544		S	332	0.05	14 JUN 1996	25	E
ELIJAHS LA	43	W	25 0704 1547		N	332	0.05	14 JUN 1996	25	E
LOCUST AVE	44	E	25 0704 1548		S	342	0.05	14 JUN 1996	25	E
MAP QUAD 5		?	25 0704 1551						25	E
MQ 6		E	25 0704 1554						25	E
ALVINS LANE	27	W	25 0704 1559		N	332	0.05	14 JUN 1996	25	E
CASES LANE	80	E	25 0704 1563		S	332	0.05	14 JUN 1996	25	E
GRIFFIN ST	81	E	25 0704 1564		N	332	0.05	14 JUN 1996	25	E
NORTH STREET	82	E	25 0704 1564		S	332	0.05	14 JUN 1996	25	E
NEW SUFFOLK-NORTH	84	E	25 0704 1565		X	212	0.12	14 JUN 1996	25	E
DEPOT LANE	85	W	25 0704 1566		N	332	0.05	14 JUN 1996	25	E
STILLWATER TRACK AV	87	W	25 0704 1569		S	342	0.05	14 JUN 1996	25	E
STERLING AVE	88	W	25 0704 1570		N	352	0.05	14 JUN 1996	25	E
HARBOR LANE	89	E	25 0704 1573		S	332	0.05	14 JUN 1996	25	E
EUGENE ROAD	90	E	25 0704 1573		S	332	0.05	14 JUN 1996	25	E
COX LANE	91	W	25 0704 1573		N	332	0.05	14 JUN 1996	25	E
BRIDGE LANE	92	W	25 0704 1578		N	332	0.05	14 JUN 1996	25	E
INDIAN NECK LANE	94	E	25 0704 1588		S	332	0.05	14 JUN 1996	25	E
WELLS ROAD	61	E	25 0704 1593		S	332	0.05	14 JUN 1996	25	E
SOUTH HARBOR ROAD	62	E	25 0704 1600		S	332	0.05	14 JUN 1996	25	E
LOWER RD	72	E	25 0704 1601		N	332	0.05	14 JUN 1996	25	E
BAY VIEW ROAD	64	W	25 0704 1605		S	342	0.05	14 JUN 1996	25	E
AVERLY POND LANE	46	W	25 0704 1606		N	312	0.05	14 JUN 1996	25	E
JOCKEY CREEK DRIVE	65	E	25 0704 1606		S	342	0.05	14 JUN 1996	25	E
TUCKERS LANE	65	W	25 0704 1609		N	312	0.05	14 JUN 1996	25	E

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TUCKERS LANE										
OAKLAWN AVENUE	66	E	25 0704 1610		S	332	0.08	14 JUN 1996	25	E
WELLS AVE	69	E	25 0704 1612		S	332	0.05	14 JUN 1996	25	E
BECKWITH AVE	73	E	25 0704 1613		N	352	0.05	14 JUN 1996	25	E
YOUNGS AVE.	56	W	25 0704 1614		X	212	0.10	14 JUN 1996	25	E
MAPLE LANE	75	E	25 0704 1615		S	332	0.05	14 JUN 1996	25	E
ANNS WAY	48	W	25 0704 1616		N	332	0.05	14 JUN 1996	25	E
HOBART RD-BOSSEAI	76	E	25 0704 1616		S	332	0.05	14 JUN 1996	25	E
COTTAGE FOUNDERS PA	78	W	25 0704 1617		S	332	0.05	14 JUN 1996	25	E
LOCUST LANE	79	E	25 0704 1617		S	332	0.05	14 JUN 1996	25	E
TOWN HARBOR LANE	80	E	25 0704 1618		S	332	0.05	14 JUN 1996	25	E
ARSHANONAQU AVENUE	81	W	25 0704 1623		S	332	0.05	14 JUN 1996	25	E
LAUREL AVENUE	82	W	25 0704 1623		N	332	0.05	14 JUN 1996	25	E
BAY HOME ROAD	84	E	25 0704 1625		S	332	0.05	14 JUN 1996	25	E
OLD MAIN ROAD	85	W	25 0704 1629		S	342	0.05	14 JUN 1996	25	E
OLD MAIN ROAD	86	E	25 0704 1631		S	342	0.05	14 JUN 1996	25	E
SAGE BLVD	90	E	25 0704 1637		S	342	0.05	14 JUN 1996	25	E
BAY SHORE RD	92	E	25 0704 1639		S	342	0.05	14 JUN 1996	25	E
PIPES NECK	94	E	25 0704 1640		S	332	0.05	14 JUN 1996	25	E
KERWIN BLVD	49	W	25 0704 1641		S	332	0.05	14 JUN 1996	25	E
CHAPEL LANE	95	E	25 0704 1643		X	332	0.05	14 JUN 1996	25	E
SILVERMERE ROAD	99	W	25 0704 1650		S	332	0.05	14 JUN 1996	25	E
MAP QUAD 7		E	25 0704 1651						25	E
NINTH ST	07	E	25 0704 1656		S	332	0.05	14 JUN 1996	25	E
MOORES LANE	75	E	25 0704 1656		N	342	0.05	14 JUN 1996	25	E
EIGHTH ST	08	E	25 0704 1657		S	332	0.05	14 JUN 1996	25	E
SEVENTH ST	09	W	25 0704 1658		S	332	0.05	14 JUN 1996	25	E
SIXTH ST	10	E	25 0704 1658		X	332	0.05	14 JUN 1996	25	E
SOUTHOLD TN LN/GREENPORT VILL LN		E	25 0704 1658						25	E
FIFTH AVE	39	E	25 0704 1658		N	332	0.05	14 JUN 1996	25	E
FIFTH ST	12	E	25 0704 1659		S	332	0.05	14 JUN 1996	25	E
FOURTH AVE	13	E	25 0704 1660		N	332	0.05	14 JUN 1996	25	E
FOURTH ST	14	W	25 0704 1660		S	332	0.05	14 JUN 1996	25	E
THIRD ST	16	E	25 0704 1661		X	212	0.10	14 JUN 1996	25	E

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THIRD ST										
JCT NY 25 & NY 114	77	E	25 0704 1661		S	312	0.00	19 MAY 2004	25	E
FIRST ST	18	W	25 0704 1662		N	332	0.05	14 JUN 1996	25	E
MAIN ST.	19	W	25 0704 1663		N	312	0.05	14 JUN 1996	25	E
ADAMS ST	21	W	25 0704 1663		N	332	0.05	14 JUN 1996	25	E
DMV - BAY ST/SOUTH ST		@	25 0704 1664						25	E
CENTRAL AVE	24	W	25 0704 1665		S	332	0.05	14 JUN 1996	25	E
CENTER ST-PARK ST	25	W	25 0704 1665		N	232	0.10	14 JUN 1996	25	E
STERLING AVE	27	W	25 0704 1666		S	332	0.05	14 JUN 1996	25	E
NORTH ST/CASE ST	28	W	25 0704 1666		N	232	0.10	30 JUL 2001	25	E
BROAD ST	29	W	25 0704 1667		N	332	0.05	14 JUN 1996	25	E
FIRST ST/WEBB ST	30	E	25 0704 1668		N	132	0.05	30 JUL 2001	25	E
MANOR PL	31	E	25 0704 1668		S	332	0.05	14 JUN 1996	25	E
MONSELL PL	32	W	25 0704 1669		S	332	0.05	14 JUN 1996	25	E
WASHINGTON AVE BRIDGE S	34	W	25 0704 1669		N	232	0.10	30 JUL 2001	25	E
GREENPORT VILL LN/SOUTHOLD TN LN		E	25 0704 1669						25	E
CHAMPLIN/WILMARTH A	36	W	25 0704 1670		S	232	0.10	30 JUL 2001	25	E
KNAPP PL	37	W	25 0704 1671		S	332	0.05	14 JUN 1996	25	E
CO48/NORTH RD/RIVERHEAD GREENPORT R	38	E	25 0704 1672		N	312	0.05	30 JUL 2001	25	E
SOUND RD	39	W	25 0704 1672		N	332	0.05	14 JUN 1996	25	E
BAILEY AVE	40	E	25 0704 1673		S	332	0.05	14 JUN 1996	25	E
MANHASSET RD	41	E	25 0704 1675		S	332	0.08	14 JUN 1996	25	E
GULL POND LANE	42	E	25 0704 1677		S	332	0.05	14 JUN 1996	25	E
WIGGINS LA	43	E	25 0704 1678		S	352	0.05	30 JUL 2001	25	E
MAPLE LN	44	E	25 0704 1680		S	352	0.05	14 JUN 1996	25	E
SHIPYARD LN	45	E	25 0704 1682		S	332	0.05	14 JUN 1996	25	E
GILLETTE DR	46	W	25 0704 1684		S	342	0.05	14 JUN 1996	25	E
ROCK PT RD/CEDAR LA	48	W	25 0704 1685		N	332	0.05	30 JUL 2001	25	E
MAP QUAD 3		E	25 0704 1686						25	E
OLD ORCHARD LANE	54	W	25 0704 1689		S	332	0.05	14 JUN 1996	25	E
BAY AVE	60	E	25 0704 1689		S	332	0.05	14 JUN 1996	25	E
CEMETERY RD	55	E	25 0704 1690		S	332	0.05	14 JUN 1996	25	E
STARS RD	82	W	25 0704 1690		N	332	0.05	14 JUN 1996	25	E
OLD MAIN RD	61	E	25 0704 1706		N	352	0.05	30 JUL 2001	25	E

Feature	Int #	IS	From Reference Mrkr	Class Node	Intersection Type	Intersection Class	Side Road	User Last Mod Date	Route	Dirn of Trav
OLD MAIN RD										
OLD RD	62	E	25 0704 1708		N	352	0.05	14 JUN 1996	25	E
DMV-STEVENSON/BIRDSEYE/MURR/BLACK		@	25 0704 1710						25	E
OYSTER POND RD	63	E	25 0704 1712		S	332	0.05	14 JUN 1996	25	E
DMV-PETE HILL RD		@	25 0704 1713						25	E
VILLAGE LN	56	E	25 0704 1714		S	132	0.05	14 JUN 1996	25	E
DMV-YOUNGS RD		@	25 0704 1714						25	E
TABOR RD	65	E	25 0704 1714		S	332	0.05	14 JUN 1996	25	E
PLATT RD	66	W	25 0704 1717		S	332	0.05	14 JUN 1996	25	E
DMV-OLEDRICKS/HALES/BROWN HILL		@	25 0704 1718						25	E
NARROW RIVER RD	67	W	25 0704 1726		S	332	0.08	14 JUN 1996	25	E
BRIGHT RD		@	25 0704 1727						25	E
MAP QUAD 4		E	25 0704 1743						25	E
DMV-OLD RD/GREENWAY E/CEDAR BIRCH		@	25 0704 1745						25	E
PLUM ISLAND LA	09	E	25 0704 1747		N	352	0.05	14 JUN 1996	25	E
DMV-RYDER FARM LA		@	25 0704 1747						25	E
JCT 900C-ORIENT BCH STATE PKWY	14	E	25 0704 1747		S	352	0.00	30 JUL 2001	25	E
END NY 25/POINT RD/LANDS END LA		?	25 0704 1750						25	E

NYSDOT Safety Information Management System
Accident Verbal Description Report
All Accidents (Links & Nodes)
Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

Reqn/Cnty: 02 SUFFOLK Dates: JAN-01-2005 - DEC-31-2007
Route: NY25 Links: 55555 - 55556 thru 55614 - 55668

*** Node: 55557 MIDDLE COUNTRY RD S JAMESPORT AVE ***

MAY-23-2005 MON 09:45PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-31504780
Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT ANGLE Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3700 State of Registration: NY
Num of Occupants: 2 Driver's Age: 70 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors:UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2809 State of Registration: NY
Num of Occupants: 2 Driver's Age: 16 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors:UNKNOWN UNKNOWN

TOTAL NUMBER OF ACCIDENTS PRINTED: 1

ABSENCE OF NODE OR LINK WITHIN A SPECIFIED ROADWAY SECTION + TIME PERIOD INDICATES NO ACCIDENTS FOUND

*** END OF REPORT ***

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1491 NON-INTERSECTION ACCIDENTS ***

JAN-18-2005 TUE 03:40 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: AA Case: 2005-31396737
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:SUFFOLK CO PD YAPHANK Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND HILLCREST Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3415 State of Registration: NY
Num of Occupants: 1 Drivers Age: 46 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 TRUCK Registered Weight: 10000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 72 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: OTHER (VEHICLE) UNKNOWN
Truck/Bus Clsf: NOT ENTERED

MAY-23-2005 MON 01:32 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2005-31495399
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2950 State of Registration: NY
Num of Occupants: 1 Drivers Age: 67 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 8600 State of Registration: NY
Num of Occupants: 1 Drivers Age: 67 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

JUN-01-2005 WED 04:27 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2005-31499404
Accident Class: INJURY Police Agency:SUFFOLK CO PD YAPHANK Num of Veh: 1
Type of Accident: COLLISION WITH PEDESTRIAN Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1491 NON-INTERSECTION ACCIDENTS *** (Continued)

Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: EMERGE FROM BEHIND PARKED VEHICLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4716 State of Registration: NY
Num of Occupants: 5 Drivers Age: 43 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION UNSAFE SPEED

Veh: 2 PEDESTRIAN Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: N/A Pedestrian Age: 12 Sex: MALE Citation Issued: NO
Direction of Travel: NOT APPLICABLE Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: NOT APPLICABLE
Apparent Factors: UNKNOWN UNKNOWN

JUN-24-2005 FRI 02:34 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2005-31546825
Accident Class: INJURY Police Agency:RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3075 State of Registration: NY
Num of Occupants: 2 Drivers Age: 18 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3838 State of Registration: NY
Num of Occupants: 1 Drivers Age: 17 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

JAN-11-2006 WED 07:20 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31715457
Accident Class: INJURY Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Collision: UNKNOWN Road Char: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3045 State of Registration: NY
Num of Occupants: 1 Drivers Age: 60 Sex: MALE Citation Issued: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1491 NON-INTERSECTION ACCIDENTS *** (Continued)

Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: CT
Num of Occupants: 1 Drivers Age: 38 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

OCT-04-2006 WED 03:17 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC Case: 2006-31935438
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:RIVERHEAD TOWN PD Num of Veh: 4
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3686 State of Registration: NY
Num of Occupants: 2 Drivers Age: 77 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3245 State of Registration: NY
Num of Occupants: 1 Drivers Age: 32 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: OTHER
Apparent Factors: UNKNOWN UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 2384 State of Registration: NY
Num of Occupants: 1 Drivers Age: 49 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

Veh: 4 CAR/VAN/PICKUP Registered Weight: 3960 State of Registration: NY
Num of Occupants: 1 Drivers Age: 60 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

JAN-29-2007 MON 05:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32099761
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1491 NON-INTERSECTION ACCIDENTS *** (Continued)

Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: UNKNOWN
Road Surface Collision: UNKNOWN Road Char: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2429 State of Registration: NY
Num of Occupants: 3 Drivers Age: 36 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3432 State of Registration: NY
Num of Occupants: 1 Drivers Age: 25 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN UNKNOWN

*** Ref Mrkr: 25 0704 1491 INTERSECTION ACCIDENTS - WASHINGTON AVE ***

SEP-03-2005 SAT 02:54 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2005-31581896
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:SUFFOLK CO PD YAPHANK Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3933 State of Registration: NY
Num of Occupants: 4 Drivers Age: 43 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3700 State of Registration: NY
Num of Occupants: 2 Drivers Age: 70 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN UNKNOWN

MAY-19-2006 FRI 06:05 PM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC Case: 2006-31812532
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:SUFFOLK CO PD YAPHANK Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1491 INTERSECTION ACCIDENTS - WASHINGTON AVE *** (Continued)

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: 2 Drivers Age: 50 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3549 State of Registration: NY
Num of Occupants: 4 Drivers Age: 31 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 3935 State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION UNKNOWN

JUN-06-2006 TUE 05:22 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31836859
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:SUFFOLK CO PD YAPHANK Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3028 State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3114 State of Registration: NY
Num of Occupants: 1 Drivers Age: 20 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 3482 State of Registration: NY
Num of Occupants: 2 Drivers Age: 18 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1491 INTERSECTION ACCIDENTS - WASHINGTON AVE *** (Continued)

Apparent Factors: DRIVER INATTENTION FOLLOWING TOO CLOSELY

AUG-23-2006 WED 04:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2006-31951744
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:SUFFOLK CO PD YAPHANK Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3532 State of Registration: NY
Num of Occupants: 3 Drivers Age: 48 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3195 State of Registration: NY
Num of Occupants: 1 Drivers Age: 80 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

JUL-20-2007 FRI 11:17 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32337898
Accident Class: INJURY Police Agency:SUFFOLK CO PD YAPHANK Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 6862 State of Registration: NY
Num of Occupants: 1 Drivers Age: 46 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2207 State of Registration: NY
Num of Occupants: 2 Drivers Age: 67 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: DRIVER INATTENTION FAILURE TO KEEP RIGHT

*** Ref Mrkr: 25 0704 1492 NON-INTERSECTION ACCIDENTS ***

DEC-20-2005 TUE 08:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2005-31681077

NYSDOT Safety Information Management System
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Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1492 NON-INTERSECTION ACCIDENTS *** (Continued)

Accident Class: INJURY Police Agency:RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2995 State of Registration: NY
Num of Occupants: 1 Drivers Age: 48 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: DRIVER INATTENTION UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 6030 State of Registration: NY
Num of Occupants: 4 Drivers Age: 42 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

MAY-04-2006 THU 11:37 PM Case: 2006-31850164
Accident Class: NON-REPORTABLE Police Agency:RIVERHEAD TOWN PD Num of Veh: 1

OCT-30-2007 TUE 03:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32415681
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 1
Type of Accident: COLLISION WITH OTHER BARRIER Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Collision: UNKNOWN Road Char: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3586 State of Registration: NY
Num of Occupants: 1 Drivers Age: 49 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

NOV-28-2007 WED 02:38 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2007-32411648
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: SCHOOL ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2304 State of Registration: NY
Num of Occupants: 1 Drivers Age: 24 Sex: MALE Citation Issued: YES

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1492 NON-INTERSECTION ACCIDENTS *** (Continued)

Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION FOLLOWING TOO CLOSELY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2830 State of Registration: NY
Num of Occupants: 1 Drivers Age: 83 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 25 0704 1494 NON-INTERSECTION ACCIDENTS ***

OCT-03-2007 WED 03:42 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32397638
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:RIVERHEAD TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH FIRE HYDRANT Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4670 State of Registration: NY
Num of Occupants: 1 Drivers Age: 51 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: YES School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION UNKNOWN

*** Ref Mrkr: 25 0704 1495 NON-INTERSECTION ACCIDENTS ***

JUN-22-2007 FRI 07:02 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32251378
Accident Class: INJURY Police Agency:RIVERHEAD TOWN PD Num of Veh: 4
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3409 State of Registration: NY
Num of Occupants: 1 Drivers Age: 52 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FELL ASLEEP FATIGUED/DROWSY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 5304 State of Registration: NY
Num of Occupants: 1 Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1495 NON-INTERSECTION ACCIDENTS *** (Continued)

Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 3490 State of Registration: NY
Num of Occupants: 1 Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 4 CAR/VAN/PICKUP Registered Weight: 3372 State of Registration: NY
Num of Occupants: 1 Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE UNKNOWN

*** Ref Mrkr: 25 0704 1495 INTERSECTION ACCIDENTS - JAMESPORT AVE ***

OCT-29-2005 SAT Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-31706287
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Collision: UNKNOWN Road Char: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3515 State of Registration: NY
Num of Occupants: 1 Drivers Age: 68 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2405 State of Registration: NY
Num of Occupants: 1 Drivers Age: 20 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

DEC-08-2005 THU 02:39 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: ACC Case: 2005-31681765
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:RIVERHEAD TOWN PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
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Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1495 INTERSECTION ACCIDENTS - JAMESPORT AVE *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3005 State of Registration: NY
Num of Occupants: 1 Drivers Age: 26 Sex: MALE Citation Issued: YES
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY TRAFFIC CONTROL DEVICES DISREGARDED

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3126 State of Registration: NY
Num of Occupants: 2 Drivers Age: 64 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH-WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 3 CAR/VAN/PICKUP Registered Weight: 33000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 34 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

MAY-23-2006 TUE 03:49 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31806461
Accident Class: INJURY Police Agency:RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY
Num of Occupants: 2 Drivers Age: 54 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2963 State of Registration: NY
Num of Occupants: 1 Drivers Age: 29 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

MAR-22-2007 THU 12:54 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32162021
Accident Class: PROPERTY DAMAGE Police Agency:RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
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Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1495 INTERSECTION ACCIDENTS - JAMESPORT AVE *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4170 State of Registration: NY
Num of Occupants: 4 Drivers Age: 40 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 TRUCK Registered Weight: 14500 State of Registration: NY
Num of Occupants: 1 Drivers Age: 39 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: TURNING IMPROPER UNKNOWN
Truck/Bus Clsf: NOT ENTERED

APR-24-2007 TUE 09:20 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32191960
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2500 State of Registration: NY
Num of Occupants: 1 Drivers Age: 70 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: 1 Drivers Age: 60 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

*** Ref Mrkr: 25 0704 1495 INTERSECTION ACCIDENTS - MANOR LA ***

MAY-27-2007 SUN 08:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32231193
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Collision: UNKNOWN Road Char: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3548 State of Registration: NY

NYSDOT Safety Information Management System
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Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1495 INTERSECTION ACCIDENTS - MANOR LA *** (Continued)

Num of Occupants: 2 Drivers Age: 69 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 6350 State of Registration: NY
Num of Occupants: 1 Drivers Age: 56 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

JUL-15-2007 SUN 03:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32299425
Accident Class: PROPERTY DAMAGE Police Agency:RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4311 State of Registration: NY
Num of Occupants: 2 Drivers Age: 75 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3347 State of Registration: NY
Num of Occupants: 1 Drivers Age: 43 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

*** Ref Mrkr: 25 0704 1496 NON-INTERSECTION ACCIDENTS ***

JUL-09-2006 SUN 03:59 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC Case: 2006-31888118
Accident Class: INJURY Police Agency:RIVERHEAD TOWN PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3549 State of Registration: NY
Num of Occupants: 2 Drivers Age: 31 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1496 NON-INTERSECTION ACCIDENTS *** (Continued)

Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4379 State of Registration: NY
Num of Occupants: 1 Drivers Age: 40 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 3955 State of Registration: NY
Num of Occupants: 2 Drivers Age: 59 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

JUN-12-2007 TUE 03:37 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32251791
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 8800 State of Registration: NY
Num of Occupants: 2 Drivers Age: 58 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3485 State of Registration: NY
Num of Occupants: 1 Drivers Age: 65 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

*** Ref Mrkr: 25 0704 1498 NON-INTERSECTION ACCIDENTS ***

FEB-15-2006 WED 07:41 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31741416
Accident Class: INJURY Police Agency:RIVERHEAD TOWN PD Num of Veh: 1
Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: WET Road Char: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2557 State of Registration: NY

NYSDOT Safety Information Management System
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Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1498 NON-INTERSECTION ACCIDENTS *** (Continued)

Num of Occupants: 1 Drivers Age: 28 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY UNKNOWN

*** Ref Mrkr: 25 0704 1498 INTERSECTION ACCIDENTS - ZIEMACKI LANE ***

MAR-18-2005 FRI Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-31436316
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3210 State of Registration: NY
Num of Occupants: 1 Drivers Age: 53 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

JUN-08-2006 THU 07:13 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31857055
Accident Class: PROPERTY DAMAGE Police Agency:RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 TRUCK Registered Weight: 11000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 23 Sex: MALE Citation Issued: YES
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE UNKNOWN
Truck/Bus Clsf: NOT ENTERED

Veh: 2 CAR/VAN/PICKUP Registered Weight: 12500 State of Registration: NY
Num of Occupants: 1 Drivers Age: 41 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY BRAKES DEFECTIVE

*** Ref Mrkr: 25 0704 1499 NON-INTERSECTION ACCIDENTS ***

SEP-26-2006 TUE 05:50 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC Case: 2006-31953644

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Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1499 NON-INTERSECTION ACCIDENTS *** (Continued)

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: FL
Num of Occupants: 3 Drivers Age: 26 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: OVERTAKING
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3046 State of Registration: NY
Num of Occupants: 2 Drivers Age: 52 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN UNKNOWN

DEC-06-2007 THU 01:16 AM Case: 2007-32485417
Accident Class: NON-REPORTABLE Police Agency:RIVERHEAD TOWN PD Num of Veh: 0

DEC-11-2007 TUE 11:28 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32461928
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 7701 State of Registration: NY
Num of Occupants: 1 Drivers Age: 37 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 2 TRUCK Registered Weight: 33000 State of Registration: NY
Num of Occupants: 2 Drivers Age: 63 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN
Truck/Bus Clsf: NOT ENTERED

*** Ref Mrkr: 25 0704 1501 NON-INTERSECTION ACCIDENTS ***

NYSDOT Safety Information Management System
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Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1501 NON-INTERSECTION ACCIDENTS *** (Continued)

AUG-29-2005 MON 06:26 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: BCC Case: 2005-31594804
Accident Class: INJURY Police Agency:RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: HEAD ON Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NJ
Num of Occupants: 2 Drivers Age: 67 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 7300 State of Registration: NY
Num of Occupants: 1 Drivers Age: 57 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

JAN-04-2007 THU 12:53 AM Case: 2007-32102516
Accident Class: NON-REPORTABLE Police Agency:RIVERHEAD TOWN PD Num of Veh: 0

MAR-10-2007 SAT 09:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32166722
Accident Class: PROPERTY DAMAGE Police Agency:RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3997 State of Registration: NY
Num of Occupants: 1 Drivers Age: 17 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO KEEP RIGHT UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2673 State of Registration: NY
Num of Occupants: 3 Drivers Age: 34 Sex: MALE Citation Issued: YES
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INEXPERIENCE UNKNOWN

*** Ref Mrkr: 25 0704 1502 NON-INTERSECTION ACCIDENTS ***

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Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1502 NON-INTERSECTION ACCIDENTS *** (Continued)

NOV-27-2005 SUN 11:22 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-31681602
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 1
Type of Accident: COLLISION WITH TREE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4335 State of Registration: NY
Num of Occupants: 1 Drivers Age: 26 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: AVOIDING OBJECT IN ROADWAY
Apparent Factors: UNKNOWN UNKNOWN

FEB-03-2006 FRI 06:55 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31699519
Accident Class: INJURY Police Agency:RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3402 State of Registration: NY
Num of Occupants: 1 Drivers Age: 45 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 10885 State of Registration: NY
Num of Occupants: 3 Drivers Age: 19 Sex: MALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

*** Ref Mrkr: 25 0704 1502 INTERSECTION ACCIDENTS - HERRICKS LA ***

JUL-31-2005 SUN 09:03 PM Persons Killed: 0 Persons Injured: 6 Extent of Injuries: ACCCC Case: 2005-31557195
Accident Class: INJURY Police Agency:RIVERHEAD TOWN PD Num of Veh: 3
Type of Accident: COLLISION WITH SIGN POST Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NC
Num of Occupants: 3 Drivers Age: 25 Sex: MALE Citation Issued: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

Route: 25 Highway Location Ref Mrkr Range: 25 07041491 - 25 07041502 Dates: 01-JAN-2005 - 31-DEC-2007

*** Ref Mrkr: 25 0704 1502 INTERSECTION ACCIDENTS - HERRICKS LA *** (Continued)

Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED PASSING OR LANE USAGE IMPROPERLY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3062 State of Registration: NY
Num of Occupants: 2 Drivers Age: 42 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 6343 State of Registration: NY
Num of Occupants: 2 Drivers Age: 43 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

TOTAL NUMBER OF ACCIDENTS PRINTED: 39

ABSENCE OF REFERENCE MARKERS OR INTERSECTION WITHIN A SPECIFIED ROADWAY SECTION & TIME PERIOD INDICATES NO ACCIDENTS FOUND

*** END OF REPORT ***

APPENDIX C

LEVEL OF SERVICE
CAPACITY ANALYSIS WORKSHEETS

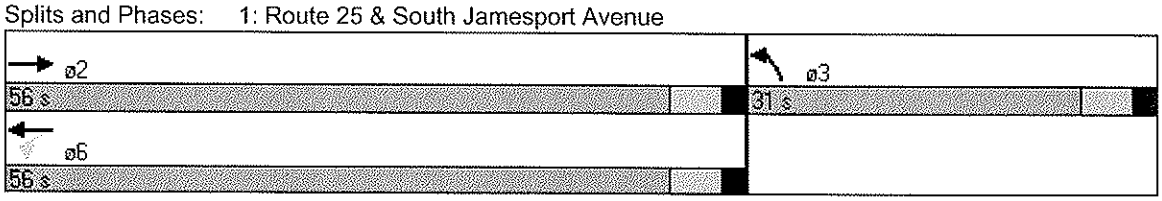
EXISTING

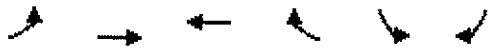
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	520	34	19	602	87	52
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.88	0.88	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Turn Type			Perm			
Protected Phases	2			6	3	
Permitted Phases			6			
Detector Phases	2		6	6	3	
Minimum Initial (s)	10.0		10.0	10.0	6.0	
Minimum Split (s)	16.0		16.0	16.0	25.0	
Total Split (s)	56.0	0.0	56.0	56.0	31.0	0.0
Total Split (%)	64.4%	0.0%	64.4%	64.4%	35.6%	0.0%
Yellow Time (s)	3.9		3.9	3.9	3.9	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	None	
Act Effct Green (s)	55.6			55.6	12.0	
Actuated g/C Ratio	0.77			0.77	0.16	
v/c Ratio	0.43			0.50	0.46	
Control Delay	5.3			6.3	25.2	
Queue Delay	0.0			0.0	0.0	
Total Delay	5.3			6.3	25.2	
LOS	A			A	C	
Approach Delay	5.3			6.3	25.2	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 87
Actuated Cycle Length: 72.1
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 7.9 — Intersection LOS: A
Intersection Capacity Utilization 61.7% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: Route 25 & South Jamesport Avenue





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	45	527	570	13	8	51
Peak Hour Factor	0.91	0.91	0.88	0.88	0.67	0.67
Hourly flow rate (vph)	49	579	648	15	12	76
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		267				
pX, platoon unblocked					0.87	
vC, conflicting volume	662				1333	655
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	662				1382	655
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				91	84
cM capacity (veh/h)	926				131	466

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	629	662	88
Volume Left	49	0	12
Volume Right	0	15	76
cSH	926	1700	346
Volume to Capacity	0.05	0.39	0.25
Queue Length 95th (ft)	4	0	25
Control Delay (s)	1.4	0.0	18.9
Lane LOS	A		C
Approach Delay (s)	1.4	0.0	18.9
Approach LOS			C

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	550	6	5	684	4	4
Peak Hour Factor	0.91	0.91	0.88	0.88	0.81	0.81
Hourly flow rate (vph)	604	7	6	777	5	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)				1204		
pX, platoon unblocked					0.89	
vC, conflicting volume			611		1396	608
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			611		1447	608
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		96	99
cM capacity (veh/h)			968		128	496

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	611	783	10
Volume Left	0	6	5
Volume Right	7	0	5
cSH	1700	968	203
Volume to Capacity	0.36	0.01	0.05
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.0	0.2	23.6
Lane LOS		A	C
Approach Delay (s)	0.0	0.2	23.6
Approach LOS			C

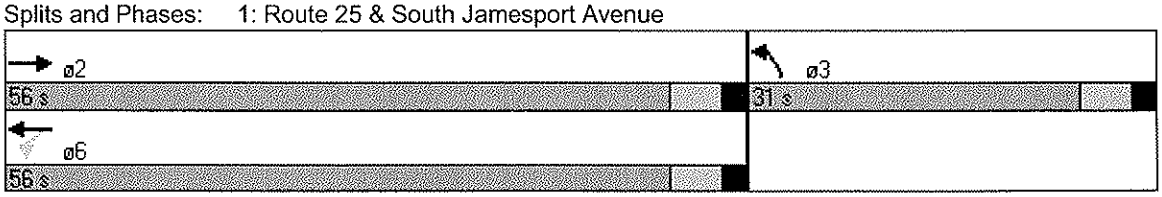
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	645	60	49	726	48	53
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.88	0.88	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Turn Type			Perm			
Protected Phases	2			6	3	
Permitted Phases			6			
Detector Phases	2		6	6	3	
Minimum Initial (s)	10.0		10.0	10.0	6.0	
Minimum Split (s)	16.0		16.0	16.0	25.0	
Total Split (s)	56.0	0.0	56.0	56.0	31.0	0.0
Total Split (%)	64.4%	0.0%	64.4%	64.4%	35.6%	0.0%
Yellow Time (s)	3.9		3.9	3.9	3.9	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	None	
Act Effct Green (s)	61.1			61.1	10.3	
Actuated g/C Ratio	0.79			0.79	0.13	
v/c Ratio	0.53			0.78	0.38	
Control Delay	5.4			13.1	17.9	
Queue Delay	0.0			0.0	0.0	
Total Delay	5.4			13.1	17.9	
LOS	A			B	B	
Approach Delay	5.4			13.1	17.9	
Approach LOS	A			B	B	

Intersection Summary

Cycle Length: 87
Actuated Cycle Length: 77.1
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 10.1 — Intersection LOS: B
Intersection Capacity Utilization 91.0% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: Route 25 & South Jamesport Avenue



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	45	653	730	13	11	45
Peak Hour Factor	0.91	0.91	0.88	0.88	0.67	0.67
Hourly flow rate (vph)	49	718	830	15	16	67
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		267				
pX, platoon unblocked					0.83	
vC, conflicting volume	844				1653	837
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	844				1788	837
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				76	82
cM capacity (veh/h)	792				69	367

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	767	844	84
Volume Left	49	0	16
Volume Right	0	15	67
cSH	792	1700	199
Volume to Capacity	0.06	0.50	0.42
Queue Length 95th (ft)	5	0	48
Control Delay (s)	1.6	0.0	35.6
Lane LOS	A		E
Approach Delay (s)	1.6	0.0	35.6
Approach LOS			E

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	697	18	11	763	5	8
Peak Hour Factor	0.91	0.91	0.88	0.88	0.81	0.81
Hourly flow rate (vph)	766	20	12	867	6	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)				1204		
pX, platoon unblocked					0.77	
vC, conflicting volume			786		1668	776
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			786		1871	776
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		90	98
cM capacity (veh/h)			833		60	397

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	786	880	16
Volume Left	0	12	6
Volume Right	20	0	10
cSH	1700	833	125
Volume to Capacity	0.46	0.02	0.13
Queue Length 95th (ft)	0	1	11
Control Delay (s)	0.0	0.4	37.9
Lane LOS		A	E
Approach Delay (s)	0.0	0.4	37.9
Approach LOS			E

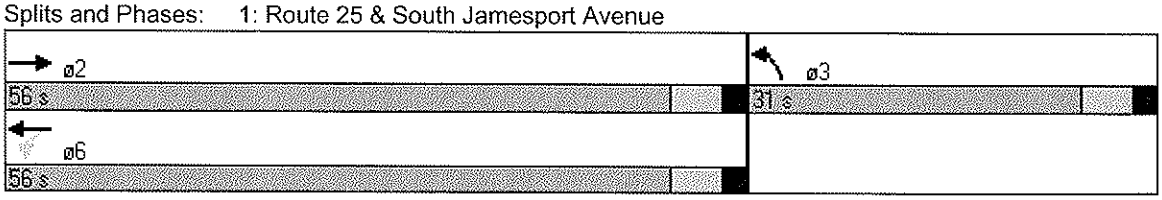
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

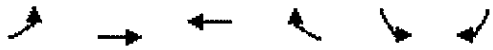
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	725	84	57	597	70	65
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.91	0.91	0.72	0.72
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Turn Type			Perm			
Protected Phases	2			6	3	
Permitted Phases			6			
Detector Phases	2		6	6	3	
Minimum Initial (s)	10.0		10.0	10.0	6.0	
Minimum Split (s)	16.0		16.0	16.0	25.0	
Total Split (s)	56.0	0.0	56.0	56.0	31.0	0.0
Total Split (%)	64.4%	0.0%	64.4%	64.4%	35.6%	0.0%
Yellow Time (s)	3.9		3.9	3.9	3.9	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	None	
Act Effct Green (s)	52.1			52.1	12.4	
Actuated g/C Ratio	0.72			0.72	0.17	
v/c Ratio	0.62			0.81	0.51	
Control Delay	8.5			17.9	23.7	
Queue Delay	0.0			0.0	0.0	
Total Delay	8.5			17.9	23.7	
LOS	A			B	C	
Approach Delay	8.5			17.9	23.7	
Approach LOS	A			B	C	

Intersection Summary

Cycle Length: 87
Actuated Cycle Length: 72.6
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 14.0 — Intersection LOS: B
Intersection Capacity Utilization 93.3% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: Route 25 & South Jamesport Avenue





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	111	679	586	23	12	68
Peak Hour Factor	0.98	0.98	0.91	0.91	0.87	0.87
Hourly flow rate (vph)	113	693	644	25	14	78
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		267				
pX, platoon unblocked					0.76	
vC, conflicting volume	669				1576	657
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	669				1753	657
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	88				78	83
cM capacity (veh/h)	921				63	465

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	806	669	92
Volume Left	113	0	14
Volume Right	0	25	78
cSH	921	1700	237
Volume to Capacity	0.12	0.39	0.39
Queue Length 95th (ft)	10	0	43
Control Delay (s)	3.0	0.0	29.4
Lane LOS	A		D
Approach Delay (s)	3.0	0.0	29.4
Approach LOS			D

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	89.0%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	783	51	51	616	14	26
Peak Hour Factor	0.98	0.98	0.91	0.91	0.83	0.83
Hourly flow rate (vph)	799	52	56	677	17	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)				1204		
pX, platoon unblocked					0.90	
vC, conflicting volume			851		1614	825
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			851		1685	825
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			93		80	92
cM capacity (veh/h)			788		86	372

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	851	733	48
Volume Left	0	56	17
Volume Right	52	0	31
cSH	1700	788	172
Volume to Capacity	0.50	0.07	0.28
Queue Length 95th (ft)	0	6	27
Control Delay (s)	0.0	1.8	33.9
Lane LOS		A	D
Approach Delay (s)	0.0	1.8	33.9
Approach LOS			D

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		

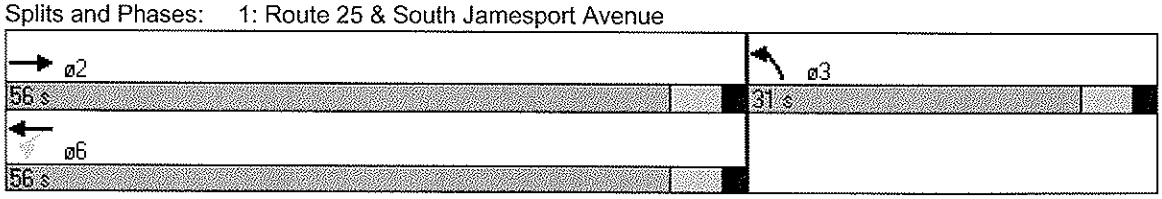
NO BUILD

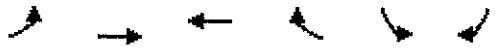
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	547	36	20	633	92	55
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.88	0.88	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Turn Type			Perm			
Protected Phases	2			6	3	
Permitted Phases			6			
Detector Phases	2		6	6	3	
Minimum Initial (s)	10.0		10.0	10.0	6.0	
Minimum Split (s)	16.0		16.0	16.0	25.0	
Total Split (s)	56.0	0.0	56.0	56.0	31.0	0.0
Total Split (%)	64.4%	0.0%	64.4%	64.4%	35.6%	0.0%
Yellow Time (s)	3.9		3.9	3.9	3.9	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	None	
Act Effct Green (s)	52.1			52.1	12.1	
Actuated g/C Ratio	0.72			0.72	0.17	
v/c Ratio	0.48			0.57	0.47	
Control Delay	6.2			7.4	25.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	6.2			7.4	25.4	
LOS	A			A	C	
Approach Delay	6.2			7.4	25.4	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 87
Actuated Cycle Length: 72.2
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 8.8 — Intersection LOS: A
Intersection Capacity Utilization 64.6% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Route 25 & South Jamesport Avenue





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	48	554	600	14	9	54
Peak Hour Factor	0.91	0.91	0.88	0.88	0.67	0.67
Hourly flow rate (vph)	53	609	682	16	13	81
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		267				
pX, platoon unblocked					0.85	
vC, conflicting volume	698				1404	690
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	698				1477	690
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				88	82
cM capacity (veh/h)	899				111	445

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	662	698	94
Volume Left	53	0	13
Volume Right	0	16	81
cSH	899	1700	311
Volume to Capacity	0.06	0.41	0.30
Queue Length 95th (ft)	5	0	31
Control Delay (s)	1.5	0.0	21.5
Lane LOS	A		C
Approach Delay (s)	1.5	0.0	21.5
Approach LOS			C

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	579	7	6	719	5	5
Peak Hour Factor	0.91	0.91	0.88	0.88	0.81	0.81
Hourly flow rate (vph)	636	8	7	817	6	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)				1204		
pX, platoon unblocked					0.82	
vC, conflicting volume			644		1471	640
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			644		1572	640
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	99
cM capacity (veh/h)			941		99	475

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	644	824	12
Volume Left	0	7	6
Volume Right	8	0	6
cSH	1700	941	164
Volume to Capacity	0.38	0.01	0.08
Queue Length 95th (ft)	0	1	6
Control Delay (s)	0.0	0.2	28.7
Lane LOS		A	D
Approach Delay (s)	0.0	0.2	28.7
Approach LOS			D

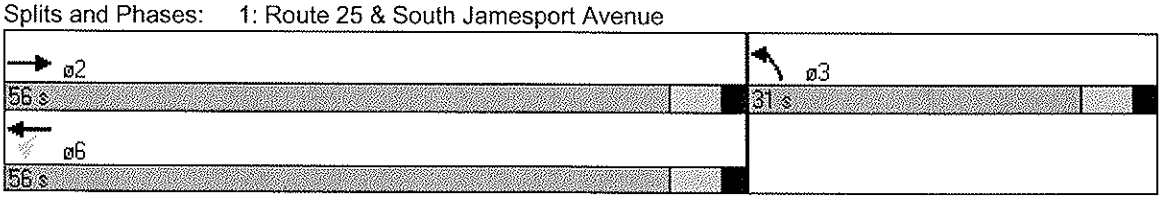
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		

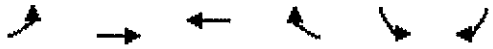
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	678	64	52	764	51	56
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.88	0.88	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Turn Type			Perm			
Protected Phases	2			6	3	
Permitted Phases			6			
Detector Phases	2		6	6	3	
Minimum Initial (s)	10.0		10.0	10.0	6.0	
Minimum Split (s)	16.0		16.0	16.0	25.0	
Total Split (s)	56.0	0.0	56.0	56.0	31.0	0.0
Total Split (%)	64.4%	0.0%	64.4%	64.4%	35.6%	0.0%
Yellow Time (s)	3.9		3.9	3.9	3.9	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	None	
Act Effct Green (s)	58.9			58.9	10.3	
Actuated g/C Ratio	0.79			0.79	0.13	
v/c Ratio	0.56			0.89	0.39	
Control Delay	5.9			21.8	18.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	5.9			21.8	18.1	
LOS	A			C	B	
Approach Delay	5.9			21.8	18.1	
Approach LOS	A			C	B	

Intersection Summary

Cycle Length: 87
Actuated Cycle Length: 74.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 14.6 — Intersection LOS: B
Intersection Capacity Utilization 95.8% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: Route 25 & South Jamesport Avenue





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	48	687	768	14	12	48
Peak Hour Factor	0.91	0.91	0.88	0.88	0.67	0.67
Hourly flow rate (vph)	53	755	873	16	18	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		267				
pX, platoon unblocked					0.81	
vC, conflicting volume	889				1741	881
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	889				1920	881
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				68	79
cM capacity (veh/h)	762				55	346

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	808	889	90
Volume Left	53	0	18
Volume Right	0	16	72
cSH	762	1700	169
Volume to Capacity	0.07	0.52	0.53
Queue Length 95th (ft)	6	0	67
Control Delay (s)	1.8	0.0	48.1
Lane LOS	A		E
Approach Delay (s)	1.8	0.0	48.1
Approach LOS			E

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	733	19	12	802	6	9
Peak Hour Factor	0.91	0.91	0.88	0.88	0.81	0.81
Hourly flow rate (vph)	805	21	14	911	7	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)				1204		
pX, platoon unblocked					0.70	
vC, conflicting volume			826		1755	816
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			826		2081	816
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		82	97
cM capacity (veh/h)			804		40	377

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	826	925	19
Volume Left	0	14	7
Volume Right	21	0	11
cSH	1700	804	87
Volume to Capacity	0.49	0.02	0.21
Queue Length 95th (ft)	0	1	19
Control Delay (s)	0.0	0.5	57.6
Lane LOS		A	F
Approach Delay (s)	0.0	0.5	57.6
Approach LOS			F

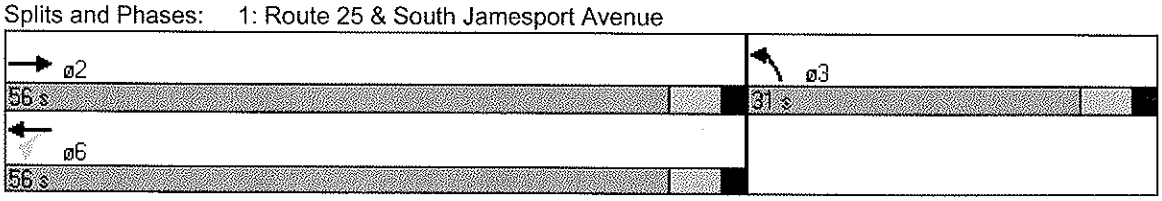
Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

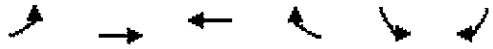
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	762	89	60	628	74	69
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.91	0.91	0.72	0.72
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Turn Type			Perm			
Protected Phases	2			6	3	
Permitted Phases			6			
Detector Phases	2		6	6	3	
Minimum Initial (s)	10.0		10.0	10.0	6.0	
Minimum Split (s)	16.0		16.0	16.0	25.0	
Total Split (s)	56.0	0.0	56.0	56.0	31.0	0.0
Total Split (%)	64.4%	0.0%	64.4%	64.4%	35.6%	0.0%
Yellow Time (s)	3.9		3.9	3.9	3.9	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	None	
Act Effct Green (s)	52.1			52.1	12.9	
Actuated g/C Ratio	0.71			0.71	0.18	
v/c Ratio	0.66			0.94	0.53	
Control Delay	9.4			34.6	24.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	9.4			34.6	24.5	
LOS	A			C	C	
Approach Delay	9.4			34.6	24.5	
Approach LOS	A			C	C	

Intersection Summary

Cycle Length: 87
Actuated Cycle Length: 73
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 21.5 — Intersection LOS: C
Intersection Capacity Utilization 97.9% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: Route 25 & South Jamesport Avenue





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	117	714	616	25	13	72
Peak Hour Factor	0.98	0.98	0.91	0.91	0.87	0.87
Hourly flow rate (vph)	119	729	677	27	15	83
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		267				
pX, platoon unblocked					0.73	
vC, conflicting volume	704				1658	691
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	704				1895	691
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	87				69	81
cM capacity (veh/h)	893				49	445

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	848	704	98
Volume Left	119	0	15
Volume Right	0	27	83
cSH	893	1700	198
Volume to Capacity	0.13	0.41	0.49
Queue Length 95th (ft)	12	0	61
Control Delay (s)	3.3	0.0	39.6
Lane LOS	A		E
Approach Delay (s)	3.3	0.0	39.6
Approach LOS			E

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	93.1%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	823	54	54	648	15	28
Peak Hour Factor	0.98	0.98	0.91	0.91	0.83	0.83
Hourly flow rate (vph)	840	55	59	712	18	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)				1204		
pX, platoon unblocked					0.86	
vC, conflicting volume			895		1698	867
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			895		1814	867
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			92		73	90
cM capacity (veh/h)			758		68	352

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	895	771	52
Volume Left	0	59	18
Volume Right	55	0	34
cSH	1700	758	143
Volume to Capacity	0.53	0.08	0.36
Queue Length 95th (ft)	0	6	38
Control Delay (s)	0.0	2.0	43.7
Lane LOS		A	E
Approach Delay (s)	0.0	2.0	43.7
Approach LOS			E

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	88.7%	ICU Level of Service	E
Analysis Period (min)	15		

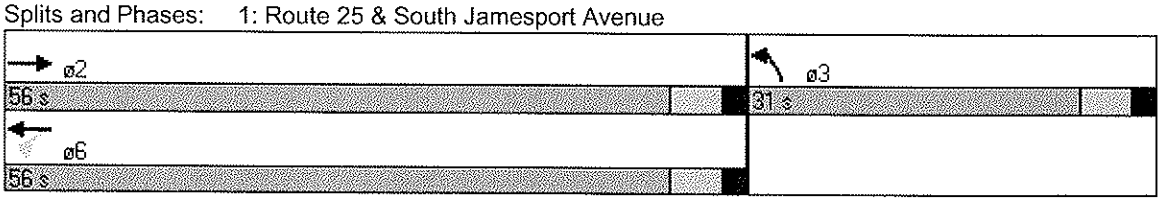
BUILD

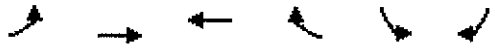
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	550	40	20	639	100	55
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.88	0.88	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Turn Type			Perm			
Protected Phases	2			6	3	
Permitted Phases			6			
Detector Phases	2		6	6	3	
Minimum Initial (s)	10.0		10.0	10.0	6.0	
Minimum Split (s)	16.0		16.0	16.0	25.0	
Total Split (s)	56.0	0.0	56.0	56.0	31.0	0.0
Total Split (%)	64.4%	0.0%	64.4%	64.4%	35.6%	0.0%
Yellow Time (s)	3.9		3.9	3.9	3.9	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	None	
Act Effct Green (s)	52.1			52.1	12.5	
Actuated g/C Ratio	0.72			0.72	0.17	
v/c Ratio	0.49			0.58	0.49	
Control Delay	6.5			7.8	26.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	6.5			7.8	26.4	
LOS	A			A	C	
Approach Delay	6.5			7.8	26.4	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 87
Actuated Cycle Length: 72.7
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 9.3
Intersection LOS: A
Intersection Capacity Utilization 65.3%
ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Route 25 & South Jamesport Avenue





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	48	557	606	14	9	54
Peak Hour Factor	0.91	0.91	0.88	0.88	0.67	0.67
Hourly flow rate (vph)	53	612	689	16	13	81
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		267				
pX, platoon unblocked					0.84	
vC, conflicting volume	705				1414	697
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	705				1492	697
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				88	82
cM capacity (veh/h)	893				108	441

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	665	705	94
Volume Left	53	0	13
Volume Right	0	16	81
cSH	893	1700	306
Volume to Capacity	0.06	0.41	0.31
Queue Length 95th (ft)	5	0	32
Control Delay (s)	1.5	0.0	21.9
Lane LOS	A		C
Approach Delay (s)	1.5	0.0	21.9
Approach LOS			C

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	605	7	6	731	5	5
Peak Hour Factor	0.91	0.91	0.88	0.88	0.81	0.81
Hourly flow rate (vph)	665	8	7	831	6	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)				1204		
pX, platoon unblocked					0.85	
vC, conflicting volume			673		1513	669
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			673		1603	669
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	99
cM capacity (veh/h)			918		98	458

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	673	838	12
Volume Left	0	7	6
Volume Right	8	0	6
cSH	1700	918	162
Volume to Capacity	0.40	0.01	0.08
Queue Length 95th (ft)	0	1	6
Control Delay (s)	0.0	0.2	29.1
Lane LOS		A	D
Approach Delay (s)	0.0	0.2	29.1
Approach LOS			D

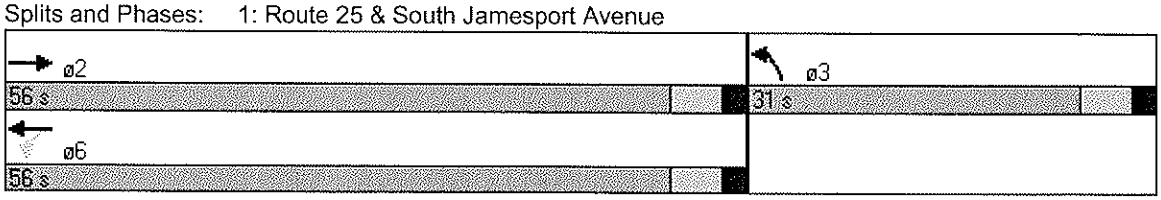
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

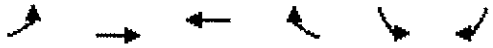
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	691	82	52	777	68	56
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.88	0.88	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Turn Type			Perm			
Protected Phases	2			6	3	
Permitted Phases			6			
Detector Phases	2		6	6	3	
Minimum Initial (s)	10.0		10.0	10.0	6.0	
Minimum Split (s)	16.0		16.0	16.0	25.0	
Total Split (s)	56.0	0.0	56.0	56.0	31.0	0.0
Total Split (%)	64.4%	0.0%	64.4%	64.4%	35.6%	0.0%
Yellow Time (s)	3.9		3.9	3.9	3.9	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	None	
Act Effct Green (s)	58.1			58.1	11.3	
Actuated g/C Ratio	0.78			0.78	0.15	
v/c Ratio	0.59			0.97	0.44	
Control Delay	6.9			35.7	21.9	
Queue Delay	0.0			0.0	0.0	
Total Delay	6.9			35.7	21.9	
LOS	A			D	C	
Approach Delay	6.9			35.7	21.9	
Approach LOS	A			D	C	

Intersection Summary

Cycle Length: 87
Actuated Cycle Length: 74.4
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 22.0 — Intersection LOS: C
Intersection Capacity Utilization 97.4% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: Route 25 & South Jamesport Avenue





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	48	700	781	14	12	48
Peak Hour Factor	0.91	0.91	0.88	0.88	0.67	0.67
Hourly flow rate (vph)	53	769	888	16	18	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		267				
pX, platoon unblocked					0.78	
vC, conflicting volume	903				1770	895
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	903				1985	895
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				63	79
cM capacity (veh/h)	753				49	339

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	822	903	90
Volume Left	53	0	18
Volume Right	0	16	72
cSH	753	1700	155
Volume to Capacity	0.07	0.53	0.58
Queue Length 95th (ft)	6	0	75
Control Delay (s)	1.9	0.0	55.8
Lane LOS	A		F
Approach Delay (s)	1.9	0.0	55.8
Approach LOS			F

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	786	19	12	858	6	9
Peak Hour Factor	0.91	0.91	0.88	0.88	0.81	0.81
Hourly flow rate (vph)	864	21	14	975	7	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)				1206		
pX, platoon unblocked					0.74	
vC, conflicting volume			885		1876	874
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			885		2179	874
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		80	97
cM capacity (veh/h)			765		37	349

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	885	989	19
Volume Left	0	14	7
Volume Right	21	0	11
cSH	1700	765	80
Volume to Capacity	0.52	0.02	0.23
Queue Length 95th (ft)	0	1	20
Control Delay (s)	0.0	0.5	63.1
Lane LOS		A	F
Approach Delay (s)	0.0	0.5	63.1
Approach LOS			F

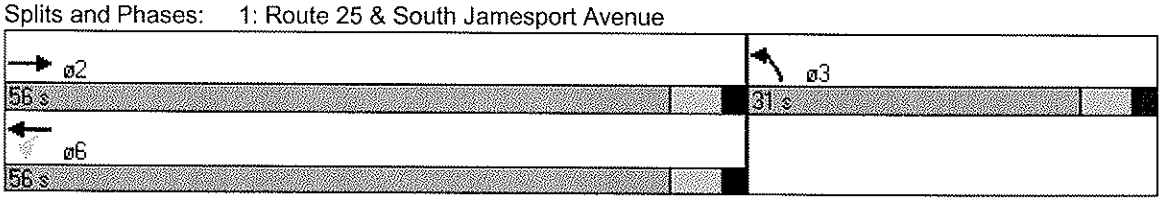
Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

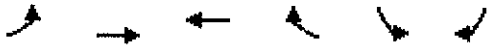
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	776	108	60	646	97	69
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.91	0.91	0.72	0.72
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Turn Type			Perm			
Protected Phases	2			6	3	
Permitted Phases			6			
Detector Phases	2		6	6	3	
Minimum Initial (s)	10.0		10.0	10.0	6.0	
Minimum Split (s)	16.0		16.0	16.0	25.0	
Total Split (s)	56.0	0.0	56.0	56.0	31.0	0.0
Total Split (%)	64.4%	0.0%	64.4%	64.4%	35.6%	0.0%
Yellow Time (s)	3.9		3.9	3.9	3.9	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	None	
Act Effct Green (s)	52.1			52.1	14.6	
Actuated g/C Ratio	0.70			0.70	0.20	
v/c Ratio	0.70			1.07	0.57	
Control Delay	11.4			69.4	27.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	11.4			69.4	27.6	
LOS	B			E	C	
Approach Delay	11.4			69.4	27.6	
Approach LOS	B			E	C	

Intersection Summary

Cycle Length: 87
Actuated Cycle Length: 74.8
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 37.0 — Intersection LOS: D
Intersection Capacity Utilization 100.0% — ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 1: Route 25 & South Jamesport Avenue





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	117	728	634	25	13	72
Peak Hour Factor	0.98	0.98	0.91	0.91	0.87	0.87
Hourly flow rate (vph)	119	743	697	27	15	83
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		267				
pX, platoon unblocked					0.70	
vC, conflicting volume	724				1692	710
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	724				1989	710
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	86				63	81
cM capacity (veh/h)	878				40	433

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	862	724	98
Volume Left	119	0	15
Volume Right	0	27	83
cSH	878	1700	174
Volume to Capacity	0.14	0.43	0.56
Queue Length 95th (ft)	12	0	73
Control Delay (s)	3.4	0.0	49.3
Lane LOS	A		E
Approach Delay (s)	3.4	0.0	49.3
Approach LOS			E

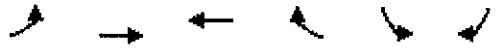
Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	94.8%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	898	54	54	708	15	28
Peak Hour Factor	0.98	0.98	0.91	0.91	0.83	0.83
Hourly flow rate (vph)	916	55	59	778	18	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)				1205		
pX, platoon unblocked					0.86	
vC, conflicting volume			971		1841	944
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			971		1976	944
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			92		66	89
cM capacity (veh/h)			710		54	318

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	971	837	52
Volume Left	0	59	18
Volume Right	55	0	34
cSH	1700	710	117
Volume to Capacity	0.57	0.08	0.44
Queue Length 95th (ft)	0	7	48
Control Delay (s)	0.0	2.3	58.0
Lane LOS		A	F
Approach Delay (s)	0.0	2.3	58.0
Approach LOS			F

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		

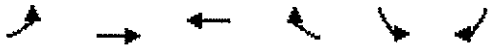
SITE ACCESS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	26	583	725	14	6	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	634	788	15	7	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			392			
pX, platoon unblocked	0.79				0.79	0.79
vC, conflicting volume	803				1486	796
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	752				1612	742
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				93	96
cM capacity (veh/h)	680				87	330

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	662	803	20
Volume Left	28	0	7
Volume Right	0	15	13
cSH	680	1700	171
Volume to Capacity	0.04	0.47	0.11
Queue Length 95th (ft)	3	0	9
Control Delay (s)	1.1	0.0	28.8
Lane LOS	A		D
Approach Delay (s)	1.1	0.0	28.8
Approach LOS			D

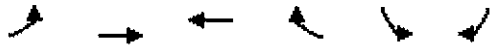
Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	53	741	814	29	31	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	58	805	885	32	34	61
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			395			
pX, platoon unblocked	0.72				0.72	0.72
vC, conflicting volume	916				1821	901
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	883				2143	862
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	90				2	76
cM capacity (veh/h)	550				34	255

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	863	916	95
Volume Left	58	0	34
Volume Right	0	32	61
cSH	550	1700	78
Volume to Capacity	0.10	0.54	1.22
Queue Length 95th (ft)	9	0	178
Control Delay (s)	3.1	0.0	267.5
Lane LOS	A		F
Approach Delay (s)	3.1	0.0	267.5
Approach LOS			F

Intersection Summary			
Average Delay	14.9		
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	75	851	702	41	33	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	82	925	763	45	36	65
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			395			
pX, platoon unblocked	0.78				0.78	0.78
vC, conflicting volume	808				1873	785
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	753				2123	724
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	88				5	80
cM capacity (veh/h)	667				38	331

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	1007	808	101
Volume Left	82	0	36
Volume Right	0	45	65
cSH	667	1700	88
Volume to Capacity	0.12	0.48	1.15
Queue Length 95th (ft)	10	0	176
Control Delay (s)	3.7	0.0	229.9
Lane LOS	A		F
Approach Delay (s)	3.7	0.0	229.9
Approach LOS			F

Intersection Summary			
Average Delay	14.1		
Intersection Capacity Utilization	103.9%	ICU Level of Service	G
Analysis Period (min)	15		

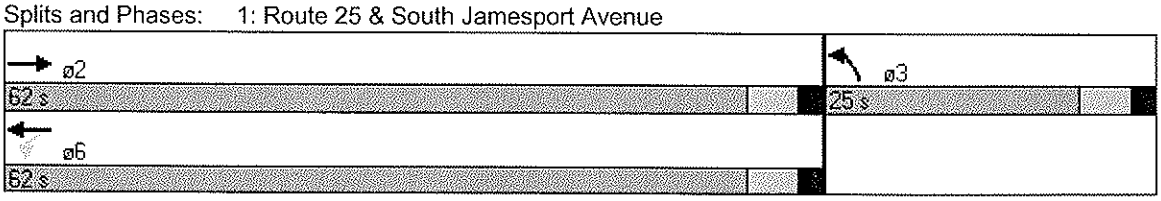
MITIGATION

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	550	40	20	639	100	55
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.88	0.88	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Turn Type			Perm			
Protected Phases	2			6	3	
Permitted Phases			6			
Detector Phases	2		6	6	3	
Minimum Initial (s)	10.0		10.0	10.0	6.0	
Minimum Split (s)	16.0		16.0	16.0	25.0	
Total Split (s)	62.0	0.0	62.0	62.0	25.0	0.0
Total Split (%)	71.3%	0.0%	71.3%	71.3%	28.7%	0.0%
Yellow Time (s)	3.9		3.9	3.9	3.9	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	None	
Act Effct Green (s)	58.1			58.1	13.1	
Actuated g/C Ratio	0.73			0.73	0.17	
v/c Ratio	0.48			0.56	0.51	
Control Delay	6.2			7.4	29.9	
Queue Delay	1.4			0.0	0.0	
Total Delay	7.6			7.5	29.9	
LOS	A			A	C	
Approach Delay	7.6			7.5	29.9	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 87
Actuated Cycle Length: 79.3
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 10.0 — Intersection LOS: A
Intersection Capacity Utilization 65.3% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Route 25 & South Jamesport Avenue

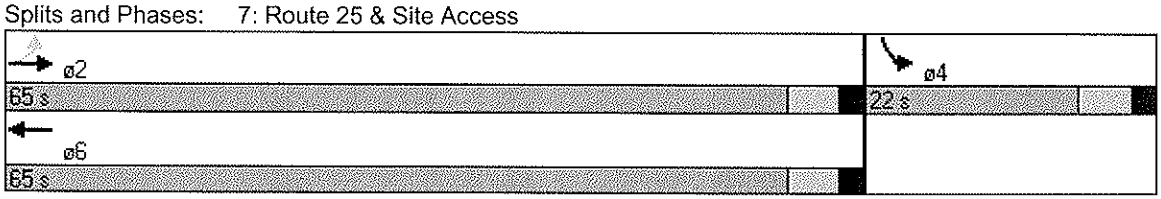


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	26	583	725	14	6	12
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Turn Type	Perm					
Protected Phases		2	6		4	
Permitted Phases	2					
Detector Phases	2	2	6		4	
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	25.0	25.0	25.0		22.0	
Total Split (s)	65.0	65.0	65.0	0.0	22.0	0.0
Total Split (%)	74.7%	74.7%	74.7%	0.0%	25.3%	0.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max		None	
Act Effct Green (s)		110.5	110.5		8.3	
Actuated g/C Ratio		0.94	0.94		0.07	
v/c Ratio		0.40	0.46		0.17	
Control Delay		1.8	2.1		21.5	
Queue Delay		0.0	0.1		0.0	
Total Delay		1.8	2.2		21.5	
LOS		A	A		C	
Approach Delay		1.8	2.2		21.5	
Approach LOS		A	A		C	

Intersection Summary

Cycle Length: 87
Actuated Cycle Length: 117.6
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 2.3 — Intersection LOS: A
Intersection Capacity Utilization 61.8% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: Route 25 & Site Access

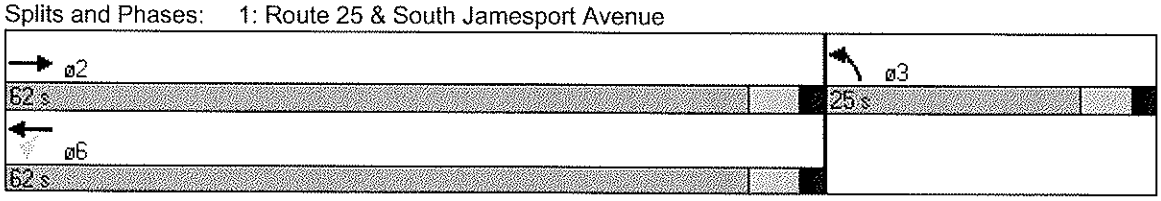


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	691	82	52	777	68	56
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.88	0.88	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Turn Type			Perm			
Protected Phases	2			6	3	
Permitted Phases			6			
Detector Phases	2		6	6	3	
Minimum Initial (s)	10.0		10.0	10.0	6.0	
Minimum Split (s)	16.0		16.0	16.0	25.0	
Total Split (s)	62.0	0.0	62.0	62.0	25.0	0.0
Total Split (%)	71.3%	0.0%	71.3%	71.3%	28.7%	0.0%
Yellow Time (s)	3.9		3.9	3.9	3.9	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	None	
Act Effct Green (s)	62.4			62.4	11.5	
Actuated g/C Ratio	0.79			0.79	0.14	
v/c Ratio	0.58			0.79	0.45	
Control Delay	6.6			14.0	25.2	
Queue Delay	1.5			0.5	0.0	
Total Delay	8.0			14.5	25.2	
LOS	A			B	C	
Approach Delay	8.0			14.5	25.2	
Approach LOS	A			B	C	

Intersection Summary

Cycle Length: 87
Actuated Cycle Length: 78.7
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 12.4 — Intersection LOS: B
Intersection Capacity Utilization 97.4% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: Route 25 & South Jamesport Avenue

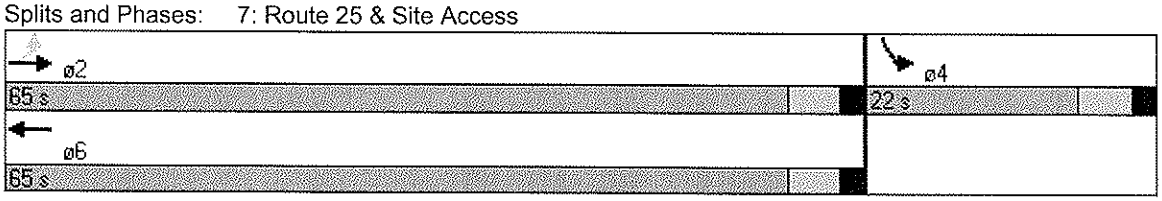


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	53	741	814	29	31	56
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Turn Type	Perm					
Protected Phases		2	6		4	
Permitted Phases	2					
Detector Phases	2	2	6		4	
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	25.0	25.0	25.0		22.0	
Total Split (s)	65.0	65.0	65.0	0.0	22.0	0.0
Total Split (%)	74.7%	74.7%	74.7%	0.0%	25.3%	0.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max		None	
Act Effct Green (s)		80.2	80.2		10.4	
Actuated g/C Ratio		0.83	0.83		0.11	
v/c Ratio		0.69	0.59		0.43	
Control Delay		8.5	5.7		20.0	
Queue Delay		0.2	1.9		0.1	
Total Delay		8.7	7.5		20.1	
LOS		A	A		C	
Approach Delay		8.7	7.5		20.1	
Approach LOS		A	A		C	

Intersection Summary

Cycle Length: 87
Actuated Cycle Length: 96.1
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 8.7 — Intersection LOS: A
Intersection Capacity Utilization 94.4% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 7: Route 25 & Site Access

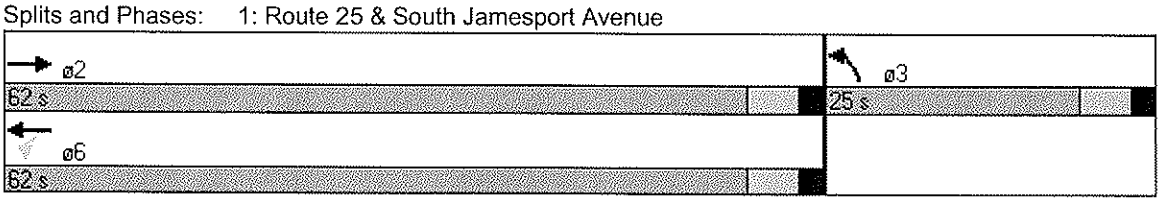


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	776	108	60	646	97	69
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.91	0.91	0.72	0.72
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Turn Type			Perm			
Protected Phases	2			6	3	
Permitted Phases			6			
Detector Phases	2		6	6	3	
Minimum Initial (s)	10.0		10.0	10.0	6.0	
Minimum Split (s)	16.0		16.0	16.0	25.0	
Total Split (s)	62.0	0.0	62.0	62.0	25.0	0.0
Total Split (%)	71.3%	0.0%	71.3%	71.3%	28.7%	0.0%
Yellow Time (s)	3.9		3.9	3.9	3.9	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	None	
Act Effct Green (s)	58.2			58.2	15.3	
Actuated g/C Ratio	0.71			0.71	0.19	
v/c Ratio	0.69			0.83	0.60	
Control Delay	10.7			19.3	31.6	
Queue Delay	6.0			0.4	0.0	
Total Delay	16.7			19.7	31.7	
LOS	B			B	C	
Approach Delay	16.7			19.7	31.7	
Approach LOS	B			B	C	

Intersection Summary

Cycle Length: 87
Actuated Cycle Length: 81.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 19.8 — Intersection LOS: B
Intersection Capacity Utilization 100.0% — ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 1: Route 25 & South Jamesport Avenue

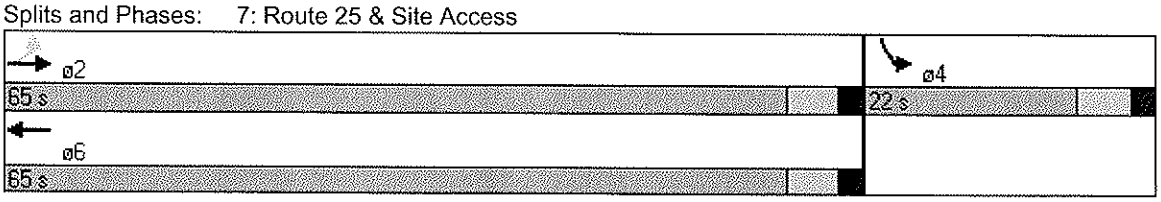


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	75	851	702	41	33	60
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Turn Type	Perm					
Protected Phases		2	6		4	
Permitted Phases	2					
Detector Phases	2	2	6		4	
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	25.0	25.0	25.0		22.0	
Total Split (s)	65.0	65.0	65.0	0.0	22.0	0.0
Total Split (%)	74.7%	74.7%	74.7%	0.0%	25.3%	0.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max		None	
Act Effct Green (s)		79.1	79.1		10.5	
Actuated g/C Ratio		0.83	0.83		0.11	
v/c Ratio		0.81	0.53		0.45	
Control Delay		13.5	4.8		20.0	
Queue Delay		1.4	1.4		0.1	
Total Delay		14.9	6.2		20.1	
LOS		B	A		C	
Approach Delay		14.9	6.2		20.1	
Approach LOS		B	A		C	

Intersection Summary

Cycle Length: 87
Actuated Cycle Length: 95.1
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 11.5 — Intersection LOS: B
Intersection Capacity Utilization 103.9% — ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 7: Route 25 & Site Access



Noise Study

Noise Report

Proposed Multi-Use Center for "Village at Jamesport"

State Route 25
Jamesport, New York

Prepared for **Jul-Bet Enterprises, Inc.**

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

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May 2009

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Noise

Introduction

The purpose of the noise analysis is to evaluate the potential noise impacts from the proposed Village at Jamesport Multi-Use Center (proposed project) located in the Town of Riverhead, New York. The noise analysis evaluated existing and future sound levels, which included mechanical equipment and building operation noise sources from the proposed project. Existing sound levels for receptor locations in the study area were determined from noise monitoring and Build sound levels were calculated based upon sound levels for mechanical equipment and building operations. The proposed project will incorporate state-of-the-art equipment and where appropriate include noise mitigation measures necessary to meet the State and Town noise impact criteria.

The following sections discuss the noise impact criteria, noise methodology, and noise analysis results.

Noise Analysis Background

Noise is defined as unwanted or excessive sound. Sound becomes unwanted when it interferes with normal activities such as sleep, work, or recreation. The individual human response to noise is subject to considerable variability since there are many emotional and physical factors that contribute to the differences in reaction to noise.

Sound (noise) is described in terms of loudness, frequency, and duration. Loudness is the sound pressure level measured on a logarithmic scale in units of decibels (dB). For community noise impact assessment, sound level frequency characteristics are based upon human hearing, using an A-weighted (dBA) frequency filter. The A-weighted filter is used because it approximates the way humans hear sound. Table 1 presents a list of common outdoor and indoor sound levels. The duration characteristics of sound account for the time varying nature of sound sources.

Sound level data can be presented in statistical terms to help describe the noise environment. A near infinite variation in sound levels (various intensities and temporal patterns) can be combined into the same value. The sound level descriptor used in this analysis was L equivalent (Leq). The Leq averages the background sound levels with short-term transient sound levels and provides a uniform method for comparing sound levels that vary over time.

The following general relationships exist between noise levels and human perception:

- A 1 or 2-dBA increase is not perceptible to the average person.
- A 3-dBA increase is a doubling of acoustic energy, but is just barely perceptible to the human ear.
- A 10-dBA increase is a tenfold increase in acoustic energy, but is perceived as a doubling in loudness to the average person.

Table 1
Common Outdoor and Indoor Sound Levels

Outdoor Sound Levels	Sound Pressure (μPa)*		Sound Level (dBA)**	Indoor Sound Levels
	6,324,555	-	110	Rock Band at 5 m
Jet Over Flight at 300 m		-	105	
	2,000,000	-	100	Inside New York Subway Train
Gas Lawn Mower at 1 m		-	95	
	632,456	-	90	Food Blender at 1 m
Diesel Truck at 15 m		-	85	
Noisy Urban Area—Daytime	200,000	-	80	Garbage Disposal at 1 m
		-	75	Shouting at 1 m
Gas Lawn Mower at 30 m	63,246	-	70	Vacuum Cleaner at 3 m
Suburban Commercial Area		-	65	Normal Speech at 1 m
	20,000	-	60	
Quiet Urban Area—Daytime		-	55	Quiet Conversation at 1 m
	6,325	-	50	Dishwasher Next Room
Quiet Urban Area—Nighttime		-	45	
	2,000	-	40	Empty Theater or Library
Quiet Suburb—Nighttime		-	35	
	632	-	30	Quiet Bedroom at Night
Quiet Rural Area—Nighttime		-	25	Empty Concert Hall
Rustling Leaves	200	-	20	
		-	15	Broadcast and Recording Studios
	63	-	10	
		-	5	
Reference Pressure Level	20	-	0	Threshold of Hearing

Source: *Highway Noise Fundamentals.* Federal Highway Administration, September 1980.
*μPA – MicroPascals, which describe pressure. The pressure level is what sound level monitors measure.
**dBA – A-weighted decibels, which describe pressure logarithmically with respect to 20 μPa (the reference pressure level).

Noise Impact Criteria

The New York State Department of Transportation (NYSDOT) and the Town of Riverhead have developed noise impact criteria that establish noise thresholds deemed to result in adverse impacts. The noise analysis for the proposed project evaluated the Build sound levels to determine whether or not the proposed development will generate sound levels at the receptor locations that will meet these criteria.

New York State Department of Transportation

The NYSDOT has developed noise impact criteria that establish noise thresholds deemed to result in adverse impacts for transportation (motor vehicles) and non-highway projects (building mechanical equipment). The NYSDOT has established technical procedures for evaluating sound levels and potential impacts from proposed projects. The NYSDOT guidelines establish appropriate sound levels based upon the land use of the proposed project.

Traffic noise can adversely affect human activities, such as communication. The FHWA has established Noise Abatement Criteria ("NAC") to help protect public health and welfare from excessive vehicle traffic noise. Recognizing that different areas are sensitive to noise in different ways, the NAC varies according to land use. The NAC are described in Table 2.

NYSDOT endorses the FHWA procedures and considers adverse noise impacts to occur when existing or future sound levels approach (within 1 dBA) or exceed the NAC, or when future sound levels exceed the highest existing sound levels by 6 dBA or more. For non-highway projects (building mechanical equipment), adverse noise impacts are considered to occur when the future sound levels exceed the existing sound levels by 3 dBA or more. These guidance criteria are the recommended maximum levels for identifying locations that may be affected by noise.

Table 2
Noise Abatement Criteria (NAC)
One-Hour, A-Weighted Sound Levels in Decibels (dBA)

Activity Category	$L_{eq}(h)$*	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purposes.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

* Leq (h) is an energy averaged, one-hour, A-weighted sound level in decibels (dBA).
Source: 23 CFR Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise.*

Town of Riverhead

Pursuant to Chapter 81 of the Riverhead Town Code, specifically, Section 81-5L, commercial and industrial operations may not generate a sound level in excess of 65 dBA during the hours of 7:00 AM to 8:00 PM, and 50 dBA during the hours of 8:00 PM to 7:00 AM at residential receptors. For commercial receptors, at all times, the noise criterion is 65 dBA.

Chapter 81 of the Town Code also includes regulations on allowable time periods for the loading and unloading of deliveries; and for construction activities.

Under Section 81-5F of the Code,

> "No person shall engage in, cause or permit the loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials or similar objects between the hours of 8:00 PM and 7:00 AM the following day in such a manner as to cause unreasonable noise across a residential real property boundary."

Under Section 81-5K of the Code, construction is not allowed between the hours of 8:00 PM and 7:00 AM or any time on Sunday or legal holidays.

Noise Analysis Methodology

The noise study evaluated building mechanical equipment and building operation sound levels from the proposed project. The stationary source noise study calculated the mechanical equipment and building operation activities (dominate project-related nighttime noise sources) and evaluated both daytime and nighttime sound levels. Each of these analyses considered the ambient noise environment, which was established using field measurements.

The area surrounding the project site was evaluated and potential sensitive locations to noise were identified as receptor locations, including the residential areas along Manor Lane and commercial areas on Main Road (NYS Route 25). These receptor locations are presented in Figure 1. A noise monitoring program was conducted to establish the existing sound level data. The noise monitoring sites are also presented in Figure 1. This data was used to establish background sound levels under the existing conditions. The manufacturer sound level data for mechanical equipment and the acoustical principles of noise addition and propagation over distances were used to calculate future sound levels at the receptor locations. The future build sound levels and their potential increases were compared to the NYSDOT and the Town of Riverhead noise criteria to determine if noise impacts existed or were created. Noise mitigation measures were evaluated for receptor locations with future noise impacts.

Receptor Locations

The study area is a suburban area of both commercial and residential buildings. The noise analysis evaluated the study area to identify receptor locations that might be sensitive to noise generated by or related to the proposed development. The noise analysis identified fifty receptor locations in the vicinity of the proposed development. The receptor locations include the nearest residential and commercial buildings on Main Road (NYS Route 25) and Manor Lane.

These receptor locations, selected based on land use considerations, represent the most sensitive locations in the proposed project site vicinity. Figure 1 presents the receptor locations used in the noise analysis.

Existing Conditions

The proposed project is located in a suburban area. The existing noise environment includes sound levels from vehicular traffic on Main Road (NYS Route 25) and Manor Lane, and commercial activities. A noise monitoring program was conducted during a weekday afternoon and nighttime period on March 11, 2009. The Existing sound levels were measured using a Type 1 sound analyzer (Larson-Davis model 824). Monitoring data was collected along Main Road (NYS Route 25) and Fox Lane.

The measured sound level data during the daytime was dominated by roadway noise from Main Road (NYS Route 25) and Manor Lane. The daytime Leq sound levels at the monitoring locations ranged from 47 dBA to 60 dBA. These sound levels are typical for a quiet urban area location that is adjacent to a roadway where motor vehicles generates sound levels that can range from 50 to 60 dBA. The nighttime sound levels, with lower traffic volumes, was lower and ranged from 41 dBA to 57 dBA. Table 3 presents the measured Existing sound level data.

Table 3
Measured Existing Sound Levels

Receptor Location	A-Weighted Sound Level in Decibels, Leq (dBA)	
	Daytime	Nighttime
Monitoring Location 1 – Fox Lane	47	41
Monitoring Location 2 – Main Road (NYS Route 25)	60	57

Source: Vanasse Hangen Brustlin, Inc.

Proposed Project Impacts

The noise analysis evaluated the potential noise impacts from rooftop mechanical equipment and building operations. The following discusses the sound levels from each of these sources.

Rooftop Mechanical Equipment

The noise analysis included an evaluation of the mechanical equipment noise sources at each building of the proposed project. Mechanical equipments, such as fans and heating units, were to be located within the interior of the buildings in the attic area. Condenser units were to be located externally at ground level adjacent to each of the proposed buildings. The manufacturer's referenced sound levels were obtained for the mechanical equipment. These sound levels were adjusted based upon their size, the number of units, and their location. The adjusted sound levels were then projected to the receptor locations based upon the propagation sound levels over distances. Measures to minimize project related noise included the purchase of state-of-the-art equipment, locating mechanical equipment within the building attic area, providing screen walls or enclosures around externally located mechanical equipment; and locating mechanical equipment to utilize the building height and geometry in order to create building blockage for receptor locations.

Building Operations

The noise analysis also evaluated building operations, such as loading activities. The loading activities for the proposed project will primarily include deliveries and trash removal. The loading areas will be designed and operated to ensure that there will be no adverse noise impacts to the sensitive receptor locations. These activities will also be conducted in the time period allowed by the Town Code, which is from 7:00 AM to 8:00 PM.

Noise Analysis

Based on noise monitoring, the sound levels at the 50 receptor locations ranged from 47 dBA to 60 dBA during daytime hours, which complies with the Town of Riverhead's daytime noise criteria of 65 dBA. The sound levels during the nighttime hours were measured to range from 41 dBA to 57 dBA. At 16 of the 50 receptors located along Route 25, the Town's nighttime noise criteria of 50 dBA, was exceeded.

Tables 4 and 5 present the Existing and Build (Existing plus proposed project contribution) sound levels, and compares the Build sound levels and the potential increase in sound levels with the applicable Town requirements and NYSDOT thresholds.

Daytime

As indicated in Table 4, the Build sound levels range from 47 dBA to 60 dBA during the daytime period, which complies with the Town's noise criteria of 65 dBA at all receptor locations. The sound level from the proposed mechanical equipment is projected to add 0 dBA to 1.0 dBA to the existing noise levels at each of the receptor locations. As such, the NYSDOT threshold for adverse impact of 3 dBA for non-transportation noise sources is not exceeded.

Table 4
Daytime Sound Levels, Leq (dBA)

Receptor Number	Receptor Type	Existing	Project Generated	Build	Change	Town of Riverhead Daytime Criteria	NYSDOT Criteria Non-Transportation
1	Commercial	60.0	33.4	60.0	0.0	65	+3.0
2	Commercial	60.0	34.9	60.0	0.0	65	+3.0
3	Residential	60.0	36.5	60.0	0.0	65	+3.0
4	Commercial	60.0	38.1	60.0	0.0	65	+3.0
5	Commercial	60.0	38.9	60.0	0.0	65	+3.0
6	Commercial	60.0	39.9	60.0	0.0	65	+3.0
7	Commercial	60.0	41.0	60.1	0.1	65	+3.0
8	Residential	60.0	43.1	60.1	0.1	65	+3.0
9	Commercial	60.0	42.9	60.1	0.1	65	+3.0
10	Commercial	60.0	44.2	60.1	0.1	65	+3.0
11	Commercial	60.0	34.4	60.0	0.0	65	+3.0
12	Commercial	60.0	36.1	60.0	0.0	65	+3.0
13	Residential	47.0	38.8	47.6	0.6	65	+3.0
14	Residential	47.0	36.9	47.4	0.4	65	+3.0
15	Residential	47.0	34.7	47.2	0.2	65	+3.0
16	Residential	47.0	32.7	47.2	0.2	65	+3.0
17	Residential	47.0	32.1	47.1	0.1	65	+3.0
18	Residential	47.0	32.1	47.1	0.1	65	+3.0
19	Residential	47.0	30.8	47.1	0.1	65	+3.0
20	Residential	47.0	28.8	47.1	0.1	65	+3.0
21	Residential	47.0	31.3	47.1	0.1	65	+3.0
22	Residential	47.0	28.1	47.1	0.1	65	+3.0
23	Residential	47.0	27.4	47.0	0.0	65	+3.0
24	Residential	47.0	28.3	47.1	0.1	65	+3.0
25	Residential	47.0	29.7	47.1	0.1	65	+3.0
26	Residential	47.0	33.6	47.2	0.2	65	+3.0
27	Residential	47.0	40.0	47.8	0.8	65	+3.0
28	Residential	47.0	41.0	48.0	1.0	65	+3.0
29	Residential	47.0	31.7	47.1	0.1	65	+3.0
30	Residential	60.0	45.4	60.1	0.1	65	+3.0
31	Commercial	60.0	42.5	60.1	0.1	65	+3.0
32	Commercial	60.0	45.2	60.1	0.1	65	+3.0
33	Residential	60.0	41.6	60.1	0.1	65	+3.0
34	Residential	60.0	38.9	60.0	0.0	65	+3.0
35	Residential	60.0	37.2	60.0	0.0	65	+3.0

Source: Vanasse Hangen Brustlin, Inc.
Bold values exceed criteria.

Table 4 (Continued)
Daytime Sound Levels, Leq (dBA)

Receptor Number	Receptor Type	Existing	Project Generated	Build	Change	Town of Riverhead Daytime Criteria	NYSDOT Criteria Non-Transportation
36	Commercial	60.0	35.6	60.0	0.0	65	+3.0
37	Residential	60.0	33.8	60.0	0.0	65	+3.0
38	Residential	60.0	32.7	60.0	0.0	65	+3.0
39	Residential	60.0	32.0	60.0	0.0	65	+3.0
40	Commercial	60.0	41.2	60.1	0.1	65	+3.0
41	Residential	60.0	36.8	60.0	0.0	65	+3.0
42	Residential	60.0	34.4	60.0	0.0	65	+3.0
43	Residential	60.0	34.0	60.0	0.0	65	+3.0
44	Residential	60.0	33.2	60.0	0.0	65	+3.0
45	Commercial	60.0	34.9	60.0	0.0	65	+3.0
46	Commercial	60.0	30.5	60.0	0.0	65	+3.0
47	Residential	60.0	32.1	60.0	0.0	65	+3.0
48	Commercial	60.0	31.5	60.0	0.0	65	+3.0
49	Residential	60.0	30.6	60.0	0.0	65	+3.0
50	Residential	60.0	29.6	60.0	0.0	65	+3.0

Source: Vanasse Hangen Brustlin, Inc.
Bold values exceed criteria.

Nighttime

As indicated in Table 5, the Build sound levels range from 41 dBA to 57 dBA during the nighttime period. Sixteen of the 50 receptor locations (R3, R8, R30, R33, R34, R35, R37, R38, R39, R41, R42, R43, R44, R47, R49, and R50) exceed the Town's nighttime criteria of 50 dBA. However, these same 16 receptor locations exceed the Town's nighttime criteria under the existing conditions as well. Implementation of the proposed project would not result in any new receptor locations exceeding the Town's nighttime criteria. Sound level from the proposed project's mechanical equipment are projected to contribute from 0 dBA to 2.9 dBA increase in sound levels, which results in no additional receptor locations exceeding the NYSDOT threshold of 3 dBA.

Mitigation Measures

Although the proposed project would not result in significant adverse noise impacts, noise mitigation measures have been developed to further reduce sound levels. These noise mitigation measures may include installing quieter equipment, locating mechanical equipment internally within the building attic areas, providing noise screening/enclosure for external mechanical equipment, or locating mechanical equipment further away from the sensitive receptor locations.

Table 5
Nighttime Sound Levels, Leq (dBA)

Receptor Number	Receptor Type	Existing	Project Generated	Build	Change	Town of Riverhead Daytime Criteria	NYSDOT Criteria Non-Transportation
1	Commercial	57.0	33.4	57.0	0.0	65	+3.0
2	Commercial	57.0	34.9	57.0	0.0	65	+3.0
3	Residential	**57.0**	36.5	**57.0**	0.0	50	+3.0
4	Commercial	57.0	38.1	57.1	0.1	65	+3.0
5	Commercial	57.0	38.9	57.1	0.1	65	+3.0
6	Commercial	57.0	39.9	57.1	0.1	65	+3.0
7	Commercial	57.0	41.0	57.1	0.1	65	+3.0
8	Residential	**57.0**	43.1	**57.2**	0.2	50	+3.0
9	Commercial	57.0	42.9	57.2	0.2	65	+3.0
10	Commercial	57.0	44.2	57.2	0.2	65	+3.0
11	Commercial	57.0	34.4	57.0	0.0	65	+3.0
12	Commercial	57.0	36.1	57.0	0.0	65	+3.0
13	Residential	41.0	38.8	43.0	2.0	50	+3.0
14	Residential	41.0	36.9	42.4	1.4	50	+3.0
15	Residential	41.0	34.7	41.9	0.9	50	+3.0
16	Residential	41.0	32.7	41.6	0.6	50	+3.0
17	Residential	41.0	32.1	41.5	0.5	50	+3.0
18	Residential	41.0	32.1	41.5	0.5	50	+3.0
19	Residential	41.0	30.8	41.4	0.4	50	+3.0
20	Residential	41.0	28.8	41.3	0.3	50	+3.0
21	Residential	41.0	31.3	41.4	0.4	50	+3.0
22	Residential	41.0	28.1	41.2	0.2	50	+3.0
23	Residential	41.0	27.4	41.2	0.2	50	+3.0
24	Residential	41.0	28.3	41.2	0.2	50	+3.0
25	Residential	41.0	29.7	41.3	0.3	50	+3.0
26	Residential	41.0	33.6	41.7	0.7	50	+3.0
27	Residential	41.0	40.0	43.5	2.5	50	+3.0
28	Residential	41.0	41.0	44.0	2.9	50	+3.0
29	Residential	41.0	31.7	41.5	0.5	50	+3.0
30	Residential	**57.0**	45.4	**57.3**	0.3	50	+3.0
31	Commercial	57.0	42.5	57.2	0.2	65	+3.0
32	Commercial	57.0	45.2	57.3	0.3	65	+3.0
33	Residential	**57.0**	41.6	**57.1**	0.1	50	+3.0
34	Residential	**57.0**	38.9	**57.1**	0.1	50	+3.0
35	Residential	**57.0**	37.2	**57.0**	0.0	50	+3.0

Source: Vanasse Hangen Brustlin, Inc.
Bold values exceed criteria.

Table 5 (Continued)
Nighttime Sound Levels, Leq (dBA)

Receptor Number	Receptor Type	Existing	Project Generated	Build	Change	Town of Riverhead Daytime Criteria	NYSDOT Criteria Non-Transportation
36	Commercial	57.0	35.6	57.0	0.0	65	+3.0
37	Residential	**57.0**	33.8	**57.0**	0.0	50	+3.0
38	Residential	**57.0**	32.7	**57.0**	0.0	50	+3.0
39	Residential	**57.0**	32.0	**57.0**	0.0	50	+3.0
40	Commercial	57.0	41.2	57.1	0.1	65	+3.0
41	Residential	**57.0**	36.8	**57.0**	0.0	50	+3.0
42	Residential	**57.0**	34.4	**57.0**	0.0	50	+3.0
43	Residential	**57.0**	34.0	**57.0**	0.0	50	+3.0
44	Residential	**57.0**	33.2	**57.0**	0.0	50	+3.0
45	Commercial	57.0	34.9	57.0	0.0	65	+3.0
46	Commercial	57.0	30.5	57.0	0.0	65	+3.0
47	Residential	**57.0**	32.1	**57.0**	0.0	50	+3.0
48	Commercial	57.0	31.5	57.0	0.0	65	+3.0
49	Residential	**57.0**	30.6	**57.0**	0.0	50	+3.0
50	Residential	**57.0**	29.6	**57.0**	0.0	50	+3.0

Source: Vanasse Hangen Brustlin, Inc.
Bold values exceed criteria.

Construction Noise

Construction activities may result in temporarily increases of nearby sound levels due to the intermittent use of heavy machinery during the construction of the proposed project. The proposed project will generate typical sound levels from construction activities, including foundation construction, truck movements, heavy equipment operations, and general construction activities. Heavy machinery will be used intermittently throughout the proposed project's construction phases. The majority of the time will experience lower construction sound levels because not all of the equipment will be operating at the same time.

The Code of the Town of Riverhead prohibits construction between the hours of 8:00 PM and 7:00 AM or any time on Sunday or legal holidays. All exterior construction activities, such as site excavation/grading and new building construction will be limited to the hours of 7:00 AM to 8:00 PM.

The proposed project will implement mitigation measures to reduce or minimize noise from construction activities. The construction vehicles and equipment will be required to maintain their original engine noise control equipment.

Specific mitigation measures may include:

- Construction equipment will be required to have installed and properly operating appropriate noise muffler systems.
- Implementing appropriate traffic management techniques during the construction period will mitigate roadway traffic noise impacts.
- Proper operation and maintenance, and prohibition of excessive idling of construction equipment engines, will be implemented.
- The site will be surrounded by safety fencing to provide site security, as well as to mitigate construction noise and fugitive dust.
- Work hours and relevant noise generating activities will be reviewed further with the Town of Riverhead to outline those construction activities which may occur prior to 7:00 AM and after 8:00 PM, Monday through Friday, as well as those activities which may occur during weekend hours.

Summary of Findings

The noise analysis evaluates the potential noise impacts from the proposed Village at Jamesport located in the Town of Riverhead, New York. This analysis calculated the Existing and Build sound levels from the mechanical equipment, building operations and appropriate mitigation measures. The noise analysis demonstrates that the proposed project will comply with the Riverhead Town Code and the NYSDOT thresholds.

P:\27288.01\tech\Noise\Graphics\SitePlan_NoResident.dwg

Figure 1

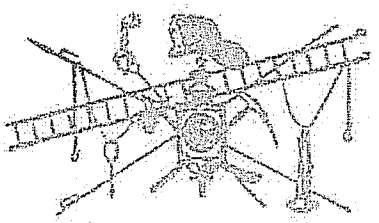
Noise Receptor Locations
Jamesport, New York

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

Correspondence to and from Various Community Service Providers

COMMISSIONERS

JAMES KANE, Chairman
DANIEL GRIFFIN, Vice Chairman
CHARLES THOMAS
EDWARD COLLINS
JOHN ANDREJACK



PAUL EPPERLEIN
Treasurer

BETSY JOHNSON-PATRICK
Secretary

JAMESPORT FIRE DISTRICT
ORGANIZED 1949
P.O. BOX 54 - 25 MANOR LANE
JAMESPORT, LONG ISLAND, N.Y. 11947

(631) 722-0027 • Fax: (631) 722-2349

June 18, 2008

Freudenthal & Elkowitz
Consulting Group Inc.
Kim Gennaro, AICP
1757-24 Veterans memorial Highway
Islandia, NY 11749

RE: Proposed Historic Village at Jamesport FD

Dear Ms. Gennaro,

In response to your request for information regarding the proposed Historic Village in Jamesport, the total number of calls that took place last year was 241 calls which include Fires, Automatic Alarms, Motor Vehicle Accidents and EMS calls. The estimated response time is 4-5 minutes from time of notification.

If you should have any questions please feel free to contact me at the number listed above.

Sincerely,

Betsy Johnson-Patrick

Betsy Johnson-Patrick
District Secretary
As Directed by Chief Zitek

RIVERHEAD POLICE DEPARTMENT

210 Howell Avenue, Riverhead, New York 11901

David J. Hegermiller
Chief of Police

Tel (631) 727-4500 Ext 335
Fax (631) 727-8630

August 18, 2008

Ms. Kim A. Gennaro, AICP
Director of Planning
Freudenthal & Elkowitz Consulting Group,. Inc.
1757-24 Veterans Memorial Highway
Islandia, NY 11749

Dear Ms. Gennaro:

I am in receipt of your letter with regards to the DEIS for the proposed development of a 9.712 acre parcel on the north side of Main Road in Jamesport, and offer the following responses to your questions:

1. The number of calls for service for the year 2007, which varied in type, is 25,878.

2. The average response time to the subject site is 7 minutes and 20 seconds.

3. My only other concern would be for you to determine whether a traffic signal would be needed to regulate the flow of traffic entering and exiting State Route 25.

If you have any questions or if I can be of further assistance, please feel free to contact me at (631) 727-4500, ext. 335.

Very truly yours,

David J. Hegermiller
Chief of Police

DJH/ma

CC: file

Central Suffolk
HOSPITAL
1300 Roanoke Avenue ~ PO Box 9009
Riverhead, New York 11901-9009
631-548-6000 ~ Fax 631-727-8890
For a Lifetime of Quality Healthcare

February 24, 2004

Kim A. Gennaro, Project Manager
Freudenthal & Elkowitz Consulting Group
368 Veterans Memorial Hwy.
Commack, NY 11725

Dear Ms. Gennaro:

In response to your request regarding information on services provided by Central Suffolk Hospital I am submitting the following:

1. Central Suffolk Hospital is the regional provider of medical services from Wading River to Orient Point on the North Fork and Moriches to Hampton Bays on the South Fork. Our services include:
   a. Emergency Medicine for which we provide 25,000+ visits annually;
   b. inpatient care to 5,000 patients annually;
   c. outpatient hemodialysis and peritoneal dialysis;
   d. surgery including orthopedics, endoscopy and lithotripsy;
   e. home care through our certified home health agency Peconic Bay Homehealth Services;
   f. skilled nursing and rehabilitation services through our 60-bed Skilled Nursing Facility; and
   g. outpatient physical therapy through the new state of the art Central Suffolk Physical Therapy & Rehabilitation two miles east of the main hospital campus center on Commerce Drive, Riverhead.

A brochure is enclosed for further reference. You may also wish to review our website at www.cshospital.org.

2. Central Suffolk Hospital has approximately 825 employees and a medical staff of 170 of which 95% of the physicians are board certified in their disciplines.
3. Central Suffolk Hospital is certified for 154 beds and our skilled nursing home for 60 beds.
4. Our occupancy rate in 2003 based on total beds is 48%.

If I can be of any further assistance, please call me at 631-548-6080.

Sincerely,

Nancy Uzo
Vice President, Foundation/External Affairs

RIVERHEAD VOLUNTEER AMBULANCE CORPS
P.O. BOX 924
RIVERHEAD, NEW YORK 11901
631-727-1686, Ext. 25

June 16, 2009

Charles R. Cuddy, Esq.
445 Griffing Avenue
Riverhead, New York 11901

RE: Jamesport Development

Dear Mr. Cuddy:

Reference is made herein to my letter of May 28, 2009, to VHB Engineering regarding the proposed Village Development at Jamesport. In the information requested, a cite was made that the addition of a commercial development would have a severe impact on the demand of the Riverhead Volunteer Ambulance Corps. Permit me to amend that statement. The development of the site would not, in of itself, overextend the requirements for rapid response. The statements made were merely illustrative of what our agency is currently handling throughout the Town of Riverhead

In addition, and was not indicated in the letter of May 28, the Jamesport Fire Department is the primary first responder for any emergency calls to that area. Therefore, the response time for assistance will be within minutes. Our agency is simultaneously dispatched for transport of the patients to the hospital emergency department.

The Riverhead Volunteer Ambulance Corps welcomes any project that would help to create jobs and stimulate growth during this tough economic time. It is our sincere hope that this clarifies any miscommunication with regard to the site impact. Thank you, once again, for your consideration, and extend our best wishes for success in your endeavor.

Sincerely,

Donna J. Johnson
Chief

RIVERHEAD VOLUNTEER AMBULANCE CORPS
P.O. BOX 924
RIVERHEAD, NEW YORK 11901
631-727-1686, Ext. 25

May 28, 2009

VHB Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path, Suite 300
Hauppauge, New York 11788

Attention: Stephen Kaplan, Team Leader

RE: Proposed Village @ Jamesport, Ref: 27695.00

Dear Mr. Kaplan:

Please accept my apologies on behalf of the Riverhead Volunteer Ambulance Corps for not having responded to the inquiry of June 12, 2008.

The information that was requested is being submitted to you herein and modified to reflect an additional year's statistics..

1. Total number of calls responded to in 2007: 2,500
   2008: 2,800.

2. Estimated response time to the subject site: Approximately 10 to 12 minutes.

3. Any information appropriate for evaluation in the DEIS:
   Riverhead Volunteer Ambulance District extends from Laurel Lane West to EPCAL @ Grumman in Calverton. We have a volunteer force of only 73 active members covering the district 24 hours a day.

   The addition of a 10 building commercial development, employees and consumers, would have a severe impact and increase the demand

of our already strained volunteer force.

RVAC responds to multiple simultaneous emergency calls on many days. Subsequently, if we are not able to have an available crew respond, we must rely on neighboring agencies, such as Mattituck Fire Department Rescue and Flanders-Northampton Volunteer Ambulance, thus further delaying response times to this area. Therefore, the response time of 10-12 minutes could be tremendously affected (increased), and detrimental to patient care.

If you require any further information, please do not hesitate to contact me at the above telephone number.

Thanking you for your consideration in this matter, I am

Sincerely,

Donna J. Johnson

Donna J. Johnson
Chief

Riverhead
Volunteer Ambulance Corps, Inc.
P.O. Box 924
Riverhead, NY 11901
(631) 727-1686 Ext. 11

March 16, 2004

Kim A. Gennaro
Fredeudenthal& Elkowitz Consulting Group Inc
368 Veterans Memorial Highway
Commack NY 11725

Dear Ms. Gennaro,

Below is the information that you have requested.

1. We presently have 45 active volunteers and 6 part time employees. The employees are house people that currently stock and clean the ambulances and manage our inventories of supplies.
2. The Jamesport facility houses 1 of our 4 NY State certified ALS ambulances. We rotate our ambulances weekly to that facility.
3. The community development agency of the Town of Riverhead has reported that we serve 8379 households and approximately 2000 businesses.
4. Total number of calls we received for 2003 was 2486.
5. Our average response time to the location is 8 minutes for our district.

Sincerely,

Douglas Talmage
Chief Riverhead Ambulance

FREUDENTHAL & ELKOWITZ CONSULTING GROUP, INC.

Theresa Elkowitz, President

1757-24 Veterans Memorial Highway
Islandia, New York 11749
Tel: (631) 435-4800
Fax: (631) 435-4801
feeg@feeg.us

June 12, 2008

VIA CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Craig Zitek, Chief
Jamesport Fire District
25 Manor Lane
Riverhead, New York 11947

RE: Proposed Historic Village at Jamesport
9.712±acre Undeveloped Parcel of Land
North side of Main Road (State Route 25)
Hamlet of Jamesport, Town of Riverhead

Dear Chief Zitek:

This firm is preparing a Draft Environmental Impact Statement ("DEIS") for the proposed development of a 9.712±acre parcel on the north side of Main Road and west of Manor Lane in the hamlet of Jamesport. The proposed development includes 10 one-story, mixed-use commercial buildings at a total building area of approximately 42,000 square feet, and access would be provided from Main Road (see enclosed plan).

As a part of the DEIS, we are seeking information on public services, including police protection, and we would appreciate your assistance in this regard. Please advise, in writing, on the following:

1. Total number of calls responded to in 2007;
2. Estimated response time to the subject site; and
3. Any information you think would be appropriate for evaluation in the DEIS.

Thank you for your assistance in this matter. Please feel free to contact the undersigned with any questions concerning this request.

Sincerely,

FREUDENTHAL & ELKOWITZ
CONSULTING GROUP, INC.

K. Gennaro

Kim A. Gennaro, AICP
Director of Planning

KAG/lm

PLANTING SCHEDULE

KEY	BOTANICAL NAME	COMMON NAME	QUANTITY OR SPACING
DECIDUOUS TREES @ 2" - 2.5" CALIPER			
TE	TILIA 'X' EUCHLORA	CRIMEAN LINDEN	QTY - ?
BP	BETULA PAPYRIFERA	PAPER BIRCH	QTY - ?
CL	CRATAEGUS 'X' LAVALLEI	ENGLISH HAWTHORN	QTY - ?
PC	PYRUS CALLERYANA 'BRADFORD'	BRADFORD PEAR	QTY - ?
ORNAMENTAL TREES @ 1.5" - 2" CALIPER			
PS	PRUNUS SERRULATA	KHANZA FLOWERING CHERRY	QTY - 20' ON CENTER
BROADLEAF EVERYGREEN			
RCD	RHODODENDRON CAROLINIANUM DAURICUM 36" HEIGHT MIN. (BOUND AND BURLAPPED)	P.J.M RHODODENDRON	RANDOM AT 36" SPACING
EF	EUONYMUS FORTUNEI	EMERALD GAIETY WINTERCREEPER	RANDOM AT 36" SPACING
CONIFEROUS EVERYGREEN			
TO	THUJA OCCIDENTALIS 'TECHNY'	MISSION ARBORVITAE	GROUP OF FOUR EVERY 36"
JCV	JUNIPERUS COMMUNIS VARIETIES	COMMON JUNIPER	RANDOM PLACEMENT BETWEEN WINDOWS NEAR BUILDING
JCP	JUNIPERUS CHINENSIS 'PFITZERANNA AUREA'	GOLDEN PFITZER JUNIPER	RANDOM EVERY 36'
DECIDUOUS SHRUBS			
RK	RHODODENDRON KOSTERANUM	MOLLIS HYBRID AZALEAS	RANDOM AT 36" SPACING
GROUND COVER			
JC	JUNIPERUS CONFERTA	SHORE JUNIPER	RANDOM AT 36" SPACING
LAWN AREA			
LAWN		SOD	

NOTES

SITE AREA TO BE FULLY IRRIGATED WITH AN AUTOMATIC SPRINKLER SYSTEM AND MAINTAINED

1 TREE PER 10 PARKING SPACES HAS BEEN PROVIDED FOR 'ORCHARD' PLATING (26 TREES TOTAL.)

A 10 FT. BUFFER HAS BEEN PROVIDED TO SCREEN THE NEIGHBORING RESIDENCES

TREE FRONTAGE: ALONG STREET FRONT AT A DISTANCE EQUAL TO THE AVERAGE DIAMETER OF THE BRANCHING HABIT FOR THE GIVEN SPECIES AT MATURITY. AT LEAST 5 FT. OFF ANY DRIVE

HATCH KEY

	LANDSCAPING - PARKING AREAS, BUFFERS, TREE FRONTAGE
	PAVEMENT - TUKAY LANE AND PARKING AREA A,B,C,D,E, & F
	BRICK PAVERS

BUILDING TABLE

BUILDING A (ONE STORY)- 4,000 SQ.FT.
(2) - 1,335 SQ.FT. MEDICAL
(1) - 1,330 SQ.FT. PROFESSIONAL OFFICE

BUILDING B (ONE STORY) - 4,000 SQ.FT.
(2) - 1,335 SQ.FT. RETAIL
(1) - 1,330 SQ.FT. MEDICAL

BUILDING C (ONE STORY) - 4,000 SQ.FT.
(2) - 1,335 SQ.FT. PROFESSIONAL OFFICE
(1) - 1,330 SQ.FT. RETAIL

BUILDING D (ONE STORY) - 4,000 SQ.FT. BISTRO/CAFE

BUILDING E (ONE STORY) - 4,000 SQ.FT.
(2) - 1,335 SQ.FT. MEDICAL
(1) - 1,330 SQ.FT. RETAIL

BUILDING F (ONE STORY) - 5,000 SQ.FT.
(2) - 1,665 SQ.FT. RETAIL
(1) - 1,670 PROFESSIONAL OFFICE

BUILDING G (ONE STORY) - 4,000 SQ.FT.
(2) - 1,335 SQ.FT. RETAIL
(1) - 1,330 PROFESSIONAL OFFICE

BUILDING H (ONE STORY) - 5,000 SQ.FT.
(2) - 1,665 SQ.FT. MEDICAL
(1) - 1,670 SQ.FT. RETAIL

BUILDING I (ONE STORY) - 4,000 SQ.FT.
(2) - 1,335 SQ.FT. PROFESSIONAL OFFICE
(1) - 1,330 SQ.FT. RETAIL

BUILDING J (ONE STORY) - 4,000 SQ.FT. BISTRO/CAFE

PARKING AREA LANDSCAPED ISLANDS

REQUIREMENTS AS PER RIVERHEAD TOWN CODE: 10,000 SQ.FT. OR MORE OF AGGREGATE MUST PROVIDE 20 SQ.FT. OF LANDSCAPED ISLAND PER REQUIRED PARKING SPACE. SUCH AREA SHALL BE AT LEAST 8 FT. WIDE, ON THE SHORTEST SIDE, AND SURROUNDED BY CURBING THAT CONFORM'S TO THE TOWN'S STANDARD SPECIFICATIONS.

REQUIRED ISLANDS (MINIMUM):

FOR PARKING AREA E:
18 SPACES X 20 SQ.FT. = 360 SQ.FT.

FOR PARKING AREA B:
32 SPACES X 20 SQ.FT. = 640 SQ.FT.

PROPOSED ISLANDS:

FOR PARKING AREA E:
(3) ISLANDS @ 250 SQ.FT. = 750 SQ.FT.
8' WIDTH ON SHORTEST SIDE

FOR PARKING AREA B:
(2) ISLANDS @ 334 SQ.FT. = 668 SQ.FT.
10' WIDTH ON SHORTEST SIDE
(1) ISLAND @ 323 SQ.FT.
9' WIDTH ON SHORTEST SIDE
(1) ISLAND @ 279 SQ.FT.
9' WIDTH ON SHORTEST SIDE
TOTAL = 1270 SQ.FT.

TOTAL PARKING AREA LANDSCAPING

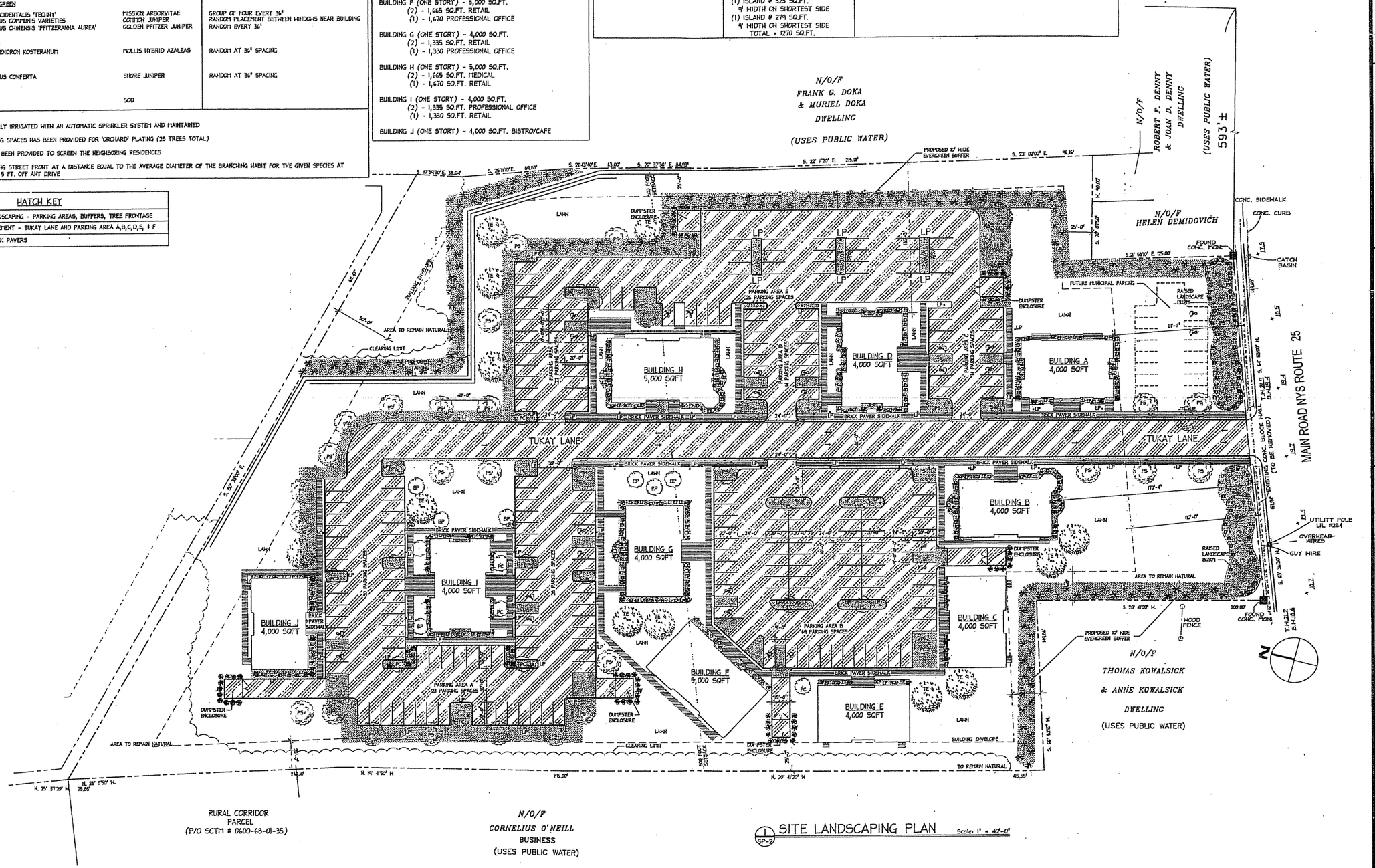
REQUIREMENTS AS PER RIVERHEAD TOWN CODE: PARKING AREAS SHOULD BE LANDSCAPED WITH GROUNDCOVER, GRASSES, OR LOW SHRUBS FOR AT LEAST 15 OF THEIR LAND AREA.

REQUIRED LANDSCAPING (MINIMUM):

PARKING TOTAL = 115,100 SQ.FT.
115,100 SQ.FT. X 15% = 17,265 SQ.FT.

PROPOSED LANDSCAPING:

51,456 SQ.FT. (48.17%)



1 SP-2 SITE LANDSCAPING PLAN Scale: 1" = 40'-0"

SEARLES, STROMSKI, ASSOCIATES
ARCHITECTS PLANNERS
131 ROUTE 25A, Suite 3 ROCKY POINT, NY 11778
PHONE (631) 744-3882 FAX (631) 744-4454

Proposed
Multi-Use Center for

Historic Village at Jamesport

NYS Route 25
Jamesport, New York

REVISIONS
1. 10-20-06 Submitted Site Plan
2. 7-05-07 Submitted for Special
3. Permit
4. 1-09-08 Issued to ZBA for Review

SEAL

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PROJECT NO. 0123
SCALE As Noted DATE 6/5/07
DRAWN BY SL/GS CHECKED BY RS

TITLE
Site Landscaping Plan

SHEET
SP-2

S:\SAS projects\Jamesport 0123\Drawings\Site Plan Current\0123 Updated Site Plan 01-08.dwg, 2/11/2008 1:41:13 PM

FREUDENTHAL & ELKOWITZ CONSULTING GROUP, INC.

Theresa Elkowitz, President

1757-2 Veterans Memorial Highway
Islandia, New York 11749
Tel: (631) 435-4800
Fax: (631) 435-4801
fecg@fecg.us

June 12, 2008

VIA CERTIFIED MAIL – RETURN RECEIPT REQUESTED

David Hegermiller, Chief of Police
Town of Riverhead Police Department
210 Howell Avenue
Riverhead, New York 11901

Re: Proposed Historic Village at Jamesport
9.712±acre Undeveloped Parcel of Land
North side of Main Road (State Route 25)
Hamlet of Jamesport, Town of Riverhead

Dear Chief Hegermiller:

This firm is preparing a Draft Environmental Impact Statement ("DEIS") for the proposed development of a 9.712±acre parcel on the north side of Main Road and west of Manor Lane in the hamlet of Jamesport. The proposed development includes 10 one-story, mixed-use commercial buildings at a total building area of approximately 42,000 square feet, and access would be provided from Main Road (see enclosed plan).

As a part of the DEIS, we are seeking information on public services, including police protection, and we would appreciate your assistance in this regard. Please advise, in writing, on the following:

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2. Estimated response time to the subject site; and
3. Any information you think would be appropriate for evaluation in the DEIS.

Thank you for your assistance in this matter. Please feel free to contact the undersigned with any questions concerning this request.

Sincerely,

FREUDENTHAL & ELKOWITZ
CONSULTING GROUP, INC.

Kim A. Gennaro, AICP
Director of Planning

KAG/lm

F:\JOBS2008\DOL-08-149_Jul Bet Enterprises, Main Road, Hamlet of Jamesport\Finalized Documentation\HegermillerPoliceDeptltr.doc

PLANTING SCHEDULE

KEY	BOTANICAL NAME	COMMON NAME	QUANTITY OR SPACING
DECIDUOUS TREES @ 2" - 2.5" CALIPER			
TE	TILIA 'X' EUCHLORA	CRIMEAN LINDEN	QTY - ?
BP	BETULA PAPYRIFERA	PAPER BIRCH	QTY - ?
CL	CRATAEGUS 'X' LAVALLEI	ENGLISH HAWTHORN	QTY - ?
PC	PYRUS CALLERYANA 'BRADFORD'	BRADFORD PEAR	QTY - ?
ORNAMENTAL TREES @ 1.5" - 2" CALIPER			
PS	PRUNUS SERRULATA	KHANZA FLOWERING CHERRY	QTY - 20' ON CENTER
BROADLEAF EVERYGREEN			
RCD	RHODODENDRON CAROLINIANUM DAURICUM 36" HEIGHT MIN. (BOUND AND BURLAPPED)	P.J.M RHODODENDRON	RANDOM AT 36" SPACING
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TO	THUJA OCCIDENTALIS 'TECHNY'	MISSION ARBORVITAE	GROUP OF FOUR EVERY 36"
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LAWN AREA			
LAWN		SOD	

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	BRICK PAVERS

BUILDING TABLE

BUILDING A (ONE STORY)- 4,000 SQ.FT.
(2) - 1,335 SQ.FT. MEDICAL
(1) - 1,330 SQ.FT. PROFESSIONAL OFFICE

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TOTAL = 1270 SQ.FT.

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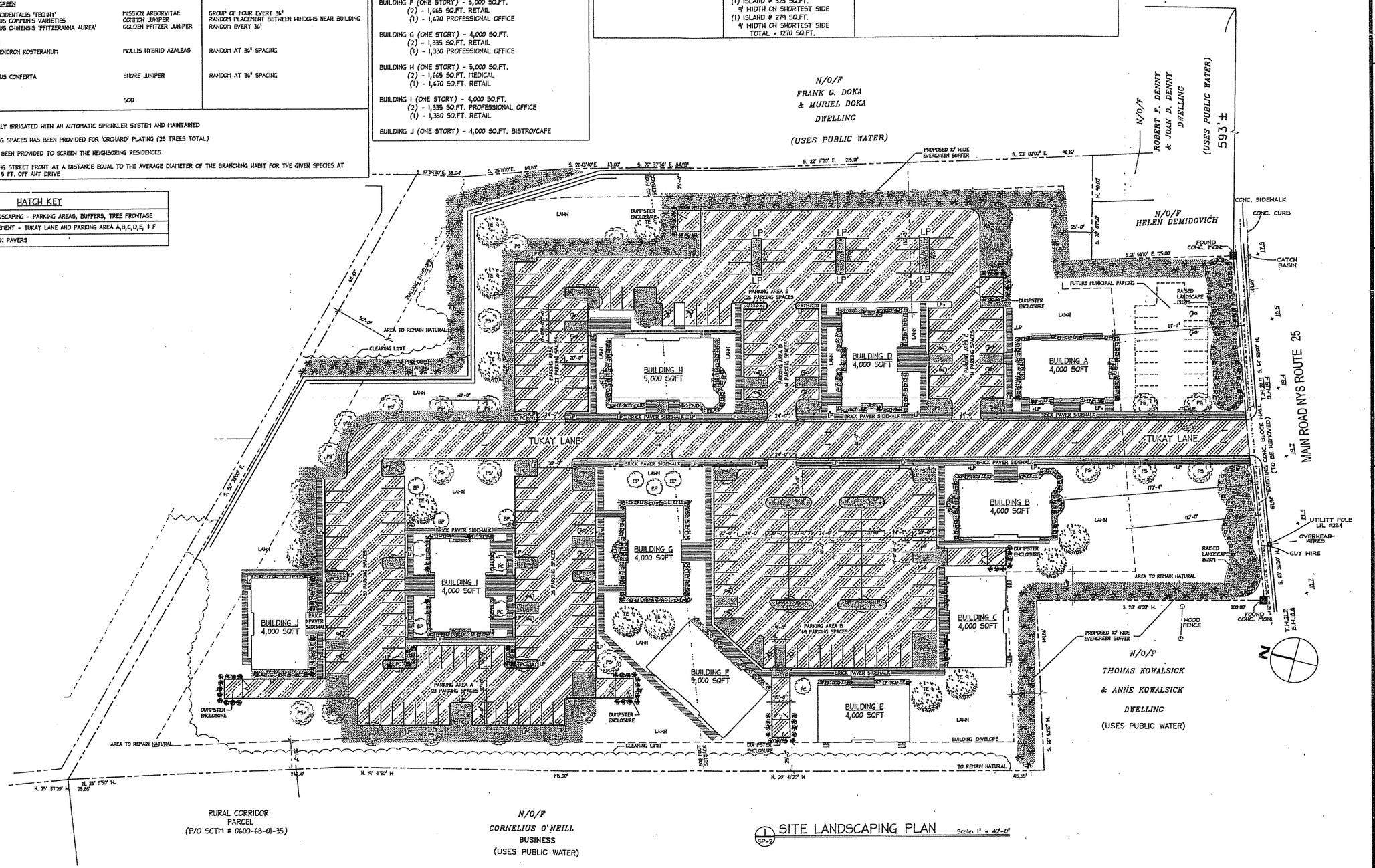
115,100 SQ.FT. X 15% = 17,265 SQ.FT.

PROPOSED LANDSCAPING:

51,456 SQ.FT. (48.17%)



1 SP-2 SITE LANDSCAPING PLAN Scale: 1" = 40'-0"

SEARLES, STROMSKI, ASSOCIATES
ARCHITECTS PLANNERS
131 ROUTE 25A, Suite 3 ROCKY POINT, NY 11778
PHONE (631) 744-3882 FAX (631) 744-4454

Proposed
Multi-Use Center for

Historic Village at Jamesport

NYS Route 25
Jamesport, New York

REVISIONS
1. 10-20-06 Submitted Site Plan
2. 7-05-07 Submitted for Special
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PROJECT NO. 0123
SCALE As Noted DATE 6/5/07
DRAWN BY SL/GS CHECKED BY RS

TITLE
Site Landscaping Plan

SHEET
SP-2

S:\SAS projects\Jamesport 0123\Drawings\Site Plan Current\0123 Updated Site Plan 01-08.dwg, 2/11/2008 1:41:13 PM

FREUDENTHAL & ELKOWITZ CONSULTING GROUP, INC.

Theresa Elkowitz, President

1757-24 Veterans Memorial Highway
Islandia, New York 11749
Tel: (631) 435-4800
Fax: (631) 435-4801
fecg@fecg.us

June 12, 2008

VIA CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Andrew Mitchell, President
Peconic Bay Medical Center
1300 Roanoke Avenue
Riverhead, NY 11901

RE: Proposed Historic Village at Jamesport
9.712±acre Undeveloped Parcel of Land
North side of Main Road (State Route 25)
Hamlet of Jamesport, Town of Riverhead

Dear Mr. Mitchell:

This firm is preparing a Draft Environmental Impact Statement ("DEIS") for the proposed development of a 9.712±acre parcel on the north side of Main Road and west of Manor Lane in the hamlet of Jamesport. The proposed development includes 10 one-story, mixed-use commercial buildings at a total building area of approximately 42,000 square feet, and access would be provided from Main Road (see enclosed plan).

As a part of the DEIS, we are seeking information on public services, including police protection, and we would appreciate your assistance in this regard. Please advise, in writing, on the following:

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FREUDENTHAL & ELKOWITZ
CONSULTING GROUP, INC.

Kim A. Gennaro, AICP
Director of Planning

KAG/lm

F:\JOBS2008\DOL-08-149_Jul Bet Enterprises, Main Road, Hamlet of Jamesport\Finalized Documentation\MitchellHospitalltr.doc

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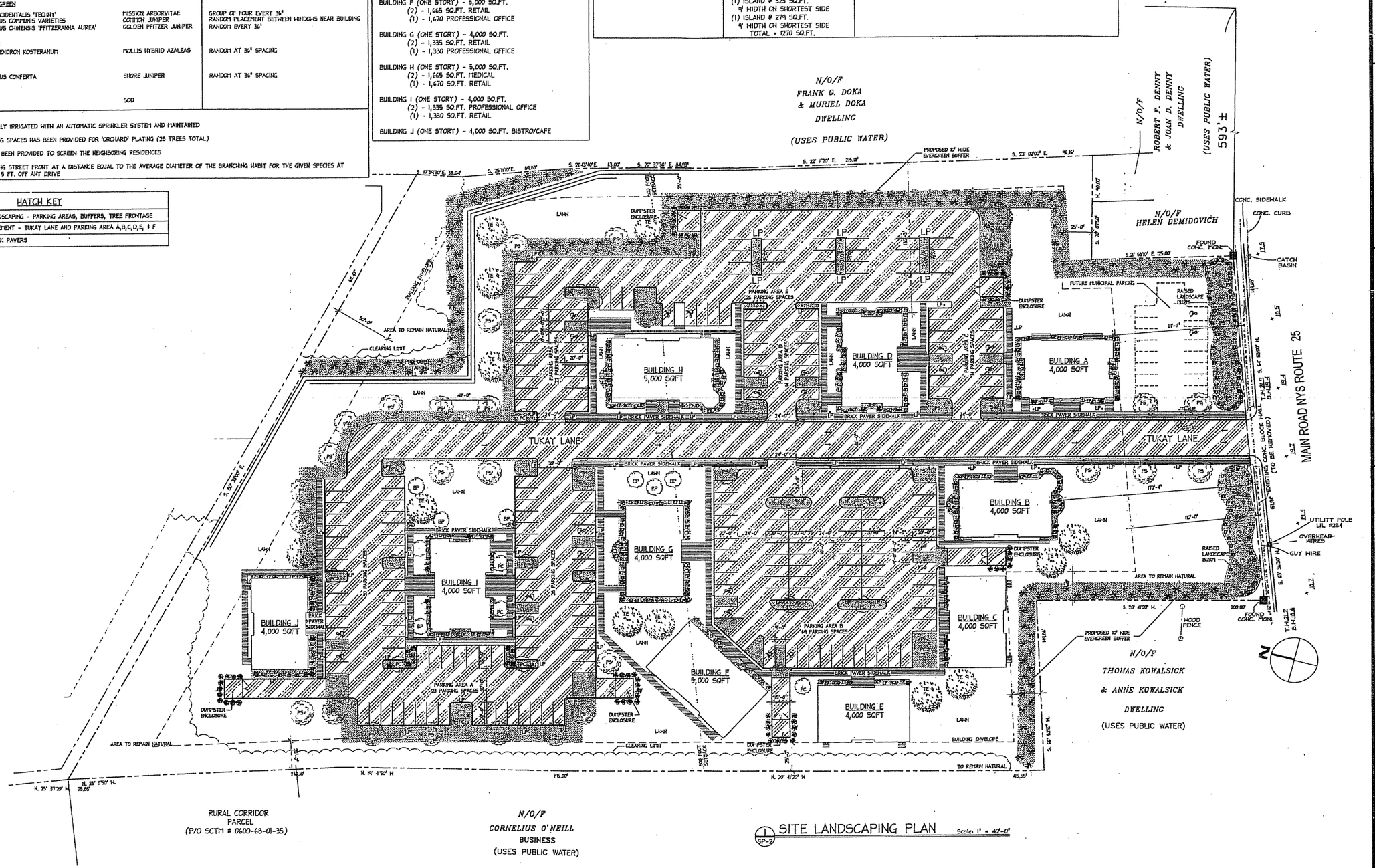

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PROJECT NO. 0123
SCALE As Noted DATE 6/5/07
DRAWN BY SL/GS CHECKED BY RS

TITLE
Site Landscaping Plan

SHEET
SP-2

S:\SAS projects\Jamesport 0123\Drawings\Site Plan Current\0123 Updated Site Plan 01-08.dwg, 2/11/2008 1:41:13 PM

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- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Andrew Mitchell, President
Peconic Bay Medical
Center
1300 Roanoke Avenue
Riverhead, NY 11901

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X [signature] ☐ Agent ☐ Addressee

B. Received by (Printed Name) ANN JACKSON
C. Date of Delivery 6/14/08

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

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☐ Registered ☒ Return Receipt for Merchandise
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Transportation
Land Development
Environmental
Services

VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

May 20, 2009

Ref: 27695.00

VIA CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Joseph Gadzinski, Chief
Riverhead Volunteer Ambulance Corps, Inc.
1111 Osborne Avenue
Riverhead, New York 11901

Re: Proposed Village at Jamesport
9.712± Acre Undeveloped Parcel of Land
North Side of Main Road (State Route 25)
Hamlet of Jamesport, Town of Riverhead

Dear Chief Gadzinski:

VHB Engineering, Surveying and Landscape Architecture, P.C. ("VHB")[1] previously contacted the Riverhead Volunteer Ambulance Corps (see enclosed correspondence, dated June 12, 2008) to request information that would assist in our environmental review of the proposed mixed-use commercial development ("Village at Jamesport") in the hamlet of Jamesport, Town of Riverhead, Suffolk County, New York. As part of the State Environmental Quality Review Act ("SEQRA") process, the environmental review is to include information on community services, including ambulance services, and we would appreciate your assistance in this regard. Please review and respond to the attached correspondence at your earliest convenience, as your comments are important to this review.

Thank you for your assistance in this matter. Please feel free to contact me with any questions concerning this request.

Very truly yours,

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

Stephen Kaplan
Team Leader

SK/th
enc.

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2150 Joshua's Path, Suite 300
Hauppauge, New York 11788
631.234.3444 ▪ FAX 631.234.3477
email: info@vhb.com
www.vhb.com

[1] The operations of Freudenthal & Elkowitz Consulting Group, Inc. were acquired by VHB effective January 1, 2009.

FREUDENTHAL & ELKOWITZ CONSULTING GROUP, INC.

Theresa Elkowitz, President

1757-24 Veterans Memorial Highway
Islandia, New York 11749
Tel: (631) 435-4800
Fax: (631) 435-4801
freg@freg.us

June 12, 2008

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Kim A. Gennaro, AICP
Director of Planning

KAG/lm

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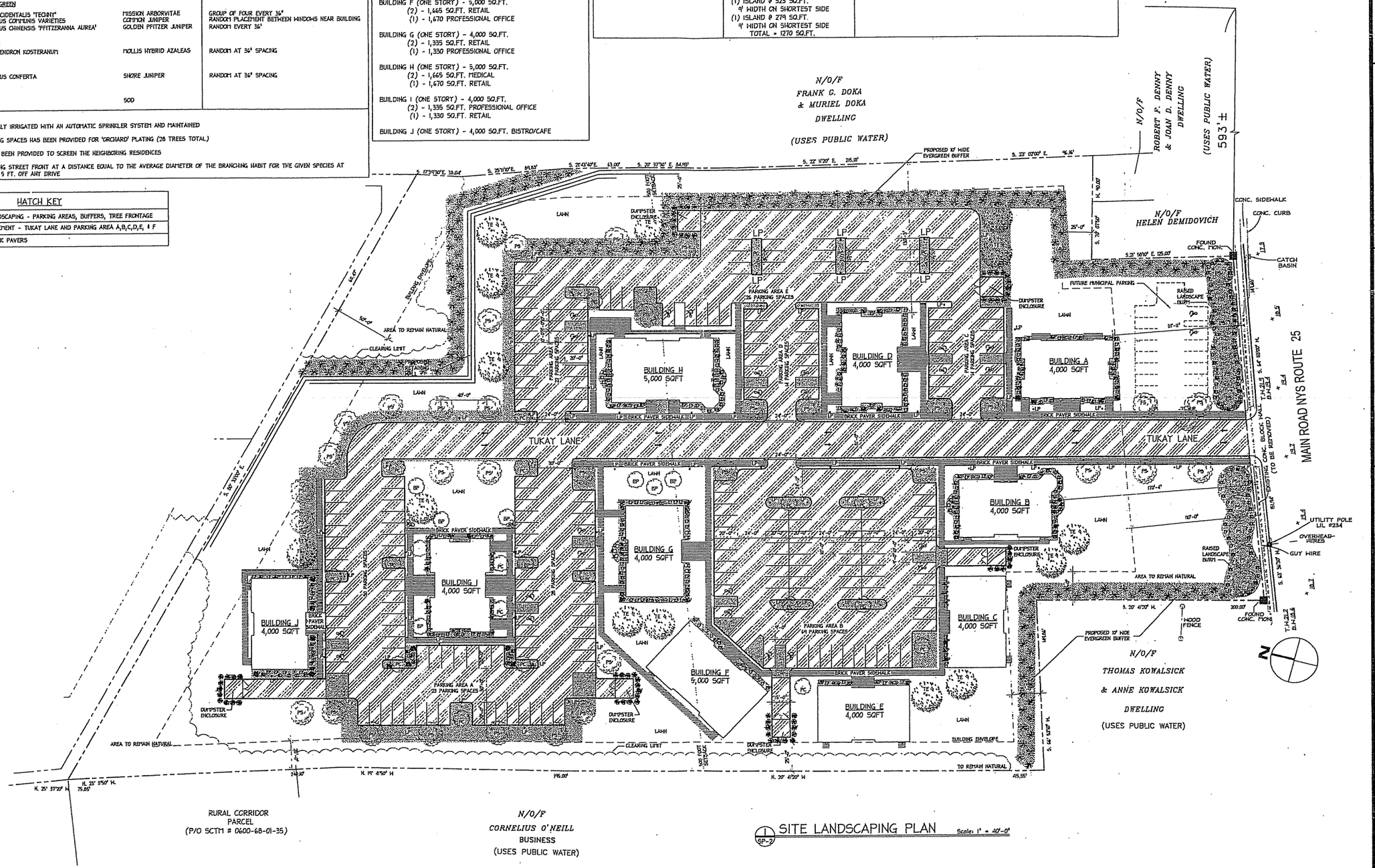
PROPOSED LANDSCAPING:

51,456 SQ.FT. (48.17%)



1 SP-2 SITE LANDSCAPING PLAN Scale: 1" = 40'-0"

SEARLES, STROMSKI, ASSOCIATES
ARCHITECTS PLANNERS
131 ROUTE 25A, Suite 3 ROCKY POINT, NY 11778
PHONE (631) 744-3882 FAX (631) 744-4454

Proposed
Multi-Use Center for

Historic Village at Jamesport

NYS Route 25
Jamesport, New York

REVISIONS
1. 10-20-06 Submitted Site Plan
2. 7-05-07 Submitted for Special
3. Permit
4. 1-09-08 Issued to ZBA for Review

SEAL

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PROJECT NO. 0123
SCALE As Noted DATE 6/5/07
DRAWN BY SL/GS CHECKED BY RS

TITLE
Site Landscaping Plan

SHEET
SP-2

S:\SAS projects\Jamesport 0123\Drawings\Site Plan Current\0123 Updated Site Plan 01-08.dwg, 2/11/2008 1:41:13 PM

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CONSULTING GROUP, INC
1757-24 VETERANS MEMORIAL HIGHWAY
ISLANDIA, NEW YORK 11749

JUN 17 2008

Photographs of Site and Surrounding Properties

<u>Photograph No. 1:</u> View of the existing residential structure on the southerly portion of the subject site.

<u>Photograph No. 2:</u> View of the existing garage on the southerly portion of the subject site.

Photograph No. 3: **Looking south at the existing dirt driveway.**

Photograph No. 4: **View of the site from Main Road.**

Photograph No. 5: **View of the residential uses along Manor Lane.**

Photograph No. 6: **View of the subject property from Manor Lane – edge of woodland is the eastern property line and the northern extent of woodland on the property.**

Photograph No. 7: Looking north-northwest from the subject site at the adjoining properties.

Photograph No. 8: View of the existing commercial uses located to the southwest of the site along Main Road.

Photograph No. 9: **View of the retail and commercial properties to the east of the site on Main Road.**

Photograph No. 10: **Looking north-northwest from the community center on South Jamesport Avenue at properties along Main Road.**

Phase I Archaeological Investigation and "The Stony Brook Site and Its Relation to Archaic and Transitional Cultures on Long Island," by William A. Ritchie, State Archeologist (NYS Museum and Science Service Bulletin # 372, dated January 1959 and reprinted in 1965)

TRACKER

Archaeology Services, Inc.

Tracking the Footsteps of the Ancestors

REPORTS OF INVESTIGATIONS

Phase I Archaeological Investigations
for the proposed Lakeview at Jamesport
Jamesport, Town of Riverhead
Suffolk County, New York

May 2008

Prepared for:

Jul-Bet Enterprises, Inc., Calverton, New York

Prepared by:

Alfred G. Cammisa, RPA
Felicia Cammisa, Alexander Padilla

Report #: 569

TRACKER ARCHAEOLOGY SERVICES, INC.
MONROE, NY 10950 • (845) 783-4082
NORTH BABYLON, NY 11703 • (631) 321-1380

MANAGEMENT SUMMARY

PR#:
none known

Involved agencies:
Town of Riverhead

Phase:
Phase IA & IB

Location:
Jamesport
Town of Riverhead
Suffolk County

Survey Area:
Length: about 3400 feet (1037m)north-south
Width: about 500 feet (152m)east-west.
Acres Surveyed: 43.5 acres (17.6 hectares)

USGS:
Mattituck, NY.

Survey overview:
ST no. & interval: 244 ST's at 50ft (15m) intervals.
Size of freshly plowed area: 28.5 acres
Surface survey transect interval: na

Results:
Scattered historic artifacts in plowed field
Prehistoric site in plowed field.
Twentieth century structures and artifacts in wooded area

Results of Architectural Survey:
No. Of buildings/structures/cemeteries in project area: 3 (3 concrete, 1 brick & concrete well-like strucutre)
No. Of buildings/structures/cemeteries adjacent to project area: 9
No. Of previously determined NR listed or eligible buildings/structures/cemeteries/districts: none
No. Of identified eligible buildings/structures/cemeteries/districts: none

Authors:
Alfred G. Cammisa, M.A./RPA
Felicia Cammisa, B.A.
Alexander Padilla, B.A.

Date of Report:
Report completed May, 2008

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Appendix 4: Map documented Structures

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Figure 2 Location of the shovel tests on the project area.

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Figure 5 Portion of the 1896 Hyde atlas.

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Figure 8 Artifact Distribution and Density map.

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Photo 2 Looking at dilapidated 20th century dwelling off dirt road.

Photo 3 Looking at concrete block garage near dwelling.

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Photo 8 Leaf shaped Biface/Knife/Preform at SF 11.

Photo 9 Stemmed Knife or broken Point in progress at SF 13.

INTRODUCTION

Between March 24 and April 7, 2008, TRACKER-Archaeology Services, Inc. conducted a Phase IA documentary study and Phase IB archaeological testing and reconnaissance for the proposed Lakeview at Jamesport subdivision. The property is in Jamesport, Township of Riverhead, Suffolk County, New York.

The purpose of the documentary study was to determine the prehistoric and historic potential of the project area for the recovery of archaeological remains. This was accomplished by a review of the original and current environmental data, archaeological site files, other archival literature, maps, and documents.

A prehistoric and historic site file search was conducted utilizing the resources of the New York State Historic Preservation Office in Waterford, New York. Various historic and archaeology web sites were visited to review any pertinent site information.

The purpose of the Phase IB field survey was to determine the presence or absence of archaeological sites on the property. This was accomplished through subsurface testing and ground surface reconnaissance.

The project area consists of the entire property. The parcel is bordered by Main Road and private properties to the south, Manor Lane and private or public lands to the east, and private properties to the remaining sides.

The study was conducted by TRACKER-Archaeology Services, Inc. of Monroe, New York. Prehistoric and historic research was conducted by Alfred Cammisa, M.A. Phase IB field work was conducted by Jean Cascardi, B.A., field director, Michael Barrett, B.A., crew chief, Elaine Peiffer, B.A. and William Smith, B.A., field technicians. Artifact analysis by Joseph Diamond, PhD. Report preparation by Alfred Cammisa, Felicia Cammisa, B.A., and Alexander Padilla, B.A.

The work was performed for Jul-Bet Enterprises, Inc., Calverton, New York.

ENVIRONMENT

Geology

The study area is located in the southeast portion of New York State, in the eastern part of Suffolk County. This portion of New York lies in the Atlantic Coastal Plains Physiographic Province. The coastal plains slopes gently eastward

and is actually a strip of recently emerged sea bottom. The soils in this region consist largely of sand, clay and marl (a mixture of clay, finely fragmented shell and calcite). The project area lies on an outwash plain south of the Harbor Hill Moraine (Schuberth 1968: cover map, 9, 184-186; Jensen and Soren 1974; Sirkin 1995:135, 139, 143).

Soils and Topography
Soils in the study area consist primarily of:

Name	**Soil Horizon Depth cm(in)**	**Color**	**Texture Inclusion**	**Slope %**	**Drainage**	**Landform**
Haven	A 0-3 (0-8) B 3-10 (-26) B 10-19 (-49)	10YR4/2 7.5YR4/4 7.5YR5/6	Lo	2-6 & 2-6	well	outwash plains & moraines
Plymouth	A=0-4in(0-10) B=4-10 (-26) B=10-17 (-43)	10YR3/2 10YR5/4 10YR5/6	LoSa	3-8	well	moraines & outwash plains
Riverhead	Ap=0-12in(0-30) B=12-27 (-69)	10YR4/3 7.5YR5/6	SaLo	0-3, 3-8, 8-15,	well	moraines & outwash plains, & some graded (along road)

(Warner 1975: map#29, pg.71-72, 78, 82-83).

Elevations on the property are approximately 20-70 feet above mean sea level.

Hydrology
The project area is situated approximately 400 and 500 feet east of 2 ponds respectively, 600 feet west another pond, and 4700 feet northwest of Peconic Bay.

Vegetation
The predominant forest community inhabiting the Atlantic Coastal Plain Physiographic province in this vicinity (Cape Cod to the Carolinas) was the Northern Pine-Oak Forest. Northern Pine-Oak Forests occur on sandy, or otherwise poor soils that are overly dry. These forests are maintained largely by the effects of frequent fires. The Northern Pine-Oak Forest is actually a unique part of the Oak-Hickory Forest that never quite becomes dominated by oak and hickories due to the combination of dry, sandy soil and resulting frequent fires. Were it not for the fires which the pine species have adapted to, these forests would slowly changes to mesic, dominated by oak, hickory and red maple. The Atlantic Coastal Plains are all Xeric (dry forest). They generally have lower species diversity than bottomland forests (Kricher 1988: 16-17, 65-66).

At the time of the Phase IB survey, the property consisted of a recently plowed and disked farm field and a wooded section.

PREHISTORIC POTENTIAL

A prehistoric site file search was conducted utilizing the resources of the New York State Historic Preservation Office - Field Services Bureau (NYSHPO). The site file search included a 1 mile radius around the study area. The following sites were recorded:

NYSM Site	NYSHPO Site	Distance from APE ft(m)	Site Type
	A10306.000685	on or adjacent to project area	Jamesport Hill: Red ochre, burned bone, Cache#1: hearth charcoal, burned bone, 5 steatite pots, 7 fishtail points, grooved hammerstones. Cache #2: 5 ft. east of #1 = red ochre up to 72 inches, gorget, point, charcoal, 3 steatite pots. General area: points, strike-a-light, hammerstones, etc.
	A10306.000675	on or adjacent to project area	Indian Campsite (Conklin?)
	A10306.000572	1500ft (457m)	Sieminski Farm Indian Mound: Points, etc. picked up by children from farm field.
4879		1800+ (549+) large area/circle	ACP Site 10: Shell heap.
	A10306.000797	4500 (1372)	Patrick Property/St. Mary's Drive: Undetermined, 41 debitage, some with retouch.

4877		4500+ (1372+)	Arthur C. Parker (ACP) Site 8: shell midden.

Also, an Indian trail was recorded passing through Jamesport close to, or bordering, the creeks flowing into the bay. Although this trail was recorded during the Contact Period, it undoubtedly existed prior to European settlement.

Assessing the known environmental and prehistoric archaeological data, we can summarize the following points.

-The project area is situated approximately 400 and 500 feet east of 2 ponds respectively, 600 feet west of another pond, and 4700 feet northwest of Peconic Bay.

-The project area contains well drained soils on level to steeply sloping terrain.

-Prehistoric sites have been recorded in the vicinity, 2 of which are on or adjacent to the project area.

-An Indian trail was in the vicinity of the project property.

In our opinion, the study area has an above average potential for the recovery of prehistoric sites. The Jamesport Hill site is likely to be on or adjacent to the project area.

HISTORIC POTENTIAL

Contact Period (Seventeenth Century)
At the time of European contact and settlement, the study area was likely occupied by the Miamogue people. These people were probably a branch or village of the larger Yannocock tribe (Stone nd: map; Stone-Levine 1980: 161).

Ross (1903:1010) mentions that Aquebogue was the site of an Indian village of considerable size with a strange temple and graves which were desecrated in 1879. Lower Aquebogue is situated east of Aquebogue proper and is now known as Jamesport (Bayles 1962:300).

Eighteenth Century
Population growth was slow during this century with the addition of only 4 or 5 dwellings. Several mills were established along the Peconic River and included a grist mill, a fulling mill, and a saw mill and later a woolen factory and a planning and moulding mill. These were located at Upper Mills about a mile from the village and within the general vicinity of the study area (Bayles 1982: 11; Thompson 1918:275).

Cordwood as fuel was an early thriving industry in the Town. A pine-oak forest, particularly on the sandy soils along the southern part of the Town, provided the natural resource (Thompson 1918: 273-274).

Indian villages/wigwams were reported in the Jamesport area by Reverend Horton in the 1740's who probably lived in them while visiting (Stone nd: map; Stone-Levin 1980: 170).

By the end of the Revolution, agriculture in Riverhead was at a low point. People went to Coram or Middle Island to buy grain (Bailey 1949: 200).

Nineteenth Century

By 1800 Riverhead farmers began to use "bunkers" (fish) as fertilizer to assist in soil fertility. Judge Woodhull first used wood ashes as fertilizer in 1825 which was later copied by other farmers. As a result of the use of fertilizers during this century, farm land in Riverhead proved more productive. Although there were less farms in the southern part of the Town, a prosperous community of farmers developed along the northern portion of Riverhead. Cranberries were raised in marshes which abounded in the western part of Town while small fruits, garden vegetables and root crops were more commonly grown in the eastern part of the town (Bayles 1982:1; Bailey 1949:200).

As late as 1833 there appeared to be no reported white (Euro-American) dwellings in the South Jamesport area. Instead, a small remnant of Miamogue villagers (Indians) still lived there (Bailey 1949: 190). Also, in 1833 Jamesport Village was founded as a maritime seaport (even though it was devoid of Euro-American habitation). However, the village made little progress towards its maritime designs (Bayles 1962:301; Thompson 1918:9).

The 1836 Colton map shows structures possibly on or adjacent to the project area. The map scale however, make it difficult to be certain (Figure 3).

The 1858 Chace map shows structures possibly on or adjacent to the project area. The map scale however, makes it difficult to be certain (Figure 4).

The 1896 Hyde atlas depicts structures possibly on or adjacent to the project area. The map scale however, makes it difficult to be certain and the pond is wrongly positioned and scaled (Figure 5).

Twentieth Century

The 1906 Hyde atlas shows a structure possibly adjacent the project area. However, the orientation of the building owners across the road from the cemetery has changed from the preceding map. Also, the map scale makes it difficult to be certain (Figure 6).

Riverhead village's development was gradual. By the early part of this century the village had approximately 70 dwellings (Thompson 1918: 275).

An historic site file search was conducted at the New York State Historic Preservation Office. The site file search included 1 mile radius around the project area. The following historic sites were recorded:

-No sites were reported.

Assessing the known environmental and historic data, we can summarize the following points:

-The project area is situated approximately 400 and 500 feet east of 2 ponds respectively, 600 feet west of another pond, and 4700 feet northwest of Peconic

Bay.

-The project area contains well drained soils on level to steeply sloping terrain.

-An Indian trail was near the project property. Contact Period wigwam/village were situated along the nearby trail.

-Historic map documented structures were possibly on or adjacent to the project area. The map scales and different orientation of structures however, make it difficult to be certain.

In our opinion, the study area has an above average potential for the recovery of historic sites. The type of site encountered could possibly be a Contact Period aboriginal procurement/processing site or Euro-American site.

FIELD METHODS

Walkover Reconnaissance
The recently plowed and disked farm field was subjected to a close quarter walkover-reconnoitered at about 5 meter (16ft) intervals to observe for any artifacts or features which might be evidence for a prehistoric or historic site. Photographs were taken of the project area.

Shovel Testing
Shovel testing was confined to the approximate 15 acre wooded area. The shovel testing interval was at 15 meters. Each shovel test measured about 30 cm. in diameter and was dug into the underlying subsoil (B horizon) 10 to 20 cm. when possible. All soils were screened through 1/4 inch wire mesh and observed for artifacts. Shovel tests were flagged in the field. All shovel tests (ST's) were mapped on the project area map at this time.

Soil stratigraphy was recorded according to texture and color. Soil color was matched against the Munsell color chart for soils. Notes were transcribed in a field book and on pre-printed ST forms.

FIELD RESULTS

Field testing of the project area included the walkover of a plowed and disked farm field at close quarters. Forty two surface finds (SF) were collected. Twenty one were prehistoric artifacts and the remaining 21 artifacts were Euro-American artifacts. One of the European-American artifacts appears to be from the Contact Period and consists of a scraper made from a seventeenth to eighteenth century wine bottle.

Two hundred forty four shovel tests were excavated in the wooded portion of the project area. No prehistoric or historic artifacts were recovered. Twentieth century artifacts were recovered and discarded.

Stratigraphy
Stratigraphy across the wooded section of the project area included the following:

-A/O horizon - 1 to 12 cm. of leaf litter, root mat, and humus.

-A horizon - 7 to 63 cm. thick of 10YR 4/3 dark brown sandy loam or loamy sand.

-B horizon - 10 to 20 cm. dug into of 10YR5/6 yellow brown sandy loam or loamy sand.

Artifacts

-The 21 European-American artifacts were collected largely scattered across the field. Twenty of the artifacts appear to date the occupation in the early-mid nineteenth century (largely post 1825).

Most of the historic remains are more slightly concentrated nearer the center-south portion of the plowed field, about seven items at 50 to 100 feet and more apart. They are all kitchen related artifacts. No architectural artifacts were recovered. No midden/dump is suggested by the amounts or locations of the finds here and no historic structures are nearby. These items suggest workers carrying food out from their quarters some distance away to their work area (the farm field) during early-mid part of the nineteenth century.

However, the earliest Euro-American artifact, an onion shaped English wine bottle fragment, dated between 1680 to 1710, was utilized as a Scraper, seemingly by a Native American. This artifact is apparently from the Contact Period. It was found further to the north, at the north end of the prehistoric site.

European American artifact count (not including Contact Period)	**Artifact type**	**Artifact Group**
16	glazed ceramics	Kitchen
3	glass	Kitchen
1	bullet casing	Arms

-The 21 prehistoric artifacts were collected from the field walkover. The only dateable artifact appears to be a Snook Hill type point likely from the Late Archaic Period. The prehistoric site appears to be concentrated in the center-east portion of the plowed field.

Prehistoric artifact count	**Artifact type**	**Artifact Group**
4	Point	Hunting
1	Biface	Butchering
1	Scraper	Hide processing/Butchering
1	Paint Pot	Ceremonial
14	debitage	Stone tool making/reduction

Features/Buildings

Twentieth century artifacts were recovered and discarded from around these

structures:

- Mid-twentieth century small, wood frame 1 story dwelling with concrete block foundation in dilapidated condition along a dirt path.

- Concrete block garage along dirt road and near dwelling.

- Concrete foundation near garage.

- Brick well-like with concrete dressing, possibly laid over concrete block. It is about 4 feet, 6 inches north-south by 5 feet, 6 inches east-west and 1 foot, 8 inches deep. It is filled in with dirt and vegetation is growing within it. It is located nearby the dwelling and dirt road. This FT appears to be possibly a planter well for flowers, etc.

CONCLUSIONS AND RECOMMENDATIONS

Based upon topographic characteristics and distance to known prehistoric sites and an Indian trail, the property was assessed as having a higher than average potential for encountering prehistoric sites.

Based upon topographic characteristics and distance to historic map documented structures and an Indian trail, the property was assessed as having a higher than average potential for encountering historic sites.

The historic artifacts appear to indicate the remains of eating at the work site for early-mid nineteenth century farm workers who likely brought or had brought their food out from the kitchen/house some distance away. No structures are associated with these finds and no midden/dump is suggested by the amounts of artifacts. No further work needs to be conducted for at the historic plow scatter on the property.

However, a prehistoric site has been encountered during the course of the Phase IB field work. Twenty one prehistoric artifacts were collected from surface finds on a plowed and disked walkover. This site may be related to the very close Jamesport Hill Site which produced Transitional Period artifacts and ochre. The project area produced a hematite paint bowl and Snook Hill point, usually thought to be Late Archaic.

The purpose of the Phase I archaeological survey is to establish the presence or absence of archaeological sites. If the site is to be impacted by construction or other activities, Phase II intensive testing of any discovered archaeological site is then specified by the regulations of the New York State Historic Preservation Office and the National Advisory Council on Historic Preservation. Phase II investigation methods should interpret and determine if the site is eligible for the nomination to State or National Registers of Historic Places.

We would therefore recommend Phase II intensive testing on this parcel prior to any ground breaking or construction on the prehistoric archaeological site. Phase II investigations would supply information needed to make this determination and would include:

1)Site integrity, including the depth and extent of undisturbed soil horizons and the presence or absence of cultural features, and the degree of natural and/or human disturbances to those features.

2)Cultural components/affiliations and time range present.
3)Vertical and horizontal distribution of archaeological remains (spatial boundaries and stratigraphic level).
4)Site interpretation, including any uniqueness/significance, in a local or regional context, must be demonstrated.

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APPENDIX 1

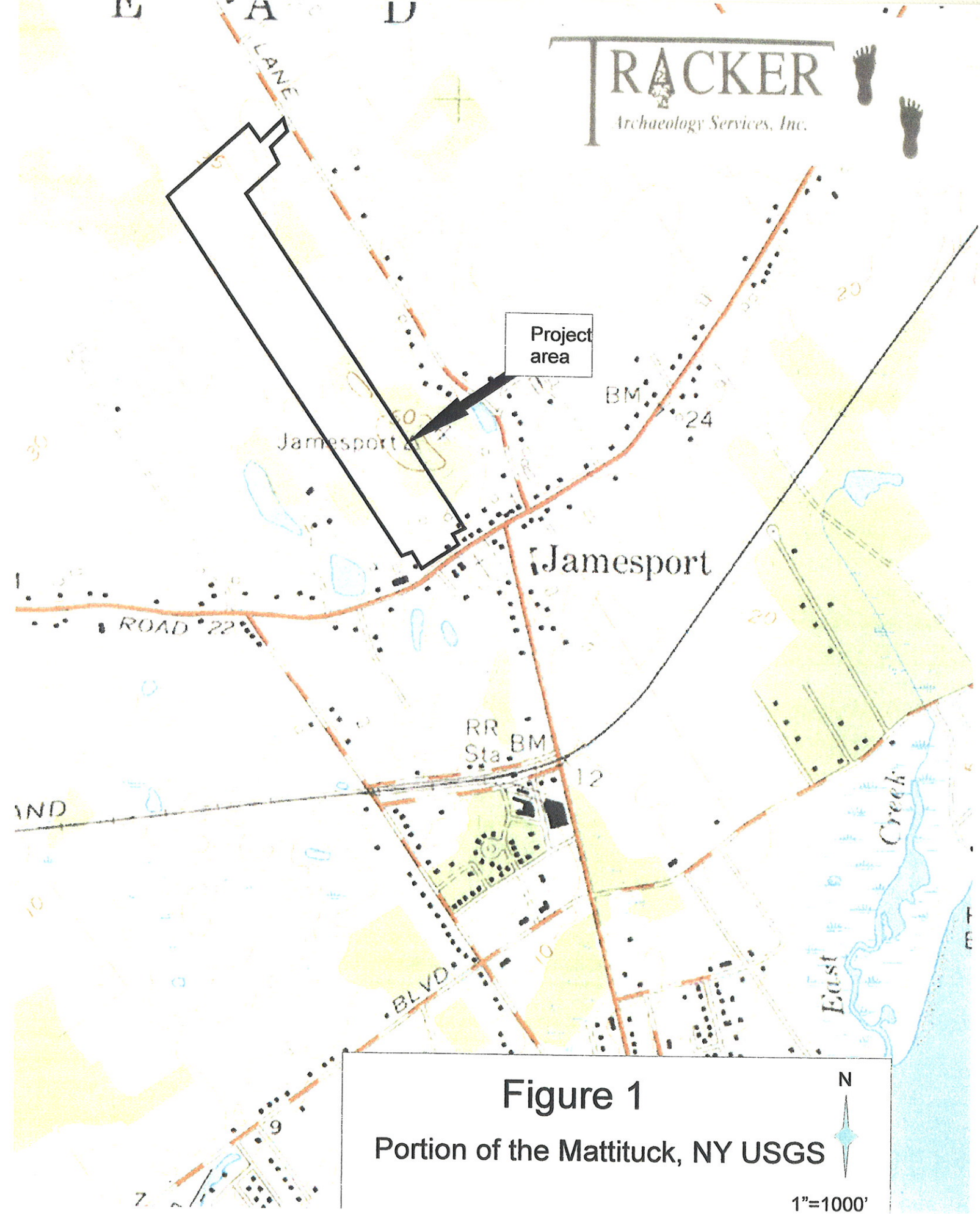
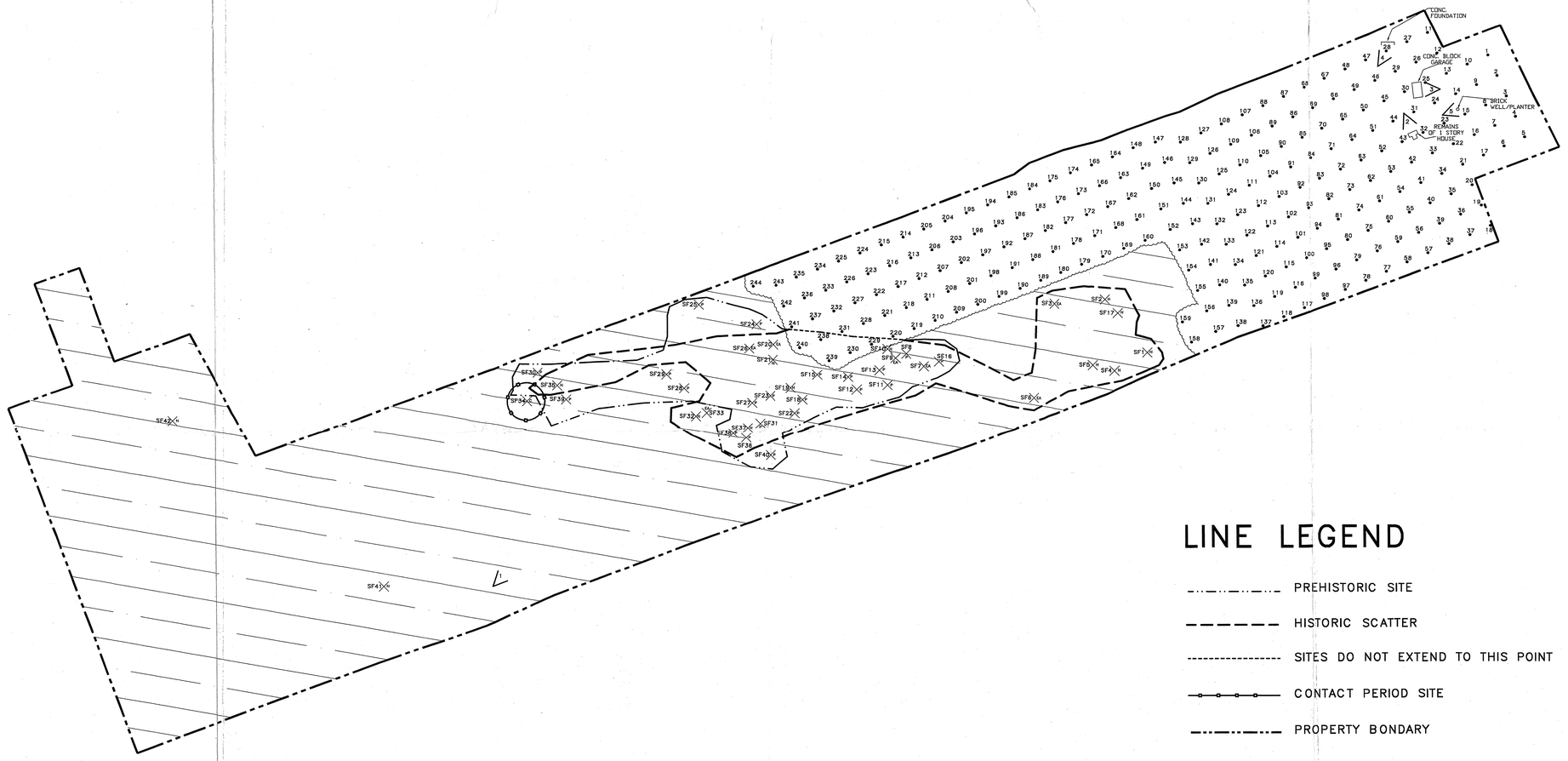


Figure 1

Portion of the Mattituck, NY USGS



LINE LEGEND

- PREHISTORIC SITE
- HISTORIC SCATTER
- SITES DO NOT EXTEND TO THIS POINT
- CONTACT PERIOD SITE
- PROPERTY BONDARY

SCALE: 1 INCH = 100 FEET

200' 150' 100' 50' 0 100' 200'

PROJECT NAME:LAKEVIEW@JAMESPORT

TRACKER Archaeology Services, Inc. Tracking the Footsteps of the Ancients

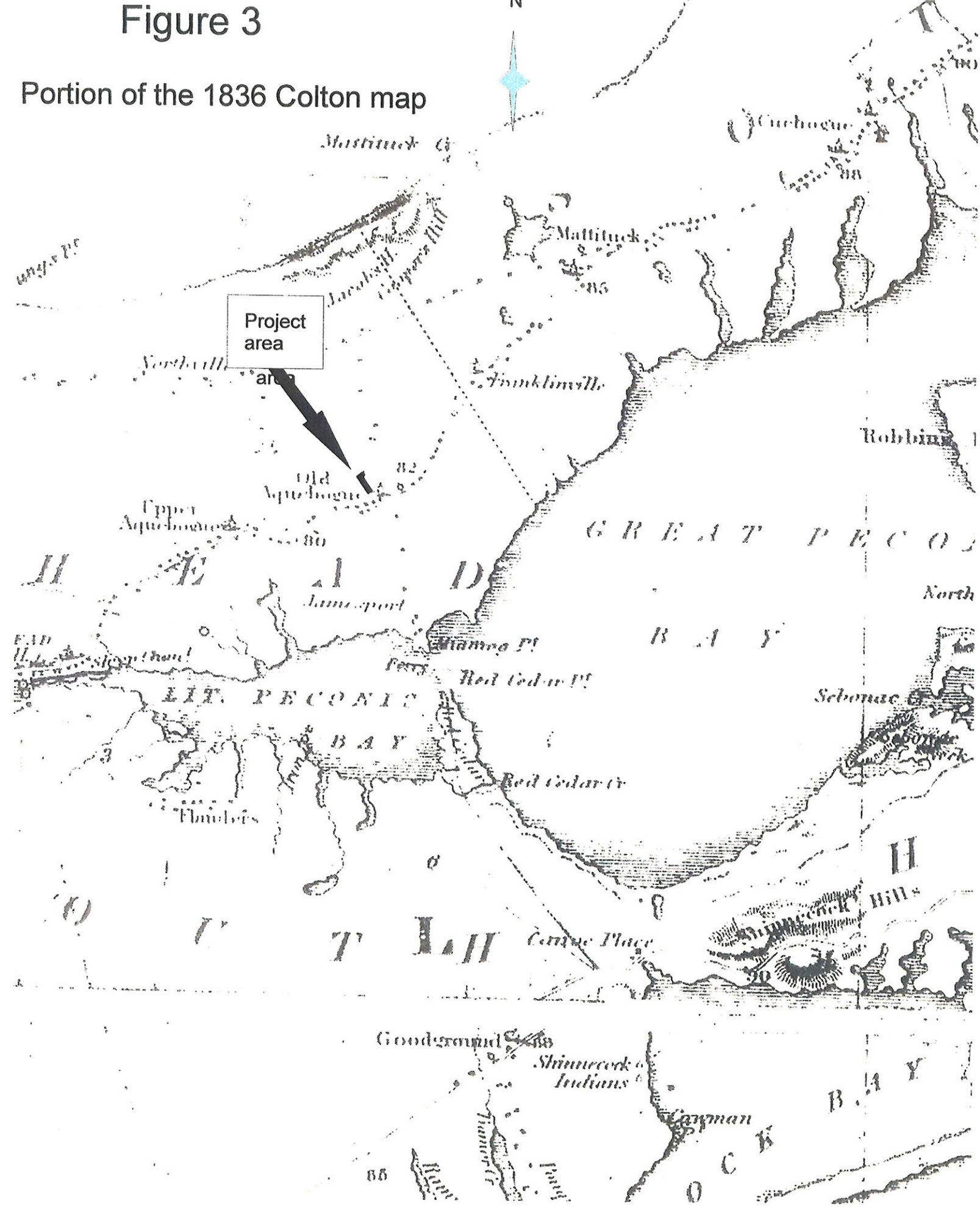
FIGURE 2: LOCATION OF SHOVEL TESTS

- V PHOTO ANGLE
- • NEGATIVE SHOVEL TEST
- SF SURFACE FIND W/ HISTORIC ARTIFACTS
- SF SURFACE FIND W/PREHISTORIC ARTIFACTS
- SF SURFACE FIND W/CONTACT PERIOD ARTIFACTS
- SF SURFACE FIND W/EURO-AMERICAN ARTIFACTS

PLOWED AREA– WALKED OVER

Figure 3

Portion of the 1836 Colton map



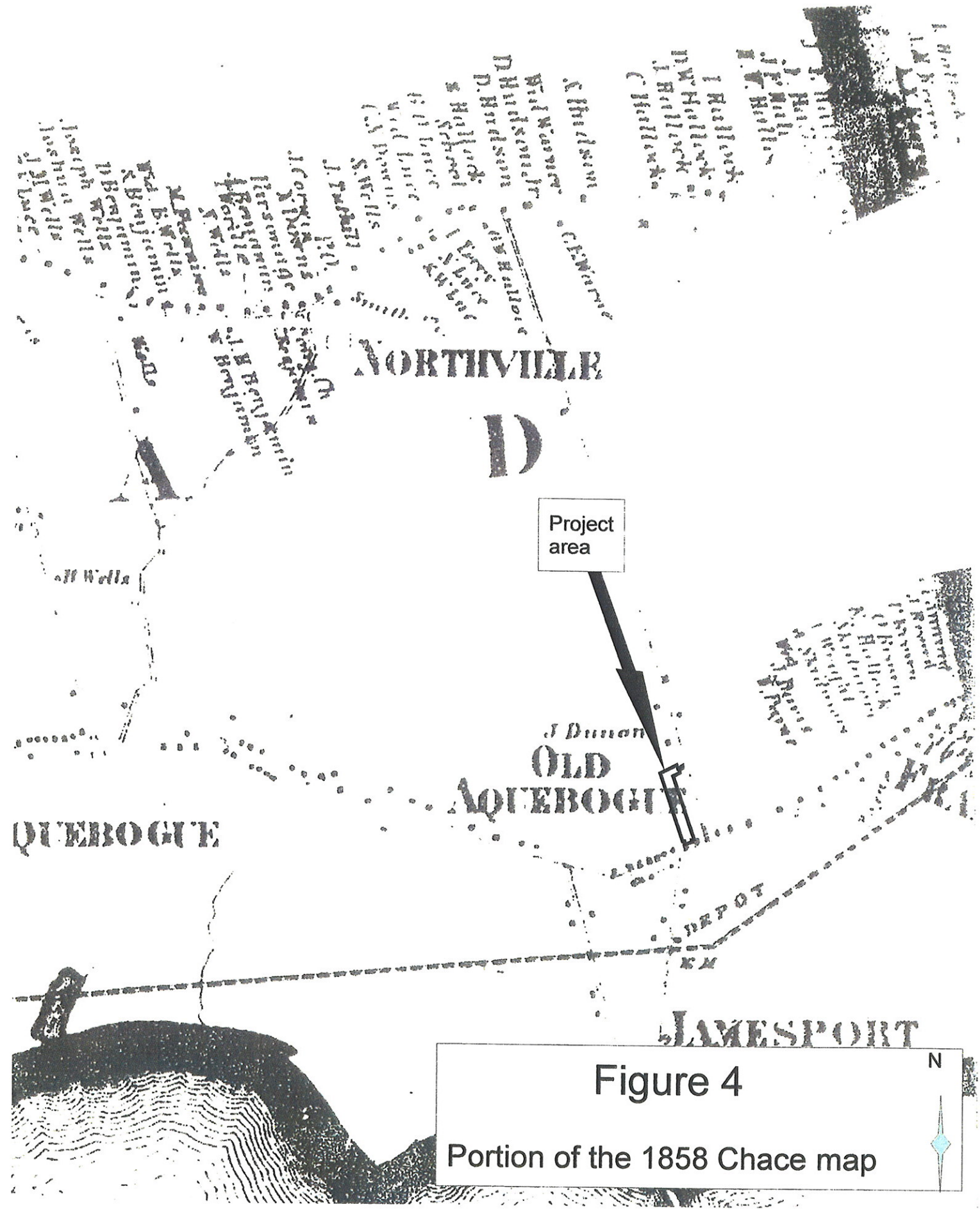
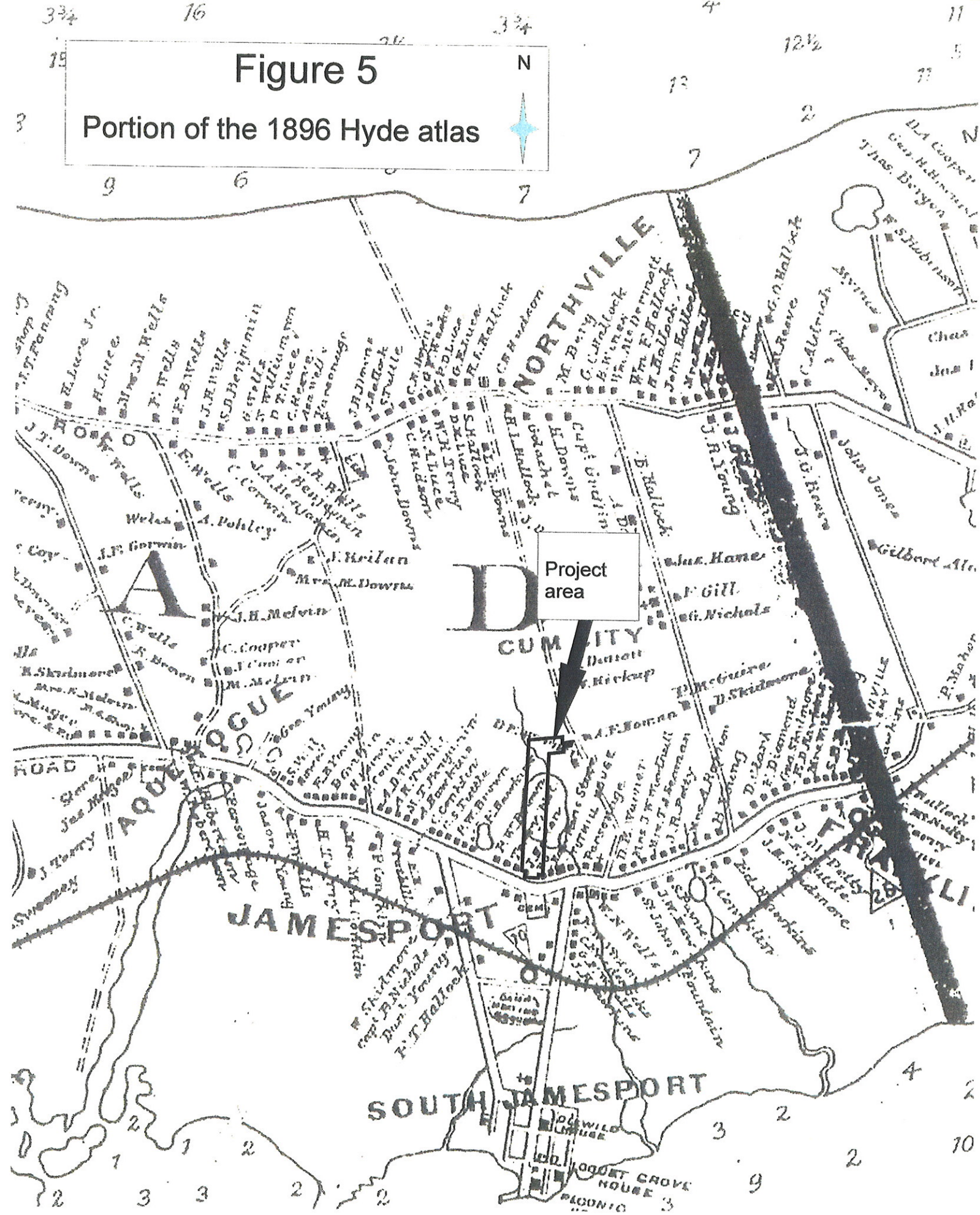


Figure 4

Portion of the 1858 Chace map

Figure 5

Portion of the 1896 Hyde atlas



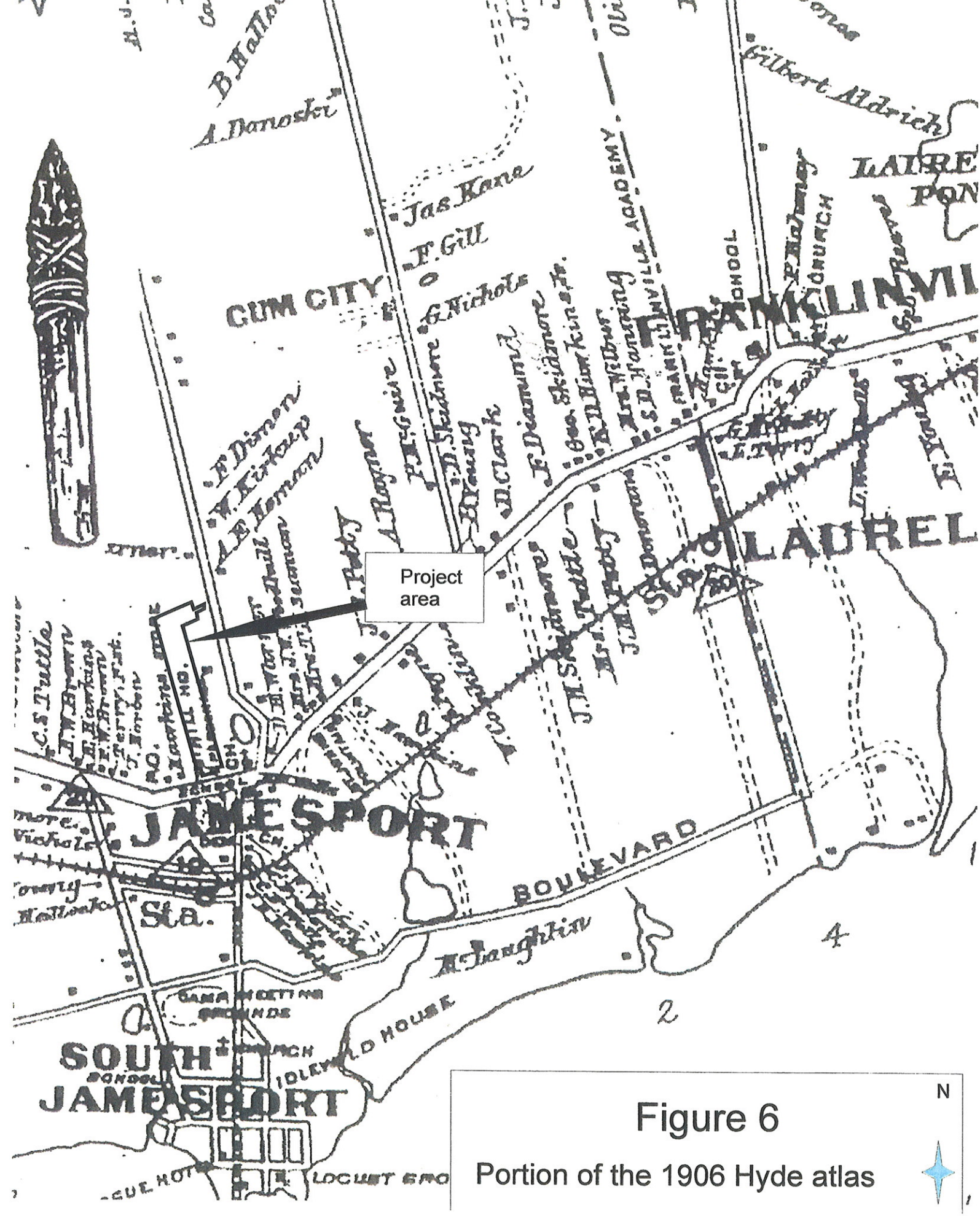
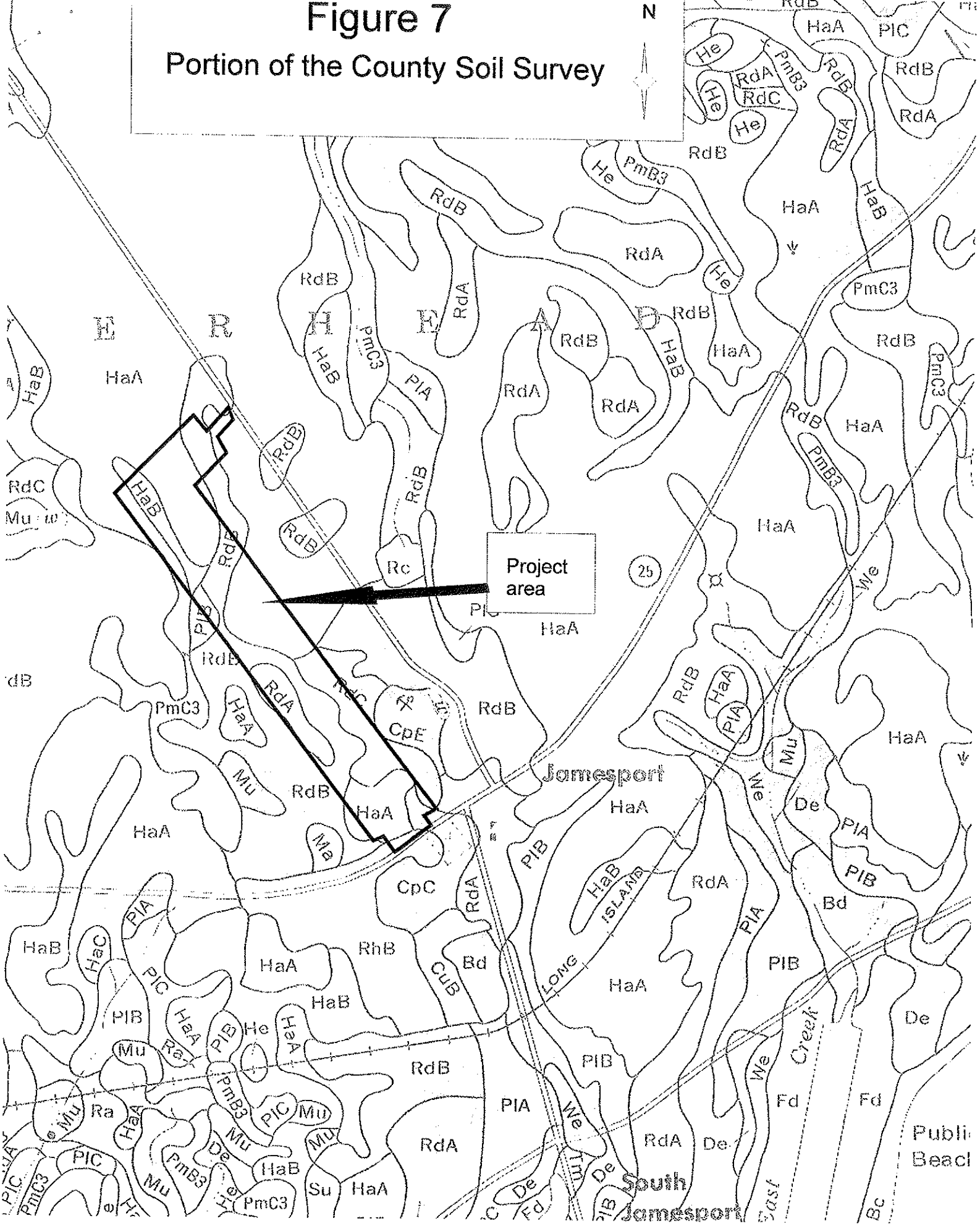


Figure 6

Portion of the 1906 Hyde atlas

Figure 7

Portion of the County Soil Survey



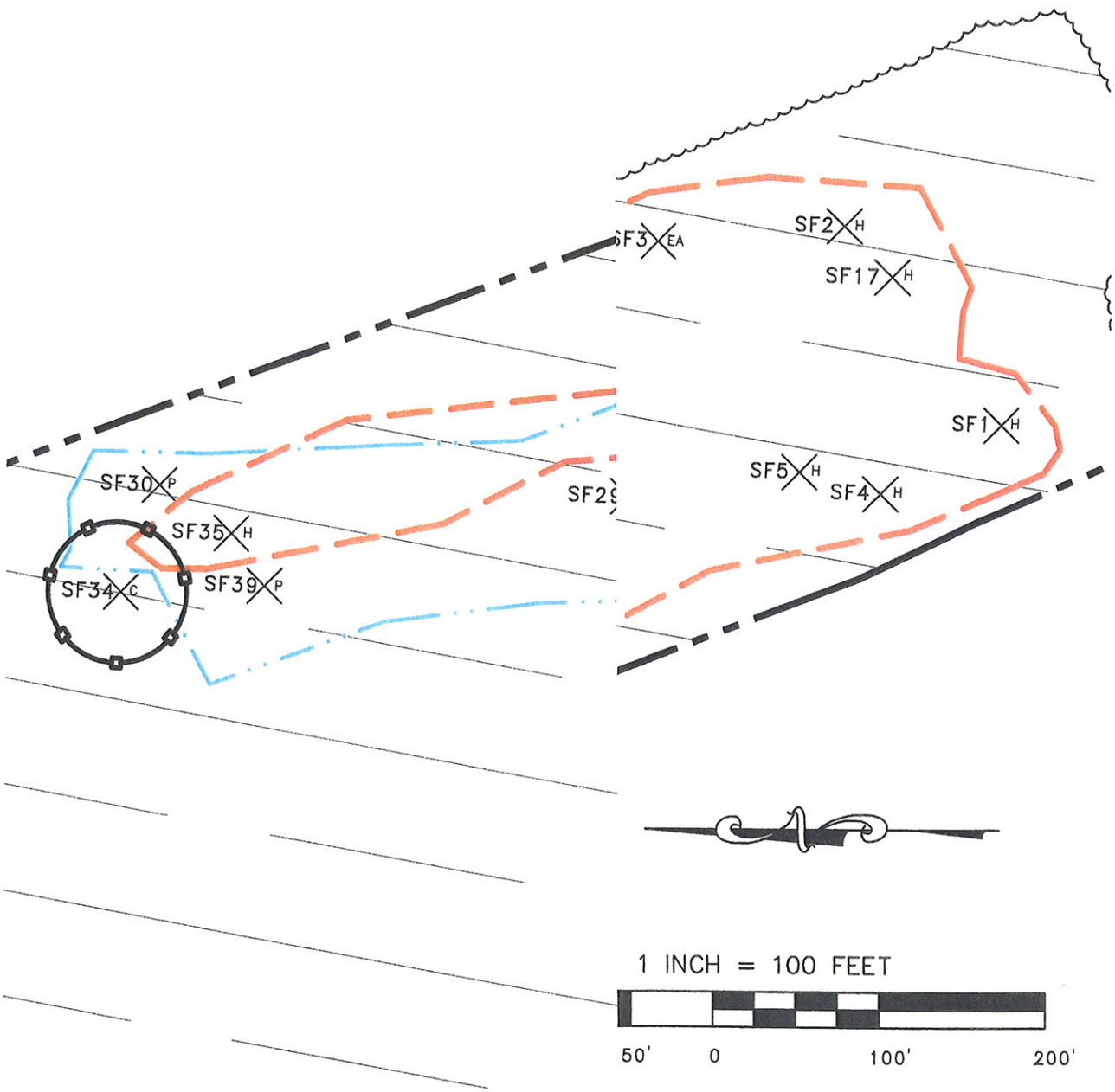


FIGURE 8: SITE DENSITY AND DISTRIBUTION

T NAME: LAKEVIEW@JAMESPORT

SF H (1) HISTORIC ARTIFACT
SF P (1) PREHISTORIC ARTIFACT
SF C (1) CONTACT PERIOD ARTIFACT
SF EA (1) EURO-AMERICAN ARTIFACT
PLOWED AREA- WALKED OVER

RACKER
Archaeology Services, Inc.
Tracking the Footsteps of the Ancestors

Photo 1

Looking southeast from dirt road

Photo 2

Looking at dilapidated
20th century dwelling
off dirt road

Photo 3

Looking at concrete block garage near dwelling

Photo 4

Looking at concrete foundation near garage

Photo 5

Looking at brick & concrete well near ST 15

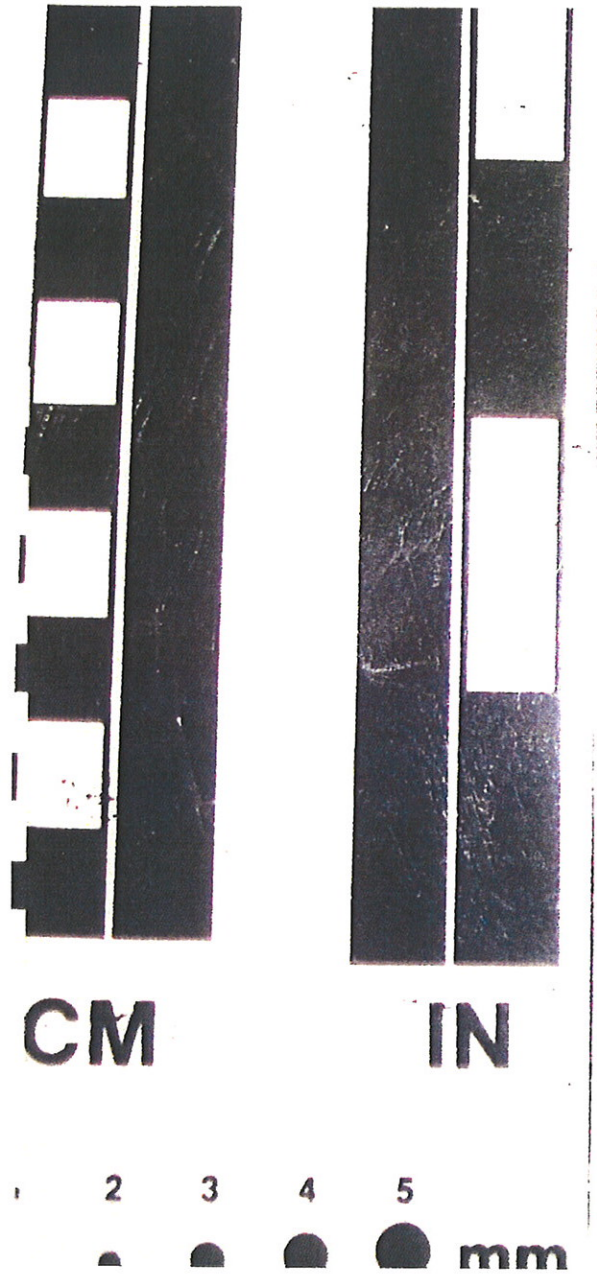


Photo 6

Glass Scraper at SF 34

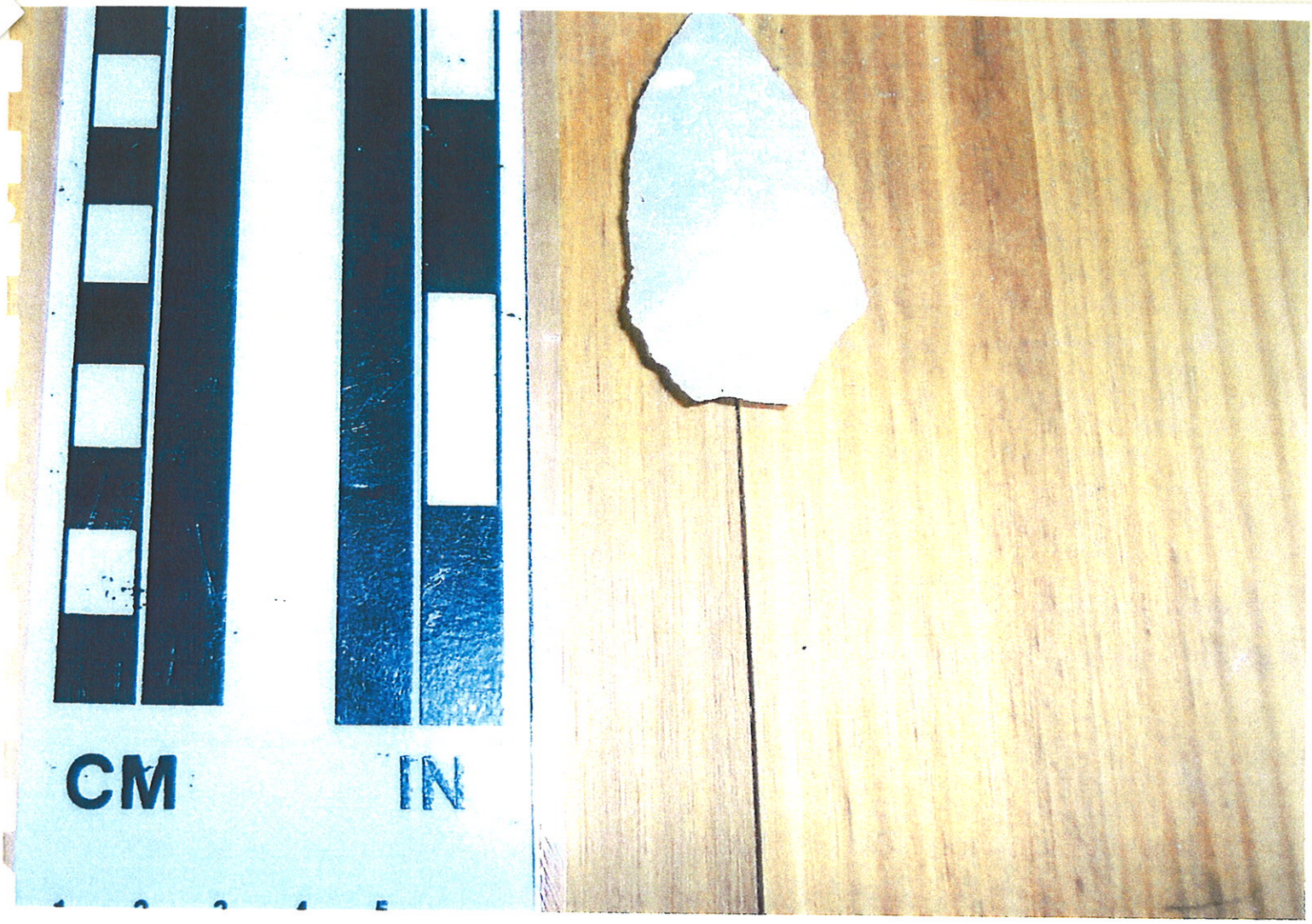


Photo 7

Point at SF 23

Photo 8

Leaf shaped Biface/Knife/ Preform at SF 11

Photo 9

Stemmed Knife or broken Point in progress at SF 13

APPENDIX 2

Shovel Tests

STP	Lv	Depth(cm)	Texture	Color	Hor.	Comments
1	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-20	SaLo	10YR4/3	A	NCM
	3	20-36	LoSa	10YR5/6	B	NCM
2	1	0-2	rootmat,leaves,humus		A/O	NCM
	2	2-65	SaLo	10YR4/3	A	disc. Dis.brick,asphalt,undecw mod.glass, coal, plastic
	3	65-rocks.				
3	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-32	SaLo	10YR4/3	A	NCM
	3	32-44	SaLo	10YR5/6	B	NCM
4	1	0-5	rootmatleaves,humus		A/O	NCM
	2	5-24	SaLo	10YR4/3	A	disc. white plastic
	3	24-26,roots	LoSa	10YR5/6	B	NCM
5	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-43	SaLo	10YR3/3	A	NCM
	3	43-55	LoSa	10YR5/6	B	NCM
6	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-36	SaLo	10YR4/3	A	NCM
	3	36-46	LoSa	10YR5/6	B	NCM
7	1	0-7	rootmat,leave,humus		A/O	NCM
	2	7-36	SaLo	10YR4/3	A	charcoal,coal disc.
	3	36-47	LoSa	10YR5/6	B	NCM
8	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-20	SaLo	10YR4/3	A	NCM
	3	20-30	LoSa	10YR5/6	B	NCM
9	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	7-22	SaLo	10YR4/3	A	brick,window glass
	3	22-36	LoSa	10YR5/6	B	NCM
10	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-39	SaLo	10YR4/3	A	NCM
	3	39-51	LoSa	10YR5/6	B	NCM
11	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-34	SaLo	10YR4/3	A	coal disc.
	3	34-46	LoSa	10YR5/6	B	NCM
12	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-10	SaLo	10YR4/3	A	NCM
	3	10-root.				
13	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-27	SaLo	10YR4/3	A	green plastic,disc.
	3	27-39	LoSa	10YR5/6	B	NCM

29	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-23	SaLo	10YR4/3	A	disc. metal,brick
	3	23-35	LoSa	10YR5/6	B	NCM
30	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-18	SaLo	10YR4/3	A	NCM
	3	18-gravel.				
31	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-33	SaLo	10YR4/3	A	disc. metal,coal
	3	33-45	LoSa	10YR5/6	B	NCM
32	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-34	SaLo	10YR4/3	A	disc. window glass,plastic
	3	34-46	SaLo	10YR5/6	B	NCM
33	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-22	SaLo	10YR4/3	A	disc. foil, mod. bottle glass plastic, tarp
	3	22-32	SaLo	10YR5/6	B	NCM
34	1	0-3	rootmatleaves,humus		A/O	NCM
	2	3-33	SaLo	10YR4/3	A	disc. mod. bottle glass
	3	33-45	SaLo	10YR5/6	B	NCM
35	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-30	SaLo	10YR4/3	A	disc. undecww
	3	30-41	SaLo	10YR5/6	B	NCM
36	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-40	SaLo	10YR4/3	A	NCM
	3	40-50	SaLo	10YR5/6	B	NCM
37	1	0-6	rootmat,leave,humus		A/O	NCM
	2	6-36	SaLo	10YR4/3	A	NCM
	3	36-48	SaLo	10YR5/6	B	NCM
38	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-41	SaLo	10YR4/3	A	NCM
	3	41-51	SaLo	10YR5/6	B	NCM
39	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-32	SaLo	10YR4/3	A	NCM
	3	32-42	SaLo	10YR5/6	B	NCM
40	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-51	SaLo	10YR4/3	A	NCM
	3	51-64	SaLo	10YR5/6	B	NCM
41	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-31	SaLo	10YR4/3	A	disc. coal
	3	31-44	SaLo	10YR5/6	B	NCM
42	1	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-30	SaLo	10YR4/3	A	disc. beer brown bottle glass
	3	30-40	SaLo	10YR5/6	B	NCM

	3	36-48	SaLo	10YR5/6	B	NCM
57	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-40	SaLo,loose	10YR4/3	A	NCM
	3	40-50	SaLo	10YR5/6	B	NCM
58	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-38	SaLo	10YR4/3	A	NCM
	3	38-48	SaLo	10YR5/6	B	NCM
59	1	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-33	SaLo	10YR4/3	A	NCM
	3	33-43	SaLo	10YR5/6	B	NCM
60	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-30	SaLo	10YR4/3	A	NCM
	3	30-40	SaLo	10YR5/6	B	NCM
61	1	0-6	rootmatleaves,humus		A/O	NCM
	2	6-18	SaLo	10YR4/3	A	NCM
	3	18-28	SaLo	10YR5/6	B	NCM
62	1	0-2	rootmat,leaves,humus		A/O	NCM
	2	2-32	SaLo	10YR3/3	A	NCM
	3	32-44	SaLo	10YR5/6	B	NCM
63	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-30	SaLo	10YR4/3	A	NCM
	3	30-40	SaLo	10YR5/6	B	NCM
64	1	0-6	rootmat,leave,humus		A/O	NCM
	2	6-34	SaLo	10YR4/3	A	NCM
	3	34-44	SaLo	10YR5/8	B	NCM
65	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-48	SaLo	10YR4/3	A	NCM
	3	48-59	SaLo	10YR5/6	B	NCM
66	1	0-7	rootmat,leaves,humus		A/O	NCM
	2	7-32	SaLo	10YR4/3	A	NCM
	3	32-42	SaLo	10YR5/6	B	NCM
67	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-38	SaLo	10YR4/3	A	NCM
	3	38-59	SaLo	10YR5/6	B	NCM
68	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-33	SaLo	10YR4/3	A	disc.coal,ww
	3	3343	SaLo	10YR5/6	B	NCM
69	1	0-2	rootmat,leaves,humus		A/O	NCM
	2	2-27	SaLo	10YR4/3	A	NCM
	3	27-37	SaLo	10YR5/6	B	NCM
70	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-38	SaLo	10YR4/3	A	NCM
	3	38-50	SaLo	10YR5/6	B	NCM
71	1	0-7	rootmat,leaves,humus		A/O	NCM
	2	7-55	SaLo	10YR3/2	A	NCM
	3	55-66	SaLo	10YR5/6	B	NCM

87	1	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-45	SaLo	10YR4/3	A	NCM
	3	45-58	SaLo	10YR5/6	B	NCM
88	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-35	SaLo	10YR6/3	A	NCM
	3	35-46	SaLo	10YR5/6	B	NCM
89	1	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-34	SaLo	10YR4/3	A	NCM
	3	34-45	SaLo	10YR5/6	B	NCM
90	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-32	SaLo	10YR4/3	A	NCM
	3	32-43	SaLo	10YR5/6	B	NCM
91	1	0-3	rootmatleaves,humus		A/O	NCM
	2	3-33	SaLo	10YR4/3	A	NCM
	3	33-43	SaLo	10YR5/6	B	NCM
92	1	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-35	SaLo	10YR4/3	A	NCM
	3	37-45	SaLo	10YR5/6	B	NCM
93	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-44	SaLo	10YR4/3	A	NCM
	3	44-58	SaLo	10YR5/6	B	NCM
94	1	0-4	rootmat,leave,humus		A/O	NCM
	2	4-37	SaLo	10YR4/3	A	NCM
	3	37-47	SaLo	10YR5/6	B	NCM
95	1	0-2	rootmat,leaves,humus		A/O	NCM
	2	2-25	SaLo	10YR4/3	A	NCM
	3	25-35	SaLo	10YR5/6	B	NCM
96	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-34	SaLo	10YR4/3	A	NCM
	3	34-45	SaLo	10YR5/6	B	NCM
97	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-25	SaLo	10YR4/3	A	NCM
	3	25-root				
98	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-35	SaLo	10YR4/3	A	NCM
	3	35-45	SaLo	10YR5/6	B	NCM
99	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-36	SaLo	10YR4/3	A	NCM
	3	36-46	SaLo	10YR5/6	B	NCM
100	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-26	SaLo	10YR4/3	A	NCM
	3	26-36	SaLo	10YR5/6	B	NCM
101	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-33	SaLo	10YR4/3	A	NCM
	3	33-43	SaLo	10YR5/6	B	NCM

117	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-28	SaLo	10YR4/3	A	NCM
	3	28-39	SaLo	10YR5/6	B	NCM
118	1	0-9	rootmat,leave,humus		A/O	NCM
	2	9-33	SaLo	10YR4/3	A	NCM
	3	33-45	SaLo	10YR5/6	B	NCM
119	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-27	SaLo	10YR4/3	A	NCM
	3	27-37	SaLo	10YR5/6	B	NCM
120	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-31	SaLo	10YR4/3	A	NCM
	3	31-41	SaLo	10YR5/6	B	NCM
121	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-27	SaLo	10YR4/3	A	NCM
	3	27-37	SaLo	10YR5/6.	B	NCM
122	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-25	SaLo	10YR4/3	A	NCM
	3	25-37	SaLo	10YR5/6	B	NCM
123	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-38	SaLo	10YR4/3	A	NCM
	3	38-48	SaLo	10YR5/6	B	NCM
124	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-28	SaLo	10YR4/3	A	NCM
	3	28-38	SaLo	10YR5/6	B	NCM
125	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-35	SaLo	10YR4/3	A	NCM
	3	35-47	SaLo	10YR5/6	B	NCM
126	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-32	SaLo	10YR4/3	A	NCM
	3	32-45	SaLo	10YR5/6	B	NCM
127	1	0-2	rootmatleaves,humus		A/O	NCM
	2	2-36	SaLo	10YR4/3	A	NCM
	3	36-47	SaLo	10YR5/6	B	NCM
128	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-28	SaLo	10YR4/3	A	NCM
	3	28-40	SaLo	10YR5/6	B	NCM
129	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-37	SaLo	10YR4/3	A	NCM
	3	37-47	SaLo	10YR5/6	B	NCM
130	1	0-4	rootmat,leave,humus		A/O	NCM
	2	4-21	SaLo	10YR4/3	A	NCM
	3	21-36	SaLo	10YR5/6	B	NCM
131	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-32	SaLo	10YR4/3	A	NCM
	3	32-44	SaLo	10YR5/6	B	NCM

147	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-33	SaLo	10YR4/3	A	NCM
	3	33-45	SaLo	10YR5/6	B	NCM
148	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-31	SaLo	10YR4/3	A	NCM
	3	31-41	SaLo	10YR5/6	B	NCM
149	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-34	SaLo	10YR4/3	A	NCM
	3	34-45	SaLo	10YR5/6	B	NCM
150	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-30	SaLo	10YR4/3	A	NCM
	3	30-40	SaLo	10YR5/6	B	NCM
151	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-29	SaLo	10YR4/3	A	NCM
	3	29-40	SaLo	10YR5/6	B	NCM
152	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-33	SaLo	10YR4/3	A	NCM
	3	33-43	SaLo	10YR5/6	B	NCM
153	1	0-7	rootmat,leaves,humus		A/O	NCM
	2	7-35	SaLo	10YR4/3	A	NCM
	3	35-38	SaLo	10YR5/6	B	NCM
154	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-34	SaLo	10YR4/3	A	NCM
	3	34-44	SaLo	10YR5/6	B	NCM
155	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-36	SaLo	10YR4/3	A	NCM
	3	36-46	SaLo	10YR5/6	B	NCM
156	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-32	SaLo	10YR4/3	A	NCM
	3	32-42	SaLo	10YR5/6	B	NCM
157	1	0-3	rootmatleaves,humus		A/O	NCM
	2	3-28	SaLo	10YR4/3	A	NCM
	3	28-40	SaLo	10YR5/6	B	NCM
158	1	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-29	SaLo	10YR4/3	A	NCM
	3	29-39	SaLo	10YR5/6	B	NCM
159	1	0-2	rootmat,leaves,humus		A/O	NCM
	2	2-26	SaLo,gravel	10YR4/3	A	NCM
	3	26-36	SaLo,gravel	10YR5/6	B	NCM
160	1	0-3	rootmat,leave,humus		A/O	NCM
	2	3-29	SaLo	10YR4/3	A	NCM
	3	29-41	SaLo	10YR5/6	B	NCM
161	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-40	SaLo	10YR4/3	A	NCM
	3	40-50	SaLo	10YR5/6	B	NCM

178	1	0-2	rootmatleaves,humus		A/O	NCM
	2	2-36	SaLo	10YR4/3	A	NCM
	3	36-48	SaLo	10YR5/6	B	NCM
179	1	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-27	SaLo	10YR4/3	A	NCM
	3	27-38	SaLo	10YR5/6	B	NCM
180	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-27	SaLo	10YR4/3	A	NCM
	3	27-40	SaLo	10YR5/6	B	NCM
181	1	0-4	rootmat,leave,humus		A/O	NCM
	2	4-36	SaLo	10YR4/3	A	NCM
	3	36-48	SaLo	10YR5/6	B	NCM
182	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-25	SaLo	10YR4/3	A	NCM
	3	25-36	SaLo	10YR5/6	B	NCM
183	1	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-35	SaLo	10YR4/3	A	NCM
	3	35-44	SaLo	10YR5/6	B	NCM
184	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-37	SaLo	10YR4/3	A	NCM
	3	37-50	SaLo	10YR5/6	B	NCM
185	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-43	SaLo	10YR4/3	A	NCM
	3	43-53	SaLo	10YR5/6	B	NCM
186	1	0-9	rootmat,leaves,humus		A/O	NCM
	2	9-30	SaLo	10YR4/3	A	NCM
	3	30-42	SaLo	10YR5/6	B	NCM
187	1	0-9	rootmat,leaves,humus		A/O	NCM
	2	9-32	SaLo	10YR4/3	A	NCM
	3	32-44	SaLo	10YR5/6	B	NCM
188	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-28	SaLo	10YR4/4	A	NCM
	3	28-40	SaLo	10YR5/6	B	NCM
189	1	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-26	SaLo	10YR4/3	A	NCM
	3	26-40	SaLo	10YR5/6	B	NCM
190	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-35	SaLo	10YR6/3	A	NCM
	3	35-46	SaLo	10YR5/6	B	NCM
191	1	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-34	SaLo	10YR4/3	A	NCM
	3	34-45	SaLo	10YR5/6	B	NCM
192	1	0-5	rpotmat,leaves,humus		A/O	NCM
	2	5-25	SaLo	10YR4/3	A	NCM
	3	25-36	SaLo	10YR5/6	B	NCM

208	1	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-28	SaLo	10YR4/3	A	NCM
	3	28-40	SaLo	10YR5/6	B	NCM
209	1	0-2	rootmat,leaves,humus		A/O	NCM
	2	2-35	SaLo	10YR4/3	A	NCM
	3	35-46	SaLo	10YR5/6	B	NCM
210	1	0-3	rootmat,leave,humus		A/O	NCM
	2	3-27	SaLo	10YR4/3	A	NCM
	3	27-37	SaLo	10YR5/6	B	NCM
211	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-39	SaLo	10YR4/3	A	NCM
	3	39-49	SaLo	10YR5/6	B	NCM
212	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-28	SaLo	10YR4/3	A	NCM
	3	28-38	SaLo	10YR5/6	B	NCM
213	1	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-30	SaLo	10YR4/3	A	NCM
	3	30-41	SaLo	10YR5/6	B	NCM
214	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-29	SaLo	10YR4/3	A	NCM
	3	29-39	SaLo	10YR5/6	B	NCM
215	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	5-17	SaLo	10YR4/3	A	NCM
	3	17-30	LoSa	10YR5/6	B	NCM
216	1	0-2	rootmat,leaves,humus		A/O	NCM
	2	2-30	SaLo	10YR4/3	A	NCM
	3	30-40	LoSa	10YR5/6	B	NCM
217	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-36	SaLo	10YR4/3	A	NCM
	3	36-46	SaLo	10YR5/6	B	NCM
218	1	0-3	rootmatleaves,humus		A/O	NCM
	2	3-27	SaLo	10YR4/3	A	NCM
	3	27-37	LoSa	10YR5/6	B	NCM
219	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-15	SaLo	10YR3/3	A	NCM
	3	15-root				
220	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-42	SaLo	10YR4/3	A	NCM
	3	42-53	LoSa	10YR5/6	B	NCM
221	1	0-4	rootmat,leave,humus		A/O	NCM
	2	4-37	SaLo	10YR4/3	A	NCM
	3	37-47	LoSa	10YR5/6	B	NCM
222	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-38	SaLo	10YR4/3	A	NCM
	3	38-48	LoSa	10YR5/6	B	NCM

238	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-21	SaLo	10YR4/3	A	NCM
	3	21-25,roots	LoSa	10YR5/6	B	NCM
239	1	0-12	rootmat,leaves,humus		A/O	NCM
	2	12-36	SaLo	10YR4/4	A	NCM
	3	36-47	LoSa	10YR5/6	B	NCM
240	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-32	SaLo	10YR4/3	A	NCM
	3	32-42	LoSa	10YR5/6	B	NCM
241	1	0-10	rootmat,leaves,humus		A/O	NCM
	2	10-38	SaLo	10YR4/3	A	NCM
	3	38-49	LoSa	10YR5/6	B	NCM
242	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-25	SaLo	10YR4/3	A	NCM
	3	25-37	LoSa	10YR5/6	B	NCM
243	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-28	SaLo	10YR4/3	A	NCM
	3	28-38	LoSa	10YR5/6	B	NCM
244	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-35	SaLo	10YR4/3	A	NCM
	3	35-45	LoSa	10YR5/6	B	NCM

APPENDIX 3

CAT	SF	GP	COMMENT	CT	WT	AGE
1	1	1	Jackfield-type red earthenware	1.00		1780-1840
2	2	1	bluemilkglass poss Sandwich Glasswouk	1.00		1825-1900
3	3	5	bullet casing	1.00		
4	4	1	red transeferprint whiteware	1.00		post 1825
5	5	1	jar lid amethyst plass	1.00		1880-1920
6	6	1	grey salt glaze stoneware	1.00		
7	7	1	porcelain frag	1.00		
8	8	10	tertiary flake, quartz	1.00	0.70	
9	9	1	milk glass	1.00		
10	10	1	blue transferprint whiteware	1.00		post 1820
11	11	10	leaf shaped Biface/Knife/Preform, quartz	1.00	11.30	
12	12	10	primary flake, quartz	1.00	31.90	
13	13	10	stemmed Knife or broken Point-in-progress,qtz	1.00	14.70	
14	14	10	tertiary flake, quartzite	1.00	1.20	
15	15	10	poss. Teshoas scraper/primary flake,qtz	1.00	14.10	
16	16	10	tertiary flake, qtz	1.00	0.40	
17	17	1	blue tansferprint whiteware	1.00		post 1820
18	18	10	primary flake, qtz	1.00	1.30	
19	19	1	blue transferprint whiteware	1.00		post 1820
20	20	1	grey salt glaze stoneware	1.00		
21	21	1	Staffordshire slip-dec buff boby ew, poss mug	1.00		1700-1790
22	22	10	primary flake, qtz	1.00	1.80	
23	23	10	poss Snook Hill Point/stemmed knife, qtz	1.00	16.80	L. Archaic
24	24	10	primary flake, qtz	1.00	1.20	
25	25	10	Hemetite Paint Stone	1.00	107.60	
26	26	1	salt glaze stoneware	1.00		
27	27	10	primary flake, qtz	1.00	3.70	
28	28	10	Point mid-section, qtz	1.00	2.40	
29	29	10	biface re-sharpening flake, qtz	1.00	3.40	
30	30	10	shatter	1.00	1.10	
31	31	10	Point base/Biface, qtz	1.00	4.40	
32	32	1	greysaltglaze stoneware w/br Albany slip int	1.00		1820-1900
33	33	1	grey salt glaze stoneware/earthenware	1.00		
34	34	1	black English wine bottle onionshape/Scraper!	1.00		1680-1710
35	35	1	Jackfield-type red eathernware	1.00		1780-1840
36	36	10	secondary flake, qtz	1.00	2.50	
37	37	1	Albany slip stoneware bottle	1.00		1820-1900
38	38	10	primary flake, qtz	1.00	8.20	
39	39	10	tertiary flake, qtz	1.00	0.10	
40	40	10	tertiary flake, qtz	1.00	0.80	
41	41	1	Jackfield-type red earthenware	1.00		1780-1840
42	42	1	Jackfield-type red earthenware	1.00		1780-1840

APPENDIX 4

Map Documented Structures

Location	Map	On, or Adjacent to Study Area	Owner	Eco-niche	Comments
North side of Main Rd. across street from cemetery	1836	on or adjacent	na	farming community	Fig. 3
Same as above	1858	on or adjacent	na	farming community	Fig. 4
Same as above	1896	on or adjacent	Terry? Horten?	farming community	Fig. 5
Same as above	1906	on or adjacent	Tuthill? Parsonage? (orientation changed	farming community	Fig. 6

APPENDIX 5

OFFICE OF PARKS · RECREATION · HISTORIC PRESERVATION
NEW YORK STATE
Bernadette Castro
Commissioner

NEW YORK STATE PREHISTORIC ARCHAEOLOGICAL SITE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION & HISTORIC PRESERVATION
(518) 237-8643

For Office Use Only--Site Identifier_____

Project Identifier Lakeview@Jamesport Date 5-27-08

Your Name Alfred Cammisa Phone (845) 783-4082
Address 62 Pickerel Rd.
Monroe, NY
Organization (if any) TRACKER-Archaeology Services
1. SITE IDENTIFIER(S) Jamesport Hill 2
2. COUNTY Suffolk One of the following: CITY_____
TOWNSHIP Riverhead
INCORPORATED VILLAGE_____
UNINCORPORATED VILLAGE OR HAMLET Jamesport

3. PRESENT OWNER Na
Address_____

4. SITE DESCRIPTION (check all appropriate categories):

Site

__Stray Find	___Cave/Rockshelter	___Workshop
__Pictograph	___Quarry	___Mound
__Burial	__ Shell Midden	___Village
x__Surface Evidence	___Camp	___Material in plow zone
__Material below plow zone	___Buried evidence	___Intact Occupation floor
__Single component	___Evidence of features	___Stratified
	___Multicomponent	

Location

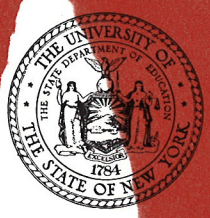
___Under cultivation	___Never cultivated	x__Previously cultivated
___Pastureland	___Woodland	___Floodplain
__ Upland		___ Sustaining erosion

Soil Drainage: excellent _x_ good ___ fair ___ poor___
Slope: flat ___ gentle _x_ moderate ___ steep ___
Distance to nearest water from site (approx.) 400 ft to pond
Elevation: 20-70 amsl

5. SITE INVESTIGATION (append additional sheets, if necessary):
Surface--date(s) 3-30 to 4-7-08
___Site map (Submit with form)
___Collection

THE STONY BROOK SITE AND ITS RELATION TO ARCHAIC AND TRANSITIONAL CULTURES ON LONG ISLAND

By
William A. Ritchie
State Archeologist



NEW YORK STATE MUSEUM AND SCIENCE SERVICE

BULLETIN 372

The University of the State of New York
The State Education Department

Albany, N.Y.

January 1959
Reprinted 1965

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Existing and Estimated Tax Revenues, as Provided by the Riverhead Assessor's Office

BOARD OF ASSESSORS

Town of Riverhead

Laverne D. Tennenberg, IAO, Chairman
Professional Assessor
Madelyn Sendlewski, Member
Advanced Certified Assessor
Paul Leszczynski, Member
Advanced Certified Assessor

July 1, 2009

Julius Klein
Jul-Bet Enterprises Inc.
2080 River Rd
Calverton, NY 11933

RE: Suffolk Co. Tax Map No. 0600-47.-1-3.3 and 68.-1-35

Dear Mr. Klein:

Be advised that this board has estimated the taxes for the project known as Historic Village at Jamesport as described on a plan prepared by Searles, Stromski, Associates on 6/5/07 to be as follows:

The commercial component: $177,000
The residential component: $ 40,500

This estimate is based on the 2008-09 tax rate of approximately $150 per 1,000 of assessment. Should the tax rate increase to $160 per 1,000, the estimated taxes are as follows:

The commercial component: $188,000
The residential component: $ 43,200

Be advised that tax rates change on an annual basis and the taxes estimated herein are subject to change based on final field inspection of the project when completed.

If you have any questions, please feel free to contact us.

Very truly yours,

Laverne D. Tennenberg, IAO
Chairman, Board of Assessors

MAP X LORETTA FROEHLICH
FM 9393 FILED 7/27/93
LOT 1

BILL # 6810
BILL #
BILL #

068 000 0001.000 000 0000

JAMESPORT DEV LLC
2080 RIVER RD
CALVERTON, NY 11933

JAMESPORT DEV LLC,

TOWN OF RIVERHEAD

2008-2009

TAX AMOUNT PAID:	4,391.04
PENALTY PAID:	.00
INS. FUNDS PAID:	.00
TOTAL PAID:	4,391.04

PAYMENT DATE: 01/09/2009
PAYOR: JAMESPORT DEV LLC

BALANCE DUE BY MAY 31ST 4,391.03
PLUS APPLICABLE PENALTY

JUN. 23. 2009. 10:08AM DOLLAR STORAGE NO. 468 P. 5

OF REAL PROPERTY TAXES

TOWN OF RIVERHEAD, SUFFOLK COUNTY, NEW YORK

DECEMBER 1, 2008 THROUGH NOVEMBER 30, 2009 TAX LEVY

TAXABLE STATUS DATE MARCH 1, 2008

TAXES BECOME A LIEN DECEMBER 1, 2008

6810

ESTIMATED STATE-AID

TOWN	91,000
SCHOOL	19,351,914

MAKE FUNDS PAYABLE TO:

MARYANN WOWAK HEILBRUNN
RECEIVER OF TAXES
TOWN OF RIVERHEAD
200 HOWELL AVENUE
RIVERHEAD, NEW YORK 11901

OFFICE PAYMENT HOUR:
MONDAY TO FRIDAY: 8:30 A.M. to 4:30 P.M.
PHONE 631-727-3200 EXT. 248

PAYMENTS BY CHECK, CASH OR MONEY ORDER OR PAYMENTS at www.officialpayments.com OR CALL 1-800 2-PAY-TAX1

SWIS	SUFFOLK COUNTY TAX MAP NUMBER: DISTRICT	SECTION	BLOCK	LOT	SITE
473000	0600	068.000	0001	035.000	

PROPERTY CODE	ACREAGE	TAX CODE	ROLL SECTION
120	9.71	31	1

CURRENT OWNER & TAX BILLING ADDRESS

JAMESPORT DEV LLC
2080 RIVER RD
CALVERTON, NY 11933

OWNER AS OF TAXABLE STATUS DATE OF MARCH 1, 2008

JAMESPORT DEV LLC,

EQUALIZATION RATE / UNIFORM %: 11.09

Residential Assessment Ratio 10.94

EXEMPTION INFORMATION CODE	DESCRIPTION	APPLIED TO	AMOUNT	FULL AMOUNT

PHYSICAL LOCATION	BANK & LOAN #	LAND ASSESSMENT	TOTAL ASSESSMENT	FULL VALUE
MAIN RD		59200	59200	533,814

LEVY DESCRIPTION	TOTAL DISTRICT LEVY	% CHANGE OVER LAST YEAR	TAXABLE VALUE	TAX RATE PER $1000	TAX TO BE LEVIED	TAX AMOUNT
RIVERHEAD CSD #2	77,550,531	2.4	59,200	89.467	5,296.45	5,296.45
RIVERHEAD FREE LIBRY	2,659,140	5.9	59,200	3.070	181.74	181.74

YOUR TAX SAVINGS THIS YEAR RESULTING FROM THE NEW YORK STATE SCHOOL TAX RELIEF (STAR) PROGRAM IS $ .00

TOTAL TAX TO BE LEVIED FOR SCHOOL:	62.38 %				$ 5,478.19
SUFFOLK COUNTY TAX	51,091,951	.0	59,200	1.770	104.78
TOTAL TAX TO BE LEVIED FOR COUNTY:	1.19 %				104.78
RIVERHEAD TOWN TAX	26,311,454	4.6	59,200	33.052	1,956.68
HIGHWAY	6,055,889	7.3	59,200	7.608	450.39
TOTAL TAX TO BE LEVIED FOR TOWN:	27.41 %				$ 2,407.07
NYS REAL PROP TX LAW	1,443,780	47.5-	59,200	1.834	108.57
RVRHD AMBULANCE DIST	984,197	8.4	59,200	1.441	85.31
JAMESPORT FIRE	713,995	1.9	59,200	6.282	371.89
LIGHT DISTRICT	1,011,624	22.5	59,200	1.164	68.91
SCAVENGER WASTE DIST	157,585	41.7	59,200	0.211	12.49
WATER EXT 32J	155,810	5.3	59,200	2.447	144.86
OTHER TOTAL TAX TO BE LEVIED FOR TOWN:	9.02 %				$ 792.03

FIRST HALF DUE JANUARY 12, 2009 W/O PENALTY: $	SECOND HALF DUE JUNE 1, 2009 W/O PENALTY: $	TOTAL TAXES TO BE LEVIED
4,391.04	4,391.03	8,782.07

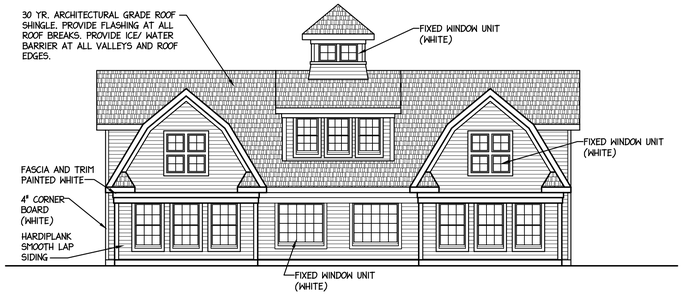
Elevations and Streetscapes

Proposed Multi-use Center for

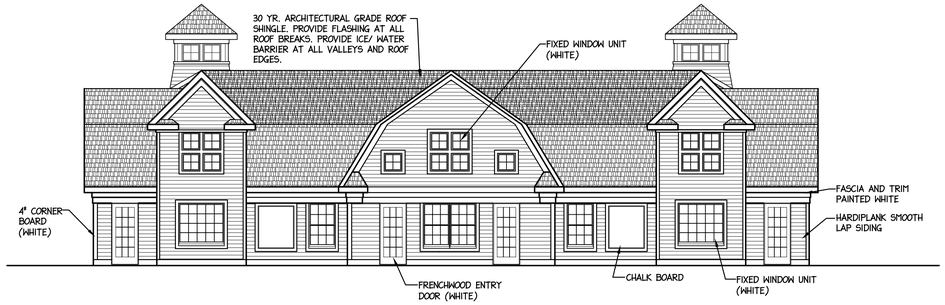
Village At Jamesport

NYS Route 25

Jamesport, New York 11947



1 / A-1 SIDE ELEVATION
BLDG. 'A'
Scale: 1/8" = 1'-0"



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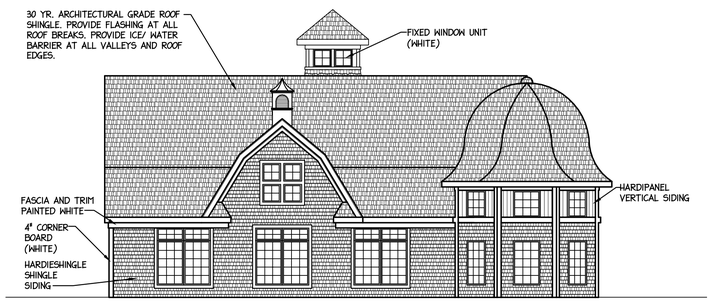
BLDG. 'A'
Scale: 1/8" = 1'-0"



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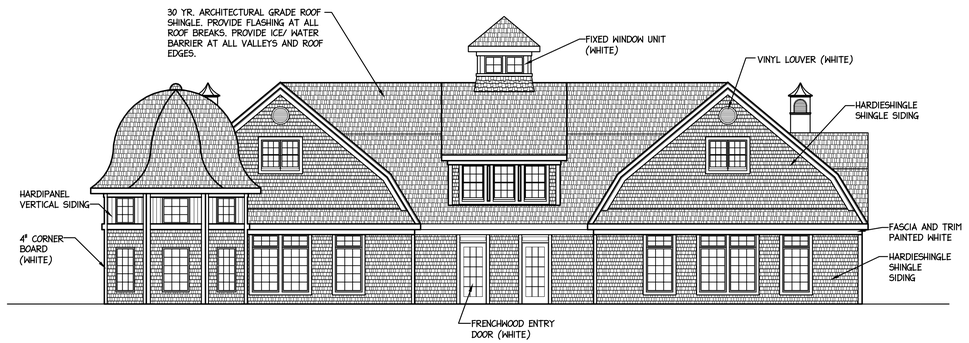

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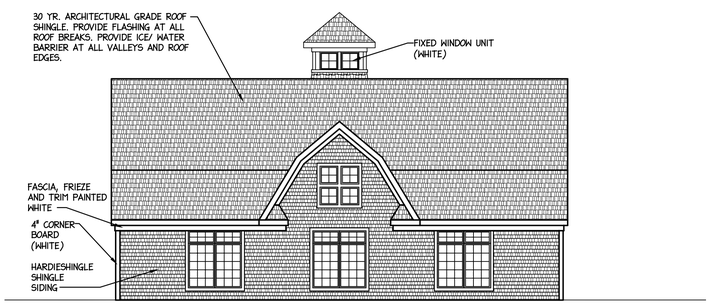

5 / A-2 SIDE ELEVATION
BLDG. 'C'
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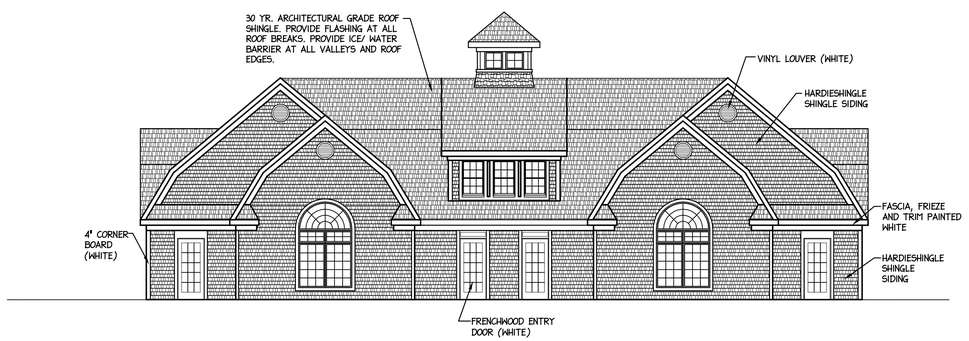

6 / A-1 FRONT ELEVATION
BLDG. 'C'
Scale: 1/8" = 1'-0"

SEARLES, STROMSKI, ASSOCIATES
ARCHITECTS PLANNERS
111 ROUTE 25A, Suite 3 ROCKY POINT, NY 11778
PHONE (631) 744-2852 FAX (631) 744-6654

Proposed
Multi-Use Center for

Village at Jamesport

NYS Route 25
Jamesport, New York

REVISIONS

1	10-20-06 Submitted Site Plan
2	7-05-07 Submitted for Special
3	Permit
4	1-09-08 Issued to ZBA for Review
5	07-23-09 Issued to Town
	Planning Dept. for Review
6	08-31-09 Added sheet SP-1.1
	as per Planning Dept. request

SEAL

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PROJECT NO.	0323		
SCALE	AS NOTED	DATE	6/5/07
DRAWN BY	RS/STL	CHECKED BY	RS

TITLE

Building 'A, B & C' Elevations

SHEET

A-1

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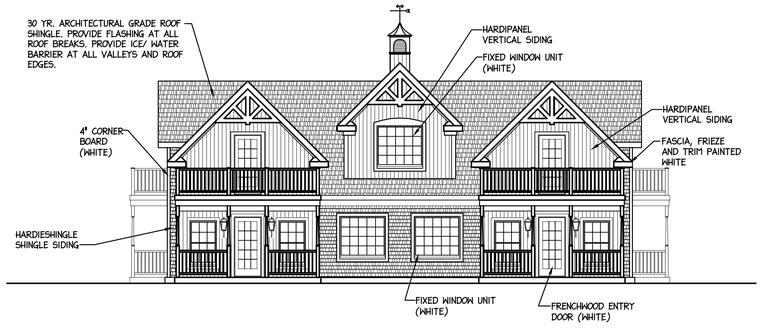

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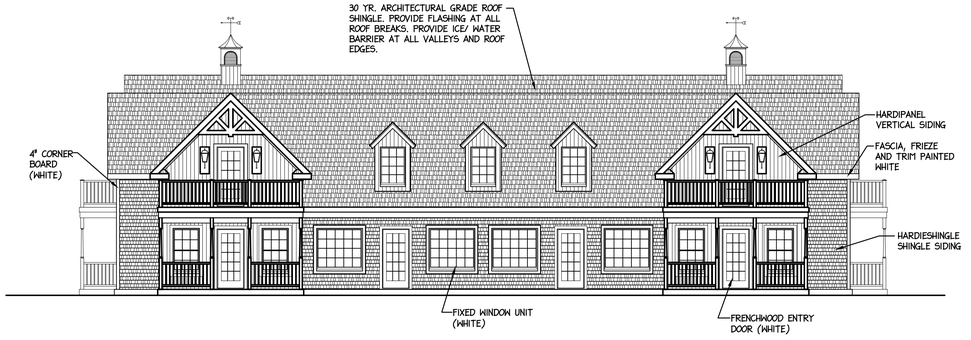

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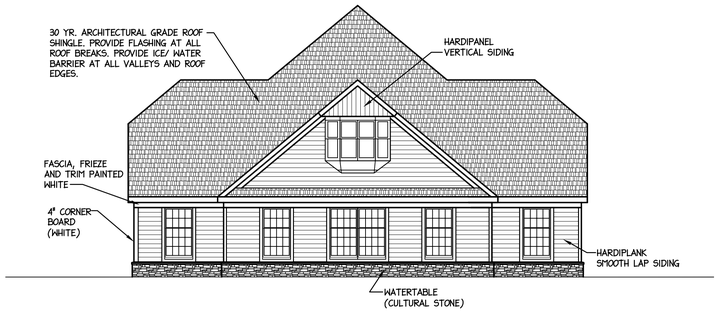

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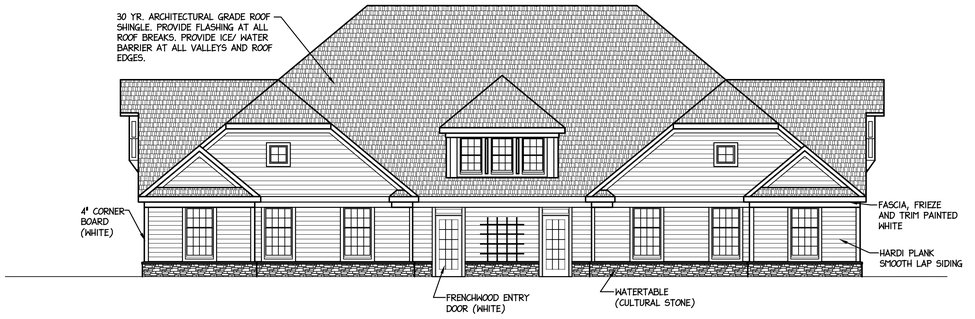

4 A-2 FRONT ELEVATION
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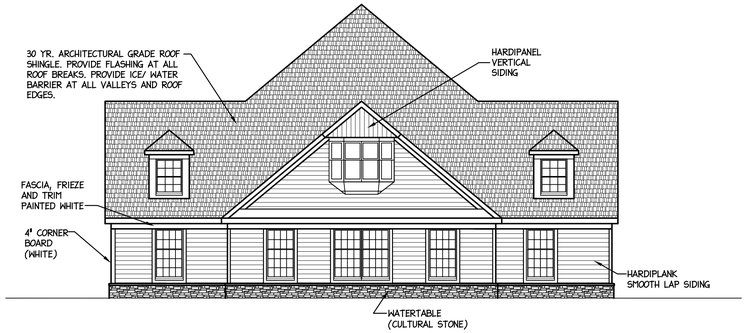
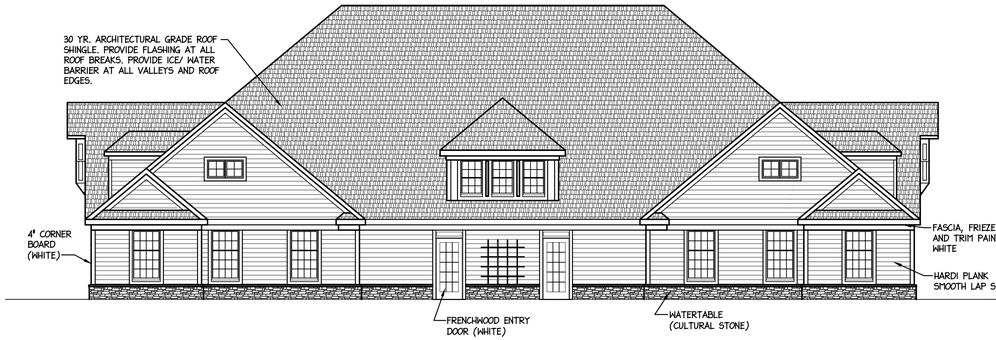
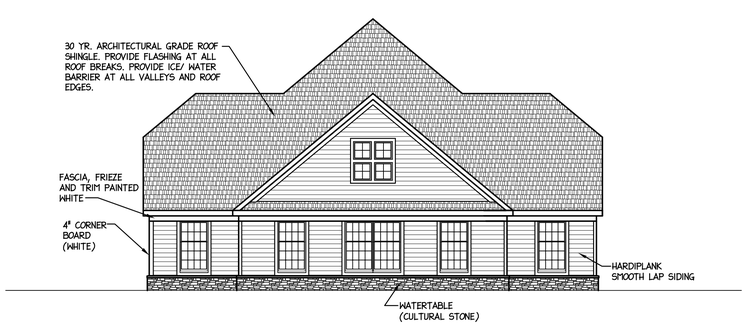


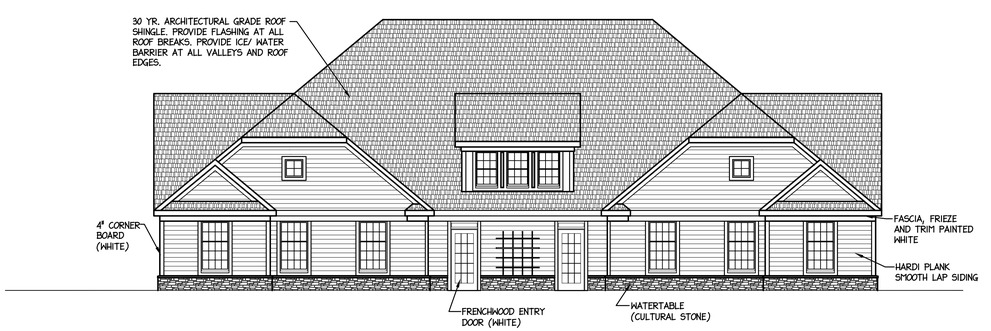
5 A-2 SIDE ELEVATION
BLDG. 'F'
Scale: 1/8" = 1'-0"



6 A-2 FRONT ELEVATION
BLDG. 'F'
Scale: 1/8" = 1'-0"



7 A-2 SIDE ELEVATION
BLDG. 'G'
Scale: 1/8" = 1'-0"



8 A-2 FRONT ELEVATION
BLDG. 'G'
Scale: 1/8" = 1'-0"

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Proposed
Multi-Use Center for

Village at Jamesport

NYS Route 25
Jamesport, New York

REVISIONS

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	PROJECT NO. 0323		
SCALE	AS NOTED	DATE	6/5/07
DRAWN BY	RS/STL	CHECKED BY	RS

TITLE

Building 'D, E, F & G' Elevations

SHEET

A-2

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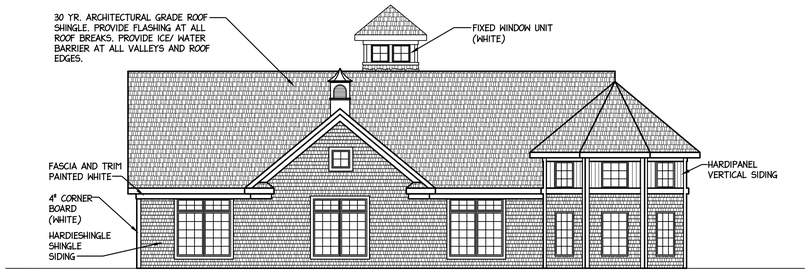
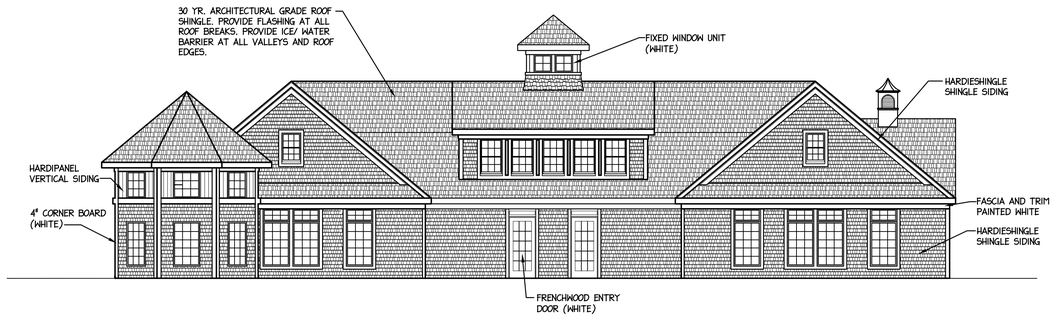
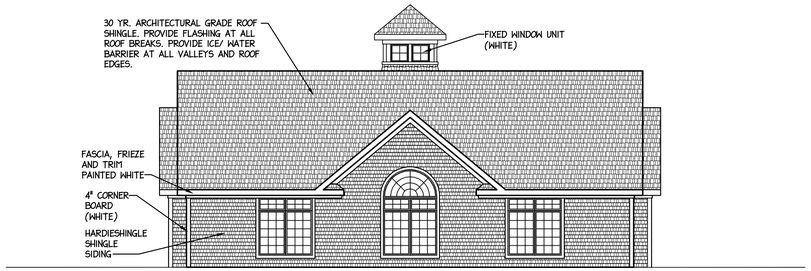


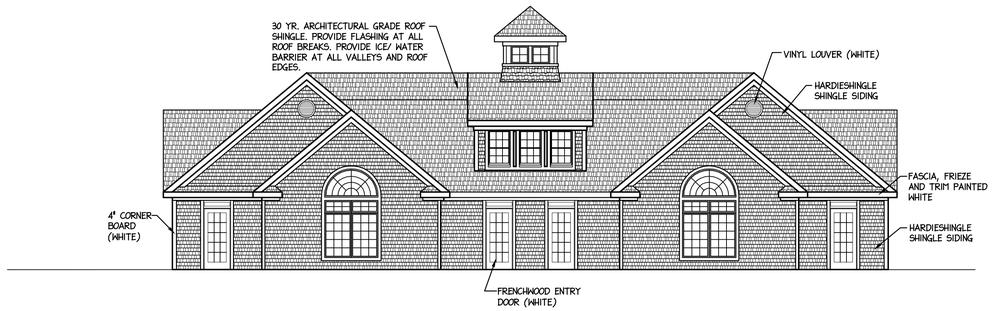
1 A-3 SIDE ELEVATION
BLDG. 'H'
Scale: 1/8" = 1'-0"



2 A-3 FRONT ELEVATION
BLDG. 'H'
Scale: 1/8" = 1'-0"

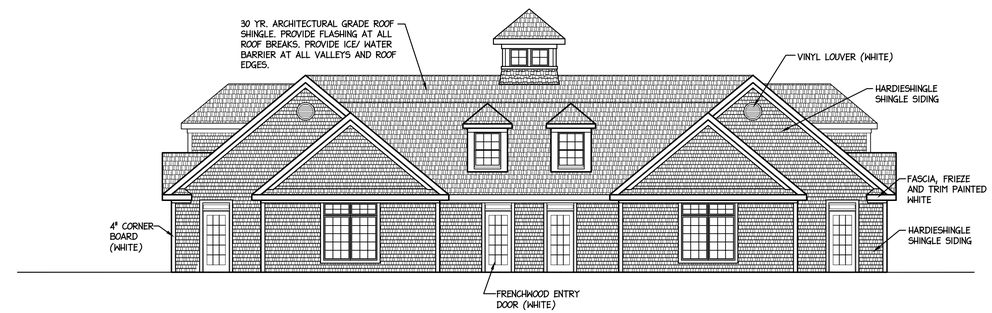


3 A-3 SIDE ELEVATION
BLDG. 'I'
Scale: 1/8" = 1'-0"



4 A-3 FRONT ELEVATION
BLDG. 'I'
Scale: 1/8" = 1'-0"

5 A-3 SIDE ELEVATION
BLDG. 'J'
Scale: 1/8" = 1'-0"



6 A-3 FRONT ELEVATION
BLDG. 'J'
Scale: 1/8" = 1'-0"

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Proposed
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Village at Jamesport

NYS Route 25
Jamesport, New York

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PROJECT NO.	0323		
SCALE	AS NOTED	DATE	6/5/07
DRAWN BY	RS/STL	CHECKED BY	RS

TITLE

Building 'H, I & J' Elevations

SHEET

A-3

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1 A-4 STREETSCAPE Scale: None

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	PROJECT NO. 0323		
SCALE	AS NOTED	DATE	6/5/07
DRAWN BY	RS/STL	CHECKED BY	RS

TITLE

Streetscape

SHEET

A-4

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Alternative Plan

PLANTING SCHEDULE

KEY	BOTANICAL NAME	COMMON NAME	QUANTITY OR SPACING
DECIDUOUS TREES @ 2" - 2.5" CALIPER			
TE	TILIA 'X' EUCHLORA	CRIMEAN LINDEN	QTY - ?
BP	BETULA PAPYRIFERA	PAPER BIRCH	QTY - ?
CL	CRATAEGUS 'X' LAVALLEI	ENGLISH HAWTHORN	QTY - ?
PC	PYRUS CALLERYANA 'BRADFORD'	BRADFORD PEAR	QTY - ?
ORNAMENTAL TREES @ 1.5" - 2" CALIPER			
PS	PRUNUS SERRULATA	KWANZA FLOWERING CHERRY	QTY - 20' ON CENTER
BROADLEAF EVERYGREEN			
RCD	RHODODENDRON CAROLINIANUM DAURICUM 36" HEIGHT MIN. (BOUND AND BURLAPPED)	PJM RHODODENDRON	RANDOM AT 36" SPACING
EF	EUONYMUS FORTUNEI	EMERALD GAIETY WINTERCREEPER	RANDOM AT 36" SPACING
CONIFEROUS EVERYGREEN			
TO	THUJA OCCIDENTALIS 'TECHNY'	MISSION ARBORVITAE	GROUP OF FOUR EVERY 36"
JCV	JUNIPERUS COMMUNIS VARIETIES	COMMON JUNIPER	RANDOM PLACEMENT BETWEEN WINDOWS NEAR BUILDING
JCP	JUNIPERUS CHINENSIS 'PFITZERANNA AUREA'	GOLDEN PFITZER JUNIPER	RANDOM EVERY 36"
DECIDUOUS SHRUBS			
RK	RHODODENDRON KOSTERANUM	MOLLIS HYBRID AZALEAS	RANDOM AT 36" SPACING
GROUND COVER			
JC	JUNIPERUS CONFERTA	SHORE JUNIPER	RANDOM AT 36" SPACING
LAWN AREA			
LAWN		SOD	

NOTES

SITE AREA TO BE FULLY IRRIGATED WITH AN AUTOMATIC SPRINKLER SYSTEM AND MAINTAINED

1 TREE PER 10 PARKING SPACES HAS BEEN PROVIDED FOR 'ORCHARD' PLATING (28 TREES TOTAL)

A 10 FT. BUFFER HAS BEEN PROVIDED TO SCREEN THE NEIGHBORING RESIDENCES

TREE FRONTAGE: ALONG STREET FRONT AT A DISTANCE EQUAL TO THE AVERAGE DIAMETER OF THE BRANCHING HABIT FOR THE GIVEN SPECIES AT MATURITY. AT LEAST 5 FT. OFF ANY DRIVE

BUILDING TABLE

BUILDING A (ONE STORY)- 4,000 SQ.FT.
(2) - 1,000 SQ.FT. ANTIQUE STORES
(2) - 1,000 SQ. FT. REATIL

BUILDING B (ONE STORY) - 4,000 SQ.FT.
(2) - 1,000 SQ.FT. CRAFT STORE
(2) - 1,000 SQ.FT. ANTIQUE STORE

BUILDING C (ONE STORY) - 4,000 SQ.FT.
(1) - 1,300 SQ.FT. CRAFT STORE
(2) - 1,350 SQ.FT. RETAIL

BUILDING D (ONE STORY) - 4,000 SQ.FT. RETAIL
(1) - 2,000 SQ. FT. - RETAIL
(2) - 1,000 SQ. FT. - ANTIQUE STORE

BUILDING E (ONE STORY) - 4,000 SQ.FT. RETAIL

BUILDING F (ONE STORY) - 5,000 SQ.FT. MUSEUM

BUILDING G (ONE STORY) - 4,000 SQ.FT. RETAIL

BUILDING H (ONE STORY) - 5,000 SQ.FT. MUSEUM

BUILDING I (ONE STORY) - 4,000 SQ.FT. RETAIL

BUILDING J (ONE STORY) - 4,000 SQ.FT. RETAIL

PARKING CALCULATION:

PAVING SPECIFICATION: 6" RCA BLEND BASE WITH 3-1/2" ASPHALT BASE AND A 1-1/2" ASPHALT TOP COURSE.

REQUIREMENT AS PER RIVERHEAD TOWN CODE:
1. MUSEUM (PUBLIC ASSEMBLY WITHOUT FIXED SEAT) - 100 SQ. FT./ PARKING SPACE
2. RETAIL - 200 SQ. FT. / PARKING SPACE (EXCLUDING MECHANICAL AND CIRCULATION)
3. CRAFT STORE - 200 SQ. FT. / PARKING SPACE (EXCL. MECH. AND CIRCULATION)
4. ANTIQUE STORE - 200 SQ. FT./ PARKING SPACES (EXCL. MECH. AND CIRCULATION)

COMMERCIAL PARKING

(2) MUSEUMS (PUBLIC ASSEMBLY WITHOUT FIXED SEATS)
10,000 SQ. FT. / 100 SQ. FT. = 100 PARKING SPACES

(4) RETAIL STORES
22,700 SQ. FT. x 5% = 1,135 SQ. FT. MECHANICAL/ SERVICES
21,565 SQ. FT. / 200 SQ. FT. = 108 PARKING SPACES

(4) CRAFT STORES
3,300 SQ. FT. x 5% = 165 SQ. FT. MECHANICAL/ SERVICES
3,135 SQ. FT. / 200 SQ. FT. = 16 PARKING SPACES

(4) ANTIQUE STORES
6,000 SQ.FT. X 5% = 300 SQ. FT. MECHANICAL/ SERVICES
5,700 SQ.FT. / 200 SQ. FT. = 29 PARKING SPACES

HANDICAPED PARKING

NEW YORK STATE REQUIRES 7 SPACES FOR 201-300 SPACES
HOWEVER 24 SPACES WILL BE PROVIDED

253 PARKING SPACES ARE REQUIRED

253 PARKING SPACES INCLUDING 24 HANDICAP SPACES ARE PROPOSED

IMPERVIOUS SURFACES

REQUIREMENTS AS PER RIVERHEAD TOWN CODE: THE MAXIMUM PERCENTAGE OF IMPERVIOUS SURFACE ALLOWED IN THE RLC ZONING DISTRICT IS 25%.

IMPERVIOUS SQ.FT. (MAXIMUM):

423,054.72 SQ.FT. X 25% = 105,763.68 SQ.FT. ALLOWABLE IMPERIVIOUS SURFACE

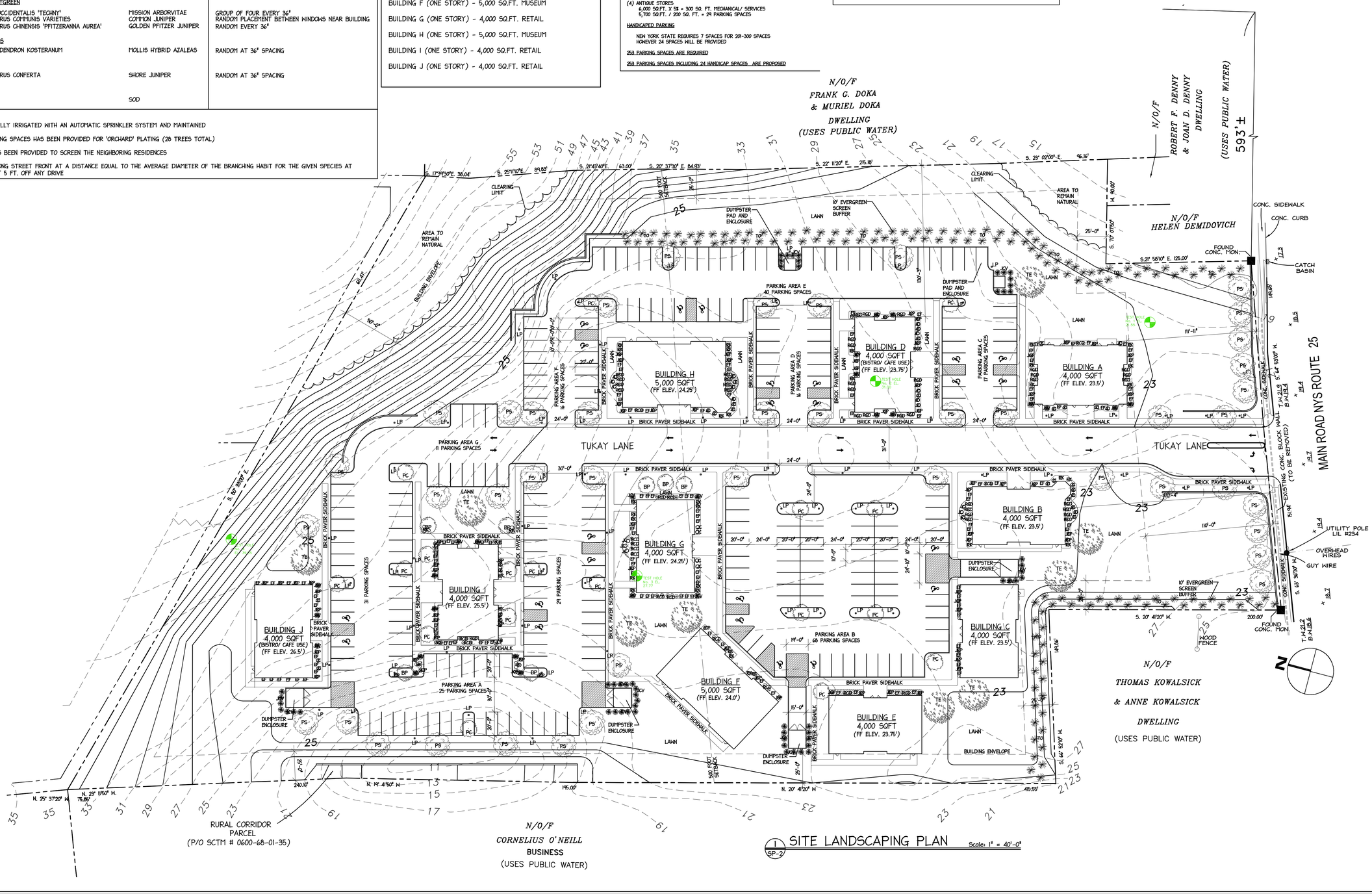
PROPOSED IMPERVIOUS SQ.FT.:

PARKING AREA A&G	=	38,934 SQ.FT.
PARKING AREA B	=	32,534 SQ.FT.
PARKING AREA C,D,E,&F	=	36,787 SQ.FT.
TURKAY LANE	=	25,814 SQ.FT.
TOTAL BUILDING AREA	=	42,000 SQ.FT.
TOTAL	=	176,064 SQ.FT. (42%)

176,064 SQ.FT. / 423,054.72 SQ.FT. = .4162 X 100% = 42% ACTUAL IMPERIVIOUS SURFACE

PROPOSED PERVIOUS SQ.FT.:

ALL SIDEWALKS WILL BE SURFACED IN BRICK PAVERS TOTALING AN AREA OF 23,927 SQ.FT.



SP-2 1 SITE LANDSCAPING PLAN Scale: 1" = 40'-0"

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PROJECT NO.	0323		
SCALE	As Noted	DATE	6/5/07
DRAWN BY	SL/GS	CHECKED BY	RS

TITLE

Alternate Site Plan

SHEET

SP-2.1

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