FINAL 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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AVAILABILITY OF DOCUMENT: This document represents a Final Environmental Impact Statement ("FEIS") prepared by the above-referenced applicant. Copies are available for public review at the offices of the Lead Agency and online at www.riverheadli.com.

This document represents a Final Environmental Impact Statement ("FEIS") for the Proposed "Village at Jamesport" Mixed-Use Center.

This FEIS incorporates, by reference, the Draft Environmental Impact Statement ("DEIS") for this proposed action, dated July 2009, Revised September 2009. The above-referenced DEIS was the subject of a Town of Riverhead Town Board Public Hearing on October 21, 2009.

The Public Hearing Transcript and Written Correspondence are provided in

Appendices A and B of this FEIS, respectively.

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I. PUBLIC HEARING TRANSCRIPT TOWN BOARD – OCTOBER 21, 2009

GEORGETTE KELLER
PRESIDENT, JAMESPORT/SOUTH JAMESPORT CIVIC ASSOCIATION

Comment H-1:

I did want to know when the traffic study was done that was done [sic].

Response H-1:

The Traffic Impact Study indicates that traffic counts were taken in August 2008, October 2008 and again in May 2009. Queuing observations were also conducted at the Valera Gas Station on the southwest corner of State Route 25 and South Jamesport Avenue on Tuesday, April 20, 2010, between the hours of 4:00 pm and 6:30 pm and on Wednesday, April 21, 2010, between 7:00 am and 9:00 am, which correlates with the AM and PM peak hours for both the aforementioned roadways and gas station.

Comment H-2:

[Traffic] is particularly relevant in a seasonal tourist area in terms of the loads that they came up with and how they made their calculations.

Response H-2:

Historically, the summer season on the East End of Long Island has the highest traffic volumes. Traffic counts were taken in August 2008 and were used for a portion of the traffic calculations. Field observations were also conducted on Tuesday, April 20, 2010, between the hours of 4:00 pm and 6:30 pm and on Wednesday, April 21, 2010, between 7:00 am and 9:00 am, which correlates with the AM and PM peak hours for both the aforementioned roadways and gas station.

Comment H-3:

But what we're mostly concerned with is community character and that a project of this size is— there is virtually no way to mitigate the factors of a project this size and they're calling for a signal at the entrance of this project under part of the DOT requirement and, you know, that just seems like an absolute nightmare especially in front of the Elbow Room.

Response H-3:

The DEIS evaluated the impacts of the proposed development on the existing community character in Section 4.4 of the DEIS, which also included an analysis of the project's consistency

with the November 2003 *Town of Riverhead Comprehensive Plan* ("*Comprehensive Plan*"). As indicated in Section 4.4 of the DEIS, 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."* It further recommends *"a concentrated 'Main Street' framed by a rural corridor and surrounded by a traditional residential neighborhood..."*

The proposed development is consistent with the *Comprehensive Plan* 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 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 also be consistent with all bulk and dimensional requirements of the RLC zoning use district. It is important to note that the proposed action had once required a variance for exceeding the maximum impervious surface coverage of 25 percent in the RLC zoning use district. However, due to the changes in Section 108-60 of the Riverhead Zoning Code, which now allows pervious parking in those zoning use districts where it is recommended by design guidelines, including the RLC zoning use district in which the subject property is situated, the applicant no longer requires relief from the standard for maximum impervious surface area of 25 percent. The proposed development plan (see Sheet SP-1.1 in Appendix C of this FEIS) will include pervious parking in Areas A, B, C, D, E, and F. Tukay Lane, the building footprints, and the brick paver walkways will be considered impervious surface and total 91,746 square feet or 21.68 percent of the lot. Copies of the Site Development Plans are included in Appendix C of this FEIS.

With regard to traffic, an extensive traffic analysis was performed as part of the DEIS, and consultations have been undertaken with the New York State Department of Transportation ("NYSDOT") throughout the SEQRA process. As a result of consultations with the NYSDOT, it was determined by that agency that a traffic signal at the entrance to the proposed development is not warranted, and thus, is not being proposed as part of the project (see Appendix D). The Applicant's traffic engineer has also responded to the NYSDOT's request (in correspondence dated May 20, 2010, which is contained in Appendix D) to investigate additional mitigation that could be provided for additional traffic capacity through the development's vicinity on State Route 25. The Applicant's traffic engineer submitted a Proposed Conditions Plan on April 5, 2011 to the NYSDOT (see Appendix D), which depicted restriping Route 25 to provide left turn lanes into the project site, as well as the site on the south side of Route 25. This plan was reviewed by the NYSDOT and was deemed acceptable per the response letter dated June 15, 2011. A copy of the response letter from the NYSDOT is included in Appendix D of this FEIS.

It is noted that the NYSDOT requested minor design changes, and these modifications will be performed upon completion of the SEQRA process and as part of formal site plan review. A letter to that effect has been sent by the Applicant's traffic engineer to the NYSDOT, and a copy of same is included in Appendix D of this FEIS.

Comment H-4:

And what is that going to mean for impact on our historic district? We finally have an historic district. We finally have semi-public control over the oldest structure in the [T]own of Riverhead which is only several hundred feet away from this property. You know, what are the impacts going to be on what we have been trying to preserve as a rural community.

Response H-4:

At present, views into the subject site from State Route 25 are not agricultural in setting, but woodland. The design intent of the proposed development was to maintain the rural setting with smaller building sizes, architecture that is compatible with surrounding buildings, and enhance the views from State Route 25. The buildings have been setback from the minimum-required 50 feet to 110 feet, to allow for the creation of green space and vegetated buffering along State Route 25 road frontage. Kwanza flowering cherry trees would be planted along the site frontage, along the internal driveways and within the parking areas. When combined with the campus style configuration of the buildings, parking and vegetated areas, the development would be expected to blend into the downtown.

Comment H-5:

Is there any change then in reading the code from what I understand, that if there's impervious surface area which was under that ordinance it was required to build a recharge basin and that the recharge basin area of square footage had to be removed from the calculations for allowable, that 10%.

Response H-5:

There is no requirement for commercial developments to provide a recharge basin, and thus, the proposed development does not propose same. All stormwater runoff would be contained and recharged on-site, via underground drainage rings and the use of pervious pavement. Notwithstanding, a recharge basin for stormwater management is not deducted from the property area for the purpose of establishing yield.

[FORMER] SUPERVISOR PHILIP CARDINALE

Comment H-6:

If you have to include a sump, is the sump like wetland deducted from the property upon which you establish your yield?

Response H-6:

No. see Response to Comment H-5.

GEORGETTE KELLER
PRESIDENT, JAMESPORT/SOUTH JAMESPORT CIVIC ASSOCIATION

Comment H-7:

And then there's another issue with whether, you know, it's appropriate and in going back to whether it's appropriate, we have to understand how this project even came before us in the first place and that's because of the depth that this parcel has been allowed to have this 1100—almost 1100 foot setback allowance for development.

And that is still a major of issue of concern for the community. Is that the spirit of the master plan when it was developed was to extremely limit development between South Jamesport Avenue and Washington Avenue on Main Road because of residences and because we didn't see it well turn into Route 58.

Response H-7:

The Rural Corridor (RLC) setback line varied according to Suffolk County Tax Map lot lines so as to not split-zone parcels. For the subject parcel, that RLC line was setback at 1,100 feet or the northern extent of the property line.

As indicated in Section 4.4 of the DEIS, the November 2003 *Town of Riverhead Comprehensive Plan* ("*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.*" It further recommends "*a concentrated 'Main Street' framed by a rural corridor and surrounded by a traditional residential neighborhood...*" The proposed development is consistent with the *Comprehensive Plan* 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.

Additionally, the *Comprehensive Plan* specifically states, "*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.

Comment H-8:

Now while we're not talking about big box stores, we are talking about the development of a project that would be greater than exists from Washington Avenue to Jamesport Avenue.

Response H-8:

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. Also, as indicated in the Response to Comment H-7, the proposed development is consistent with the stated goals of the *Comprehensive Plan*.

Comment H-9:

We're also talking about a project three— more than three times the size of Cardinale Plaza so how can that community character factor be mitigated? It can't. It needs a traffic signal. It needs a traffic signal when you know we've all kind of held our breath wondering when a second traffic signal would come and we all really kind of figured that it would be at Manor Lane so the fire department for health and safety and for you know emergency.

Response H-9:

With respect to the comment relating to community character, see the Responses to Comments H-3, H-4 and H-7. Also, as explained in Responses to Comments H-3 and H-34, the applicant's traffic engineer has advised that a traffic signal is not warranted for this development, and the NYSDOT has concurred with that determination (see Appendix D).

Comment H-10:

And we're going to put in a shopping center and a couple of bistros and some medical offices? And really do, you know, those things don't typically exist in our community, the medical offices and we don't have professional offices in a compound where you have a bunch of them.

Response H-10:

See Response to Comment H-7.

Comment H-11:

We do in Aquebogue, there is that one, but even that campus style development there is nothing compared to the size of these buildings. So we really want to see how all of this is going to be made like it looks like it belongs bordering the historic district.

Response H-11:

As explained in the Responses to Comments H-3, H-4 and H-7, the proposed buildings are designed to embrace both the residential and agricultural character of its surroundings, in accordance with prevailing zoning and the recommendations of the *Comprehensive Plan*. Moreover, the subject property does not border a historic district.

Comment H-12:

And even the name along [sic], the Village of Jamesport. It is neither in a village nor is it in village zoning. So it's, you know, quite inappropriate to take what is truly a hamlet and now make the rest of the world think like it's some village.

It could be its own village because it's bigger than the entire hamlet. So that really needs to be considered and how this 1100 foot setback came to be and that we really expect the board to deal with that because it is not in the spirit of the master plan the way it was drafted.

Response H-12:

The proposed development is "Village at Jamesport." Also, see Response to Comment H-7.

Comment H-13:

And I know people say well this guy bought the land and he's already suffered restrictions and losses of use, well so has everybody else who owned vacant land along that corridor. So he's not being asked to suffer anything that other property owners haven't also lost along the way and you buy vacant land, that's the risk you take and in this case he purchased it well after the master plan was started with full knowledge. If he didn't have full knowledge, well caveat emptor kind of really takes place here.

Response H-13:

The comment is noted. Also, as explained in the Response to Comment H-3, no variances are required for the proposed development.

SEAN O'NEILL

Comment H-14:

I own a business that borders this property and now that we're talking about finances and reference of finances from the town to the town, I think it's imperative that this project's a go.

It would create a great tax base and put money into the town. It's a land that's not been used (inaudible) for the last 30 years. This is a wise move to utilize the space in a productive manner and I hope the town, the people in Jamesport realize that if this would turn into other than a local establishment like a federal or state establishment, it would be great risks of loss of revenue and it would still be developed.

So it's something to take mind of.

Response H-14:

The comment is noted.

PHIL BARBATO
MANOR LANE, JAMESPORT

Comment H-15:

The appendix C has what's supposed to be approvals I think from the Suffolk County Department of Health Services. The letters that are in there are, in fact, notices of incomplete application.

Another one is a notice of incomplete application dated April 4, 2005. It's also addressed to hamlet of Jamesport. So I don't know if these are relevant in terms of approval of Suffolk County Department of Health Services.

Response H-15:

The applications to the Suffolk County Department of Health Services ("SCDHS") were submitted under the former name of the project, which has been changed by the applicant due to public comment. The applicant will submit additional documentation to the SCDHS after the decision on the special permit request because the outcome of that request may impact the sanitary calculations.

Comment H-16:

Well my question is does that agency have the right information (inaudible) because it's talking about something called the hamlet of Jamesport. What project is the county reviewing? That's my question. Do they have the right one.

Response H-16:

As indicated in the Response to Comment H-15, the SCDHS has the submission of the project under a different name only. The project data have not changed.

Comment H-17:

Well, I'm just pointing it out because I think the scoping document says that water and wastewater and stormwater are issues to be addressed and if they don't have the approvals, they need from the relevant agencies, then they're not addressed.

Response H-17:

As indicated in the Response to Comment H-15, the applicant will resubmit to the SCDHS after the special permit decision, for review and approval under Article 6 of the Suffolk County Sanitary Code. Stormwater management is handled by the Planning Department's engineering consultant during the site plan process, which will begin after the conclusion of the SEQRA process and the special permit decision.

Comment H-18:

There's a tax revenue estimate, I don't have— I'm sorry, I don't have the appendix number— letter, but what I wanted to point out is it only shows incoming receipts of taxes. What's left out is the costs of those developments.

As you know, commercial and residential developments are a net loss to taxes to a town because you have to provide services and other town activities to that property. So it's constantly pointed out that this would be a tax revenue input. In fact, I think it would be a net loss to the town in terms of taxes.

Response H-18:

Using 2009-10 Town of Riverhead tax rates, the projected tax revenues upon implementation of the proposed development was recalculated. In total, the development is projected to generate approximately $348,694±, as compared to the $8,880.47 currently being generated. The table below demonstrates the projected tax revenue by each taxing jurisdiction the subject property is situated in.

Table 1 – Total Projected Property Tax Revenue

Taxing Jurisdiction	2009 Tax Rate (per $1000 AV)	Projected Taxable Value	Projected Taxes
Suffolk County			
Suffolk County Tax	1.470	1,180,000	$1,734.60
Total projected taxes paid to Suffolk County			**$1,734.60**
Town of Riverhead			
Riverhead Town Tax	34.361	1,180,000	$40,505.98
Riverhead Highway	7.822	1,180,000	$9229.96
Total projected taxes paid to the Town of Riverhead			**$49,735.94**
School taxes – Riverhead Central School District			
Riverhead CSD #2	90.510	1,180,000	$106,801.80
Riverhead Free Library	3.064	1,180,000	$3,615.52
Total taxes paid to the Riverhead School District			**$110,417.32**
Other Taxing Jurisdictions			
NYS Real Property Tax Law	1.246	1,180,000	$1,470.28
NY State MTA Tax	0.061	1,180,000	$70.92
Riverhead Ambulance District	1.865	1,180,000	$2,200.70
Jamesport Fire	6.233	1,180,000	$7,354.94
Light District	1.193	1,180,000	$1,407.74
Scavenger Waste District	0.140	1,180,000	$165.20
Water Extension 32J	2.043	1,180,000	$2,410.74
Total projected taxes paid to the Other Taxing Jurisdictions			**$15,080.52**
Total Projected Property Tax Revenues			**$348,693.78**

Source: Town of Riverhead Receiver of Taxes, 2009

As indicated in the table below, the projected demand for services[1] associated with the proposed action would not be significant. Also, the applicant undertook consultations with the Jamesport Fire District, Town of Riverhead Police Department and the Riverhead Volunteer Ambulance Corps, and it was determined that there is adequate capacity to service the development. Correspondence from these agencies are included in Appendix G of the DEIS.

[1] The demand on public safety services – ambulance, fire and police protection – created by the development was calculated using factors provided by the Urban Land Institute's *Development Impact Assessment Handbook.*

Table 2 – Projected Impacts on Community Services

Public Safety Service	Demand Projection Rate	Projected Increased Demand for 240 Employees
Ambulance Services		
Calls per Year	36.5 per 1,000 Employees	8.76± Calls
Vehicles	1 per 30,000 Employees	0.088± Vehicles
Full Time Personnel	1 per 30,000 Employees	0.033± Personnel
Police Services		
Personnel	2 per 1,000 Employees	0.5± Personnel
Vehicles	0.6 per 1,000 Employees	0.14± Vehicles
Facilities	200 sf per 1,000 Employees	48.0± sf
Fire Protection Services		
Personnel	1.65 per 1,000 Employees	0.4± Personnel
Vehicles	0.2 per 1,000 Employees	0.05± Vehicles
Facilities	250 sf per 1,000 Employees	60.0± sf

Source: ULI Development Impact Assessment Handbook

Comment H-19:

The traffic study that's been mentioned recommends a new signal at the site. I just wanted to point out, I think Georgette covered this pretty well, but it's about four or 500 feet from the existing signal and anyone who was on Route 25 the last couple of weekends knows that Route 25 and Sound Avenue were parking lots.

I don't think that this can be discussed as a minimal impact on local traffic. It would be a horrible bottleneck right there in the hamlet of Jamesport.

Response H-19:

As explained in the Responses to Comments H-3 and C-28, a traffic signal is not being proposed or required by NYSDOT as part of the mitigation for this development.

Comment H-20:

On the land use and zoning topics that were required, I just wanted to point out that nearly all of the 10 buildings are in the special use category. I think there's two of them out of 10 that are actually permitted uses. The rest are going to be special— they're going to have to go before the town board for a special use permit with the exception of the retail stores.

Response H-20:

The proposed action includes the construction of 10 buildings, which include professional office uses, retail uses and bistro/café uses. 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. As indicated on the "Building Table" on the Site Landscaping Plan (SP-2) included in the DEIS and also included in Appendix C of this FEIS, Buildings A, B, C, E, F, G, H and I include retail uses. As such, eight of the ten buildings include retail uses, which are permitted uses in the RLC zoning district.

Comment H-21:

Now the retail stores, it's not clear whether they have been required frontage along on Route 25. There's a section of the zoning code, 108-282A3, that (sic) requires that in rural corridor retail stores must have frontage along Route 25. And I didn't think that was true.

Response H-21:

Section 108-282(A)(3) describes one of the permitted uses in the RLC zoning district, that is, "Retail stores or shops on properties with frontage along either side of New York State Route 25 between South Jamesport and Washington Avenues and their logical extensions." The dimensional regulations for RLC require that the property have a minimum lot width at the road frontage of 200 feet. The subject property has a road frontage of 301.59 feet on State Route 25. The dimensional regulations for development within the RLC zoning district further require a minimum front yard setback of 50 feet. As indicated in the DEIS (Section 4.4) and on the Site Landscaping Plan (SP-2), the proposed development situates retail uses in Buildings A and B, which are the two buildings most proximate to State Route 25. Buildings A and B are located 112± feet and 171± feet, respectively, from State Route 25.

Comment H-22:

So then the other remaining issue— the remaining uses that are being requested are all special use and they're professional offices and medical offices.

The way I read the rural corridor zoning ordinance, none of these would be permitted because what it says is that they can only be— in rural corridor there can only be existing single family residences. You have to start with a house that's already there and then turn it into a medical office or a professional office.

There's no houses there. So where do we get medical and professional offices?

Response H-22:

As stated on page 37 of the DEIS, pursuant to Section 108-282(B)(1), of the Riverhead Zoning Code, professional offices are special permit uses provided they are within one-quarter mile of the Hamlet Center Zoning Use District ("HC") or the Village Center Zoning Use District ("VC") zoning district. Properties to the south and east of the subject site are situated in the VC and HC Zoning Use Districts. Therefore, professional office uses are permitted on the subject property, by Special Permit from the Town of Riverhead Town Board.

[FORMER] SUPERVISOR PHILIP CARDINALE

Comment H-23:

But since this SEQRA process we're involved in is generated by a special permit application, we need to know and apparently that's what we're knowing it from, what he's proposing of the 41 or 44,000 square feet permitted would be specially permitted uses. And my recollection was a lot less than that.

Response H-23:

The total gross floor area of the proposed project is 42,000 square feet which accommodates retail space, professional office space, and bistro/café space. The retail space component is 17,000 square feet. The office space component, a total of 17,000 square feet, includes 8,340 square feet of professional office space and 8,660 square feet of professional medical space. The proposed bistro/café, a total of 8,000 square feet, includes two 4,000-square-foot buildings, with 50 seats each. Special Permits from the Town Board are necessary for the office uses and the two bistros, which total 25,000 square feet.

PHIL BARBATO
MANOR LANE JAMESPORT

Comment H-24:

And my point there was that most of the project you need special permission for so how do you rationalize that with the fact that for a special permit approval, the applicant has to show that the special use will not be more objectionable than the nearby properties— to the nearby properties, than the permitted uses if this is going to be mostly a special permit type of development? How can it be less objectionable to the surrounding properties? I think that was Georgette's point also.

Response H-24:

A consistency analysis with the Special Permit Use Criteria set forth in §108-133.5 of the Riverhead Zoning Code is included in Section 4.4 of the DEIS and demonstrates that the proposed uses meet the criteria for the issuance of a special permit. The proposed project includes uses permissible by the Town Code and is supported by the Town's *Comprehensive Plan*.

Due to their hours of operation, the proposed uses complement each other, in that the retail uses are expected to draw customers more frequently on weekends, whereas the office uses would attract customers on weekdays, thus making the proposed action less objectionable. The DEIS evaluated an as-of-right alternative development plan, which includes a mixed-use commercial development with no "special permit uses." 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. In comparison to the proposed plan, the alternative plan consists of land uses that typically have more weekend activity, and thus, would result in an increase in traffic and noise on weekends.

It is also noted that, according to the noise analysis prepared as part of the DEIS (and included in Appendix F therein), the proposed development would comply with the Town's noise ordinance.

Comment H-25:

Did I understand you correct to say that the requirement for professional medical offices that applies to the rest of the rural corridor does not apply to Jamesport?

Response H-25:

See Response to Comment H-22.

Comment H-26:

Okay. The only other thing I had was on the overall site plan it shows the residential portion of the property, another 34 acres, and there is a proposed cluster, looks like getting it down to about one acre type lots.

Just a comment there. I think you can preserve more farmland, good farmland, if you clustered it more than that.

Response H-26:

The residential development on the parcel to the north (SCTM No. 0600-47-1-3.3) was sketched by the applicant at the request of the Planning Department to illustrate a potential development under current zoning because this parcel is under same ownership as the subject parcel. The applicant/owner has no intention of developing the northern parcel at this time.

Comment H-27:

Yeah, there are some pretty big lots in there and the other thing was it didn't have a connection to this supposed village center. It was cut off. The new residential portion is cut off from the new commercial portion and what's the point?

Response H-27:

See Response to Comment H-26.

TOM KOWALSICK
1520 MAIN ROAD, JAMESPORT

Comment H-28:

For a number of reasons we would like to go on record as opposing the special permit petition of Village at Jamesport for construction of a commercial facility consisting of 10 buildings of 42,000 square feet gross floor area including professional office and bistro uses on a 9.712 acre parcel which is zoned rural corridor located on Main Road, Jamesport.

Response H-28:

The comment is noted.

Comment H-29:

Country rural or rural corridor zoning (RLC) was supposed to take into consideration that the hamlet of Jamesport was a mix of family residences and small businesses, not to be over-developed. Rather a place of small businesses, those which reflect rural character of the farming community surrounding the hamlets.

And, yes, at the same time to protect the rights of homeowners like us from having property adjacent to ours becoming over-developed, to protect the rights of the developer who wants to now jam 10 buildings totaling 42,000 square feet including two bistros right smack in the middle of the hamlet of Jamesport.

We're also kind of confused as to why this particular piece of property has a thousand foot setback when to our knowledge all other parcels in Riverhead with RLC zoning have a 500 foot setback.

Response H-29:

See Response to Comment H-7.

Comment H-30:

We're quite concerned about the impact this development will have on the value of our home and our property. Your decisions could have a negative effect on the value of the home that we have lived in and invested for the past 29 years, not to mention paid taxes on for all those years. Have you considered this?

Response H-30:

Page 112 of *The SEQR Handbook,* published by the New York State Department of Environmental Conservation, addresses the appropriateness of including economic and social factors in an environmental impact statement and states the following:

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

As such, property values are not an appropriate consideration for SEQRA review. Notwithstanding this, as indicated in the Response to Comment H-18, the development is projected to generate approximately $349,000 in tax revenues, which represents a $340,000 increase in what is currently being generated.

Comment H-31:

For the record, over the past 29 years our home's foundation has been solid. We did not have problems with water accumulating on our property or entering our basement. We're very concerned about the impact of the proposed excavation and removal of tremendous amounts of soil, including the leveling of the property to street level and the installation of retaining walls around our property.

Response H-31:

Earlier versions of the proposed project did show a greater amount of grading and retaining wall placement. However, the current development plan (see Appendix C of this FEIS) has reduced the amount of grading required for the project. In fact, all of the buildings are higher than the center of State Route 25. All stormwater will be contained and recharged on the subject property, as required by Town Code and, therefore, will not affect any off-site properties.

Comment H-32:

What is this going to do to the water table? How will this impact our property? Will we now have drainage problems on our property? Has anyone in the town considered any of these things? Are you protecting our rights on that?

Response H-32:

Section 4.2 of the DEIS, as well as the Grading, Utility & Drainage Plan (SP-2) and Stormwater Protection Plans (SWPP-1 and SWPP-2) included in Appendix C of this FEIS, provide a detailed evaluation of the post-development stormwater impacts and the methods by which all stormwater will be contained on-site. The DEIS and the aforementioned plans demonstrate that post-development stormwater runoff would be adequately contained on-site in accordance with prevailing regulations, including the Town Code. Currently, the subject property is primarily undeveloped, and thus, the majority of stormwater generated on the site infiltrates to the subsurface. The proposed project would not introduce a significant volume of new stormwater. Moreover, the proposed project includes the grading of areas such that the depth to the water table will be adequate to permit the infiltration of stormwater without on-site flooding. As such, from the analyses presented in the DEIS and the aforementioned plans, the proposed project will not impact off-site properties.

Comment H-33:

Since a traffic signal is proposed to be installed on Route 25 in the vicinity of the front door to the Elbow Room Restaurant - yes, two traffic lights 200 feet apart in Jamesport - can you believe it?

Response H-33:

As explained in the Response to Comment H-3, a traffic signal is not being proposed as part of the mitigation for this development, nor is it required by NYSDOT.

Comment H-34:

Well it is obvious that traffic will be impacted greatly by this project if there is a need for another traffic light in our small town and, therefore, we will be impacted greatly as well, will this include a turning lane to try and allow traffic to flow when cars are turning in and out?

There's very little room in the front of our home to widen Route 25. There is a retaining wall that is only about one or two feet off our property line, then a sidewalk, then the road. Has anyone from the town walked down the sidewalk, looked at the retaining wall, measured the distance from the side of the road to the existing sidewalk?

I have and I don't think it can be done in a safe manner for those that will be utilizing those sidewalks or for my family having to exit our driveway onto Route 25.

Response H-34:

A traffic signal warrant study was performed and there are no traffic signal warrants that would support the installation of a traffic signal at the entrance to this development. Therefore, a traffic signal is not part of the mitigation for this development. The Applicant's traffic engineer submitted plans to the NYSDOT on April 5, 2011 (see Appendix D), which depict restriping Route 25 to allow for a left turn lane into the project site and into the site located on the south side of Route 25. All improvements were accomplished within existing NYSDOT right-of-way. These improvements were reviewed by the NYSDOT and were found acceptable per the letter dated June 15, 2011 from Shaik A. Saad of the NYSDOT. A copy of the letter and plans submitted to the NYSDOT can be found in Appendix D of this FEIS. It is noted that the NYSDOT requested minor design changes, and these modifications will be performed upon completion of the SEQRA process and as part of formal site plan review. A letter to that effect has been sent by the Applicant's traffic engineer to the NYSDOT and a copy of same is included in Appendix D of this FEIS.

Comment H-35:

And, also, will this impact parking that occurs in the village and at the Elbow Room right now?

Response H-35:

As indicated in Section 4.5 of the DEIS, the required number of parking spaces for the proposed development were based on the requirements set forth in 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.

It is noted that five percent of the retail and professional office building area is mechanical space and, therefore, omitted from the parking calculations. Table 21 of the DEIS set forth the parking calculations and is also included below.

Table 3 – 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 proposed land uses is 226. As specified on the proposed site plan (see Appendix C of this FEIS), the proposed development provides for 226 parking spaces, which includes 24 handicap parking spaces. This meets the Town parking requirements, and thus, a sufficient number of parking spaces would be provided to accommodate the expected peak parking demand.

Comment H-36:

Dumpsters will be located very close to our property line. Dumpsters for bistros contain food, can draw rodents and what time in the morning will trucks be allowed to enter this development to pick up and empty these dumpsters?

Response H-36:

The proposed Bistro/Café buildings are located at a minimum of 200 feet from the northeast corner of the commentator's property located at 1520 Main Road (see Sheet SP-1.1 in Appendix C of this FEIS). The dumpster locations would be at a minimum of 300 feet. As shown on the Site Landscaping Plan (SP-2), the waste disposal locations are surrounded by vegetation, specifically common juniper. Also, the enclosures are strategically located near the buildings so as to mitigate impacts on neighboring properties.

All activities at the subject parcel will be subject to compliance with the Town's noise ordinance. Specifically, as evaluated in Section 4.6 of the DEIS, "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."

Additionally, the emptying of dumpsters on the subject property would be similar to other commercial use properties along State Route 25. It is also important to note that the noise associated with truck movement and the emptying of dumpsters would be of short duration.

Comment H-37:

Regarding bistros, we are concerned about the hours of operation and the odors that such facilities will generate. Due to the tremendous removal of soil to bring this site down to the level of Main Road, it appears that the roofs of the bistros would be located much lower than our property actually after that.

Therefore, we're concerned that exhaust outlets would be at a similar elevation to our property and our home. This means smoke, odors could be moving across our property and even in through windows in our home.

Response H-37:

With respect to the elevation of the commentator's property and the proposed buildings (see Figure 1 in this FEIS), the highest elevation of the commentator's property, according to the applicant's survey, is 27 feet. The lowest building floor elevation is 23.5 feet and the highest building floor elevation is 26.5 feet. The middle of the pitched roofs of each structure would be on average 20 feet higher than the floor elevation. That would put the lowest mean roof height 16 feet higher than the commentator's property.

Relative to odors, bistros, as with other eating establishment with on-site cooking, are outfitted with ventilation and filtration mechanisms commonly referred to as electrostatic particulate precipitators. These filtration mechanisms are acceptable practices for odor control.

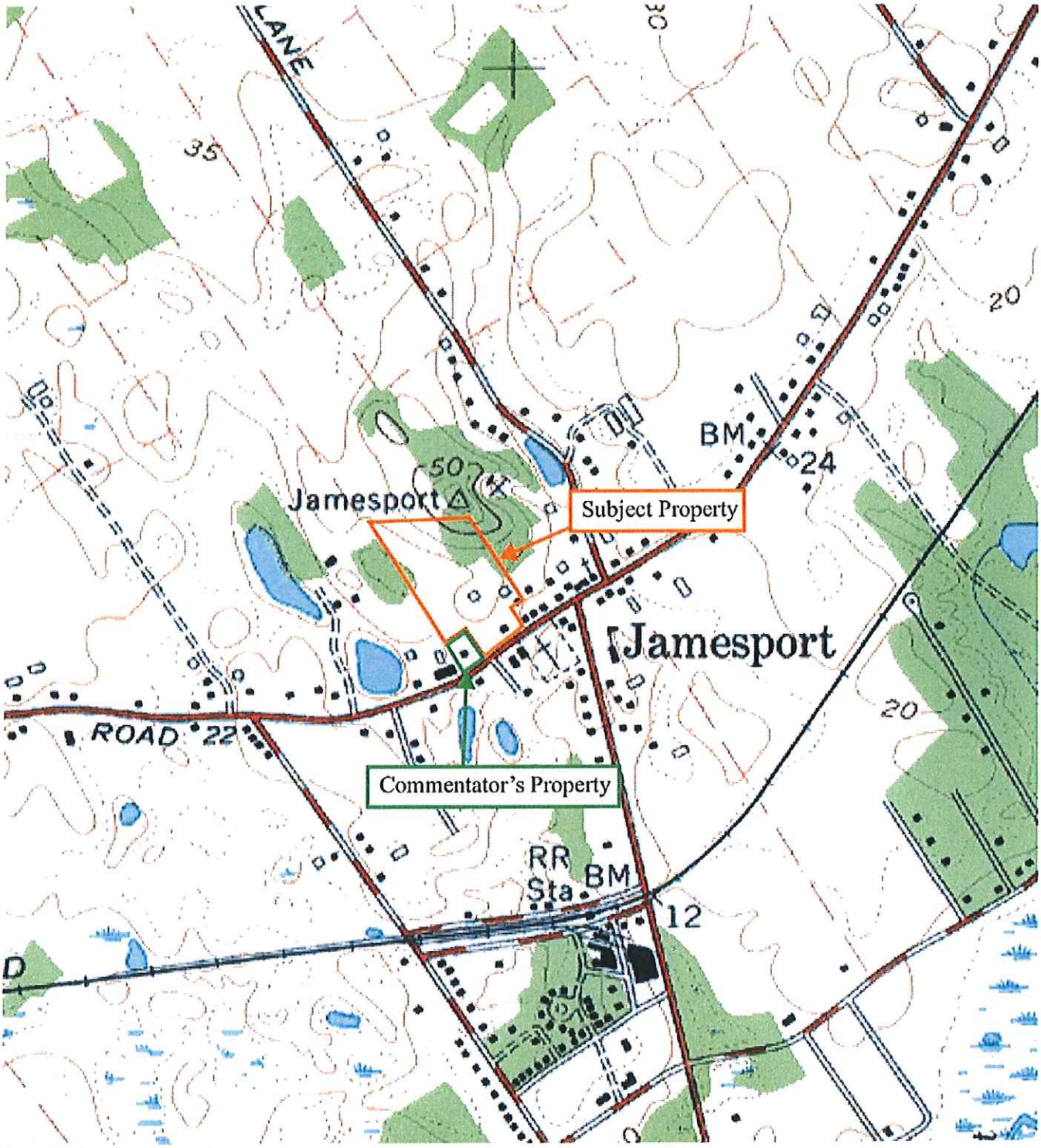
Comment H-38:

And we've asked this before and will a bistro someday become a McDonald's or a Burger King? Can you guarantee this will never happen even if the current developer sells the property which we know is a very good possibility?

Response H-38:

It cannot be guaranteed that a fast food establishment would never be proposed on the subject site. However, if, in the future, the owner proposes to convert the establishment, such action would be subject to permits from the Town of Riverhead.

Figure 1: USGS Topographic Map Depicting Commentator's Property (Comment H-37)



*Boundaries are approximate.

Source: Earthvisions Inc. Topographic Map. Mattituck Quadrangle. 1996.
Scale: Not to Scale

ANN KOWALSICK

Comment H-39:

I understand that there is some question regarding whether any of the land had native [sic] American significance, which I remember this to be the case as I was growing up on this property during the 1940's and 1950's.

Response H-39:

A Phase IA documentary study and Phase IB archaeological study were conducted by TRACKER-Archaeology Services, Inc. between March 24, 2008 and April 7, 2008. As indicated in the DEIS, 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.

Notwithstanding this, between December 27, 2009 and April 10, 2010, TRACKER-Archaeology Services, Inc. conducted Phase II intensive testing of the Jamesport Hill 2 Site (see Appendix E of this FEIS), located on the northern parcel, and concluded that it represented a multi-component, recurrent, hunting procurement and processing station with the emphasis on procurement. The proposed development will not occur in the Jamesport Hill 2 Site.

RICHARD WINES
RESIDENT OF JAMESPORT

Comment H-40:

I also want to thank Mr. Stromski and the developers for making significant improvements on this plan since we've seen it last and I hope there will be continual opportunities for members of the community to work with this team to make further improvements in the design.

Response H-40:

The comment is noted.

Comment H-41:

For instance, and I'm reading now on the introduction page xvii and there are similar statements elsewhere. It says the proposed buildings are designed to embrace both the residential and agricultural character of its surroundings by repeated elements of sloping roofs, divided light windows and the use of siding materials that replicate natural materials. Also cupola and (inaudible) roofs would be used to connect with the country farm atmosphere, the agricultural context in the area.

The statement is repeated elsewhere in the draft several more times.

However, despite all the efforts of the architects, the buildings themselves are handsome I think, I don't think anyone would mistake this development for a rural farmstand. Farms simply do not have 10 very large blocky buildings clustered together, all more or less the same size, and many of them either identical or virtually identical.

Most farms I have ever seen have one or two large barns and a farmhouse and then a bunch of smaller buildings scattered around. So I don't see how the town board can accept a draft environmental impact statement that clearly is in error here. It simply isn't what it claims to be.

Response H-41:

It is not the applicant's intent to design a rural farmstand or to build a farmhouse development. Similar design elements for the surrounding buildings have been incorporated into the proposed architecture to generate cohesive context with the proposed buildings. In doing so, the 10 large building footprints have a greater sense of human scale than a typical strip development mall. The buildings all have sloped roofs to present more of a residential character

then a commercial box retailer. This type of design is consistent with the preferred architecture for commercial development within the Town.

Comment H-42:

In addition, and I'm quoting now on page 78 of the draft environmental impact statement which quotes town code about the rural corridors. It says in order to minimize the visual impacts on the predominantly rural corridor, non-agricultural uses shall be housed in residential or farm style buildings.

And, again, these buildings-- maybe we could take a walk around Jamesport and find some residential buildings that look like it, but I don't think so. And so to me and I think everyone on the town board will have to agree, these buildings simply do not fit this description as called for in the code.

And basically, therefore, the design meets neither the requirements of the code or the statement that's made here in the environmental impact statement in support of the code.

Response H-42:

The proposed buildings are larger than most residential footprints in the area. However, the buildings do have a residential character. Also, the proposed project complies with the Town Code, which restricts each building footprint to a maximum of 5,000 square feet.

Comment H-43:

And it says the proposed uses in conjunction with the development layout, architecture and location will reflect the character of the downtown Jamesport community. And fortunately there's even a photograph in the environmental impact statement of the downtown Jamesport community and, quite frankly, I fail to see how anything in these designs is this.

Response H-43:

The proposed architecture incorporates the design elements used in the surrounding buildings, including the sloped roofs, and the use of natural materials or high quality synthetic natural-like materials.

Comment H-44:

As this photograph shows, the real Jamesport is made up of a bunch of smaller buildings. Even the largest there, the Jamesport Meetinghouse is only about half as large as the smallest of the buildings proposed for this development in Jamesport.

Response H-44:

The proposed buildings are larger in footprint, however the building masses are broken to reflect smaller projections and create a greater sense of human scale. Also, the proposed building sizes comply with the maximum building footprint of 5,000 feet in the RLC Zoning Use District.

Comment H-45:

And, finally, I don't think the design, the layout, is really part of Jamesport and, again, I want to read from the draft environmental impact statement a couple places. It says on page Roman numeral IV, that it's being designed as a walkable community, to promote shared use with the surrounding retail and commercial parcels.

And it says it would extend from the downtown Jamesport with a design that is consistent with surrounding retail and commercial use along Route 25. And on page Roman numeral IX, it says that the intent of the project architect is to create a design that inter-connects the proposed development with downtown Jamesport.

Well, I'm a little mystified because I can't find any connection here. There are virtually no connections with the existing village. It's basically down the street, around the corner, and off in the back.

Response H-45:

The proposed development complies with the setback requirements of the RLC zoning district. The connectivity to Main Street is achieved with brick paver walkways to connect to the sidewalks of downtown, also includes the use of street lighting similar to those on the adjoining street along the proposed drive access, landscaping along the road frontage and throughout the site. The applicant has also provided for a curb-cut access along the easterly edge of the parking to allow for future connection to Manor Road, should this become an option in the future. It is noted that the applicant had filed a site plan with a municipal parking area proposed in the front yard to allow for more adjacent parking to the area. However, the prevailing zoning does not permit parking in the front yard.

Comment H-46:

I know one of the concerns expressed earlier was there should be parking for the village and there is parking back here. I don't know if it's useable for people other than in the development of Jamesport but that parking is like 300, 400, 500 feet by the time you go out to the parking, down the sidewalk, around the sidewalk, and then you finally get to some of the stores. So it's hard to see how it connects that way.

And, of course, there's no visual connection at all. It's off over there someplace. And there's no really way for visitors to go back and forth which seems to me if you extend the village, you should be extending the village. It should be continuous, so that it benefits the merchants in the village of Jamesport and is an attractive way of doing it.

Response H-46:

The proposed parking is to serve the retail, office and bistros within the development. See Response to Comment H-45.

Comment H-47:

In addition, there's really nothing in here for the community. There doesn't appear to be any parking. There's no mitigation. All the community gets is increased traffic and competition and it could be good for the community but it's not even though the environmental impact statement says that it is.

Response H-47:

As a privately-owned parcel, the project sponsor has brought an application to the Town Board of the Town of Riverhead to develop the subject property in accordance with prevailing zoning, with uses permitted as-of-right or by special permit from the Town Board. The applicant prepared a consistency analysis with the special permit criteria and concluded that the proposed action meets the criteria for the issuance of same. As described throughout the DEIS, 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 detailed in the Response to Comment H-18, property taxes are estimated to increase from approximately $8,880.47 (2009-2010) to $348,693.78, 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.

Section 5.0 of the DEIS sets forth an extensive description of the mitigation measures incorporated into the proposed action to minimize potential adverse environmental impacts from the proposed development. The proposed site plan provides for an adequate number of parking spaces such that it complies with the parking requirements set forth in Section 108, Attachment 1, of the Riverhead Zoning Code. Also, see Responses to Comments C-1 and C-2.

SAL DILIBERTO

Comment H-48:

I've heard over the years a lot of reasons why people feel they don't want this development and I wonder if people are really saying the truth about why they don't want it or if they're just giving reasons that they think are good enough to raise objections to it.

I think mostly it's about fear, that people are afraid of the change to the town of Jamesport.

The village itself, obviously if people look at the stores there, are suffering. There are several vacant stores and have been for quite some time even before the economic downturn. I don't think that those stores will ever be able to be fully rented unless there was parking available to the people who rent those stores.

I don't know if this project can still tie into the rear of these stores, but years back— going back even before the master plan when they first had proposed this before the master plan was adopted, there was talk by the developer and I believe he still is willing to tie in parking to the rear of the stores.

I agree with Richard that there should be a better tie in between the stores. And I'm assuming that at some point further along in the process perhaps there can be something that the developer can do that would serve the community in some way. Some type of community facility as a part of this very large development.

Response H-48:

See Response to Comment H-45.

Comment H-49:

This project is for the most part to my understanding appropriate for the zoning that's there and if we keep saying no to all projects, and there are always going to be people in a community, whether it's Wading River or Baiting Hollow, Jamesport who when change comes in are going to object to it on a variety of grounds, but if we keep saying no to that where is the commercial development going to come from? Where is going to be the increase in tax base?

You can't just keep buying up land for open space. I love the open space but you can't buy every parcel so they won't be developed otherwise you won't have any tax base.

So at this point I'm still in favor of this project. I don't think that I've heard anything that's a major reason why it should be rejected.

Response H-49:

The comment is noted.

II. WRITTEN AGENCY COMMENTS

RICHARD HANLEY, PLANNING DIRECTOR
TOWN OF RIVERHEAD PLANNING DEPARTMENT
JANUARY 27, 2010

Comment C-1:

A letter and attachments from the New York State Department of Transportation (dated 10/1/09) are appended to this correspondence. Please address the points made in a comment/response format. Particular attention should be paid to the status of the chief traffic mitigation measure; the proposed signal at the facility's entry and the revised Traffic Impact Study called for by the DOT should be included as an appendix and its status discussed thoroughly in the FEIS.

Response C-1:

The applicant's traffic engineer has responded to NYSDOT's letter dated October 1, 2009, and a copy is included in Appendix D of this FEIS. A traffic signal warrant study was performed and no warrants were met to support the installation of a traffic signal at the entrance to the proposed development. Thus, a traffic signal is not part of the mitigation for this development. The applicant's traffic engineer has also responded to the NYSDOT's request to investigate additional mitigation that could be provided for additional traffic capacity through the development's vicinity on State Route 25. The applicant's traffic engineer prepared a Proposed Conditions Plan, which depicted restriping along the site's frontage to allow for a left turn lane into the project site and site located directly to the south of the proposed site access. The plan was reviewed by the NYSDOT and was found acceptable per the June 15, 2011 letter from Shaik A. Saad of the NYSDOT. A copy of the plan and letter can be found in Appendix D of this FEIS. It is noted that the NYSDOT requested minor design changes, and these modifications will be performed upon completion of the SEQRA process and as part of formal site plan review. A letter to that effect has been sent by the applicant's traffic engineer to the NYSDOT and a copy of same is included in Appendix D of this FEIS.

Comment C-2:

Considerable public comment focused on the impact of project generated traffic on service levels as well as the ancillary impact on area rural character resulting from traffic congestion and proposed mitigation improvements. Note was made of the Elbow Room across from the proposed access and of the Jamesport Historic District. Note was also made of the current dynamic where eastbound traffic queues up to enter the gas station at the southwest corner of SR25 and South Jamesport Ave. The above study and discussion shall include an examination of these issues and also of the necessity and ability to widen SR25 to provide turning or acceleration/deceleration lanes. Public comment had suggested widening was required for safety and was constrained by the current development pattern of storefronts close to the road

with sidewalks in front. A potential impact to the Jamesport Cemetery was also mentioned. The analysis to date has been restricted to the traffic generated by the project.

Response C-2:

In response to the January 7, 2010 public meeting, the applicant's traffic engineer investigated the allegation of eastbound traffic queues on State Route 25 at the entrance to the Valero gas station at the southwest corner of State Route 25 and South Jamesport Avenue. Field observations were conducted on Tuesday, April 20, 2010, between the hours of 4:00 pm and 6:30 pm and on Wednesday, April 21, 2010 between 7:00 am and 9:00 am, which correlates with the AM and PM peak hours for the roadways and gas station. This observation noted that even though this gas station is busy when compared to other gas stations in the area, with the exception of once within the 4-1/2 hours of observations, none of the vehicles queued onto State Route 25. Even at that single instance, only one vehicle was waiting to enter the gas station and that vehicle was waiting on the westbound shoulder.

In order to provide additional traffic capacity through the intersection of South Jamesport Avenue and State Route 25, the installation of additional through lanes or turn lanes may resolve some issues. However, due to the right-of-way width and constraints, this developer cannot provide additional turn lanes or through lanes due to this right-of-way constraint and the on-street parking that is permitted by the Town for the businesses fronting State Route 25 through this area. An evaluation was also made at Circle Drive and State Route 25 and it was found that the same issue is present where the right-of-way of Circle Drive does not permit the development of any additional through lanes or turn lanes at the intersection of State Route 25. An evaluation was made at the Manor Lane/State Route 25 intersection and the same condition exists. There is insufficient right-of-way in the vicinity of the intersections to permit the construction of additional through lanes or turn lanes without the acquisition of property. It is not under this developer's purview to condemn property for traffic mitigation purposes. Also, the traffic engineer for the developer has not indicated that there would be any potential impact to the Jamesport Cemetery regarding the traffic generated by this development. The cemetery, which is located on the south side of State Route 25, just east of the proposed access to this development, has a primitive access off of State Route 25 located within the eastbound shoulder, which is not being affected by any work being proposed by this development.

The applicant's traffic engineer prepared a Proposed Conditions Plan, which depicted restriping along the site's frontage to allow for a left turn lane into the project site and the Elbow Room site located directly to the south of the proposed site access. The plan was reviewed by the NYSDOT and was found acceptable per the June 15, 2011 letter from Shaik A. Saad of the NYSDOT. A copy of the Proposed Conditions Plan and letter can be found in Appendix D of the FEIS.

Comment C-3:

Please provide an estimate of the duration and intensity of construction traffic, especially traffic associated with the export of the portion of the 88,000 cubic yards of excavated material on site. Discuss potential mitigations such as leaving construction equipment at the site and posting a guard and the degree of reduction that can be realized by a specified volume on site including the potential for a balanced cut and fill with elimination of export.

Response C-3:

It is anticipated that approximately 65,000 cubic yards of material will be removed from the site. To move this amount of material, it is anticipated that 45 days will be required out of the anticipated one year duration for the construction of the parcel. It is anticipated that during this 45 day work period, approximately 2,200, 30-yard trucks will be utilized to remove this material off of the site, or 48 trucks per day. This equates to approximately 6 trucks per hour, which would not result in significant adverse traffic impacts.

Comment C-4:

Correspondence dated 10/20/09 is attached from Douglas Mackey of the New York State Office of Parks, Recreation and Historic Preservation. The Lead Agency has been made aware that the archeology consultant you have retained has been in contact with Mr. Mackey respecting historic and prehistoric resources of the site and the adequacy of the Phase I study performed. The lead agency is relying on Mr. Mackey's expertise in the field. Therefore, the work plan for deeper Phase II investigation being developed in concert between Mr. Mackey and Tracker Archeology Services and the critical analysis made on that investigation would largely comprise the response required for the FEIS and findings.

Response C-4:

Between December 27, 2010 and April 10, 2010, TRACKER-Archaeology Services, Inc. conducted a Phase II archaeological study, which included intensive testing of the Jamesport Hill 2 Site (see Appendix E of this FEIS). The purpose of the investigation was to interpret the site and to determine its significance for inclusion on the State or National Historic Registers. Previous work on the subject property included a Phase IA documentary study and Phase IB archaeological study, which were conducted between March 24 and April 7, 2008. The Phase IA documentary study had revealed that the subject property was situated in an area of high potential for the recovery of prehistoric sites. The Phase IB archaeological study encountered a prehistoric site – the Jamesport Hill 2 Site located on the agricultural lot to the north.

The Phase II archaeology study found that the Jamesport Hill 2 Site appears to represent a multi-component, recurrent, hunting procurement and processing station with the emphasis on procurement from the Late Archaic period. According to the Phase II archaeology study, the Jamesport Hill 2 Site does have research value that would make it eligible for the historic registers. Of noted importance was also the Jamesport Hill Site. The Jamesport Hill Site is located adjacent to the project parcel and is a Transitional Period (Terminal Archaic Period) Orient phase burial site. This site is located at the top of the hill that the project property shares, on the hill's south side, in essence, facing Peconic Bay. According to the Applicant's archaeologist and included in the Phase II archaeological study, the proposed development will not occur on or adjacent to the Jamesport Hill Site.

The Phase II archaeology study was submitted to OPRHP in May 2010. OPRHP responded in June 2010 with several concerns. Although the Jamesport Hill Site is outside the boundary of the proposed project, OPRHP had concerns that the project could lead to adverse impacts on the site and requested detailed construction plans. Of further concern to OPRHP is the "white sands" uncovered, as well as, the potential for deposits to be buried at greater depth at the Jamesport Hill 2 Site considering the depth of deposits at the Jamesport Hill Site. Additionally, OPRHP expressed concern in the collection methodology and timing.

In correspondence to OPRHP dated July 7, 2010 (see Appendix E of this FEIS), TRACKER Archaeology Services, Inc., explains that "white sands" were encountered within the project area, although where test units were excavated in the plowed field showing normal plow zone strata, no burial shafts were encountered. In regard to OPRHP's concerns about the archaeological collection process, TRACKER Archaeology Services, Inc. explained that the field was initially plowed in December 2009, but could not be completed due to dense vegetation and ensuing harsh weather. The plowing was restarted in March 2010 and completed between March and April 2010. By letter dated July 9, 2010 (see Appendix E of this FEIS), OPRHP reiterated that detailed construction plans would need to be submitted.

In August 2010, the Jamesport Hill and Jamesport Hill 2 sites were flagged by TRACKER Archaeology Services, Inc. and delineated on the proposed site plan. As indicated on the proposed site plan included in Appendix E of this FEIS, the Jamesport Hill site does not lie within the boundaries of the subject property or the northern parcel. The Jamesport Hill 2 site is delineated as being almost entirely situated on the northern parcel, with only a minor extent on the subject parcel. The site construction plans were submitted via electronic mail to OPRHP on September 20, 2010 (see Appendix E of this FEIS).

OPRHP's response dated September 27, 2010 (see Appendix E of this FEIS), explained "while this very small section of the site [Jamesport Hill 2] will be impacted by the current proposal, it is OPRHP's opinion that the impacts will be minimal and since the recently completed archaeological examination has provided data on that area, the proposed project will have "No Adverse Impact on the Identified site." In addition, OPRHP stated that no further investigation

is necessary in association with the current project. Further, OPRHP issued the following mitigation measure: "should any bone, pockets of ash/charcoal, reddened sand, concentration of burned or broken stones or other significant archaeological features or grouping of artifacts come to light during the proposed construction, all activity in that area should be halted and OPRHP and the project archaeologist contacted immediately to assess the discovery and to determine how to proceed." OPRHP also suggested that the boundaries of the work area be fenced and identified as areas not to disturb, to insure that no accidental damage occurs. These mitigation measures will be followed to the fullest extent practicable. Moreover, a qualified archaeologist would be on-site during excavation phases of the development.

It should also be noted that the connection to the existing irrigation well would be made with above grade piping. There would be no trenching required, and thus, no associated subsurface disturbance would occur.

Comment C-5:

Discussions with Mr. Mackey indicate basic needs are for identification of the horizontal and vertical extent of the (Jamesport Hill) cemetery site with additional and sufficient testing (of close enough interval) to establish if the site extends into the wooded area, to assess National Registry eligibility and if resources found on the farm field were a separate site or associated with those interred. Excavation units of 1 by 1 meter or larger were described as helpful. Investigation and discussion of documentation of resources held by the NY State Museum (or by County or local historical archives) respecting the gravesites or artifacts would be expected and the input of County Extension experts and USDA Soil Conservation Service should be sought on the soils configuration of the site. Description of the "white sand" layer as atypical for subsoil in this part of Long Island may indicate import for ritual burial. If so, distribution of that sand layer may offer evidence on the extent and depth of the burial site. A discussion would be expected on if and how the project would be modified for avoidance and the resultant affect on testing. The lead agency expects the analysis of these resources to be conducted on the instant project site (SCTM 0600-68-1-35) and the adjacent land to the north (0600-47-1-3.3) as necessary.

Response C-5:

As indicated in the Response to Comment C-4, the Jamesport Hill Site is located adjacent to the project parcel and is a Transitional Period (Terminal Archaic Period) Orient phase burial site. This site is located at the top of the hill which the project property shares, on the hill's south side, in essence, facing Peconic Bay. According to the Applicant's archaeologist and included in the Phase II archaeology study (see Appendix E of this FEIS), the proposed development will not occur on or adjacent to the Jamesport Hill Site. Furthermore, in August 2010, the Jamesport Hill Site was surveyed and was determined not to lie within the boundaries of the subject property or the northern parcel. The Phase II archaeology study also addresses the presence of

"white ponds" on the Jamesport Hill 2 site. As indicated in the Phase II archaeology study, the Jamesport Hill 2 site is a Transitional Period (Terminal Archaic Period) Orient phase burial site. The burial site is located at the top of the hill and in essence, facing Peconic Bay. The hill appears to be the highest spot in this vicinity which is on an otherwise flat outwash plain. According to Ritchie, the burial pit was dug through a white sand of "bright, clean and striking appearance." However, bright white sand is not a normal soil horizon in this region. Normally, the A horizon is a brown to dark brown sandy type topsoil with a yellow subsoil. The soil on the hill is Carver sand with colors in the dark brown hues. The topsoil color on the very same hill on the current property was a 10YR4/3 brown (Cammisa et al 2008). It is the opinion of the Applicant's archaeologist that the white sand was brought in by man. The Orient burial pit makers probably went to a great effort to bring in beach sand from the shore to create what they wanted. The burial itself was situated on the south side of the hilltop facing the shore, about 6,000 feet away, and it is likely that there was a ceremonial symbolism is using beach sand as well as the remains facing the water. OPRHP's response, dated September 27, 2010 (see Appendix E of this FEIS), explained "while this very small section of the site [Jamesport Hill 2] will be impacted by the current proposal, it is OPRHP's opinion that the impacts will be minimal and since the recently completed archaeological examination has provided data on that area, the proposed project will have "No Adverse Impact on the Identified site."

Comment C-6:

The response shall provide specific analysis of 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.

Response C-6:

See Responses to Comments C-4 and C-5.

Comment C-7:

Further, provide a discussion of the status of the draft ordinance "Riverhead Native American and Colonial Graves protection and Repatriation Local Law" presented to the Town Board 6/9/05.

Response C-7:

The Native America Graves Protection and Repatriation Act, a federal law, establishes the ownership of Native American cultural items that are excavated or discovered on Federal or tribal lands after November 16, 1990.

As indicated in the Response to Comment C-4, the proposed project would not impact a burial ground.

Comment C-8:

Finally, also discuss New York State Indian Law (Laws of 1909, Chapter 31, Article 2) as it applies to this site regarding designation of any Indian cemetery or burial ground by the Office of Parks and Recreation as a place of historic interest per subdivision one of Section 3.09 of the Parks and Recreation Law.

Response C-8:

The New York State Indian Law of 1909 Chapter 31, Article 2 discusses the general provisions which include: power to contract, marriage and divorce, pawns or pledges for liquor, actions in state courts, exemption of reservation lands from taxation, partition of tribal lands, intrusions on tribal lands, residence of other Indians on tribal lands, licenses to reside upon tribal lands, trespasses on tribal lands, highways on tribal lands, powers of commissioners of land office in relation to Indians, trust funds for Indians, freedom from toll and ferriage, and supervision of bridges on reservation.

As indicated in the Response to Comment C-4, the proposed project would not impact a burial ground.

Comment C-9:

The DEIS frequently discusses impervious coverage and the necessity of relief for the degree proposed. Argument appears to be made that the Town Code is internally inconsistent between the minimum paving requirements of the off street parking regulations (Section 108-60F.(3)) and the Rural Corridor parking standards (108-284B.(6)) which calls for pervious parking for storm water management. The applicant's preference for the latter coverage is given which would obviate the need for variance but for the seeming "hardship" posed by the inconsistency. Section 108-60 was recently revised to allow pervious parking in zoning use districts where it is recommended by design guidelines such as the Rural Corridor Use District. The applicant is free to pursue his preference without relief and the response should reflect the current status as it affects this issue. An argument should be presented, however, as to why the brick pavers proposed for walkways should not be counted towards impervious coverage. Is there an industry convention that allows anything under a 100% coefficient of runoff to be considered pervious; such as the 40% claimed by the pavers? The square footage of that area shall be clearly enumerated in any case.

Response C-9:

Due to the changes in Section 108-60 of the Riverhead Zoning Code, which allow pervious parking in those zoning use districts where it is recommended by design guidelines, including the RLC zoning use district in which the subject property is situated, the applicant no longer requires relief from the standard for maximum impervious surface area of 25 percent. The proposed development plan (see Sheet SP-1.1 in Appendix C of this FEIS) will include pervious parking in Areas A, B, C, D, E, and F. Tukay Lane, the building footprints, and the brick paver walkways will be considered impervious surface and total 91,746 square feet or 21.68 percent of the lot. Copies of the Site Development Plans are included in Appendix C of this FEIS.

There is not an industry standard or convention for the runoff coefficient of brick pavers. The applicant has submitted data on other projects within the Town of Riverhead and through discussions with the Town's engineering consultant, a coefficient of 40 percent was derived for the brick pavers.

Comment C-10:

The site plan ordinance contains conditions for approval which are attentive to the physical compatibility of a site for preservation of the rural character of the Town and the natural features of a particular site (Section 108-133A.) Extensive, clearing, grading, cutting and filling or excavation shall be avoided.

Response C-10:

This comment with respect to the appearance of extensive clearing, grading, and excavation related to this project, appears to relate to previous versions of the project. Due to the requirements of the Town's code for orchard parking, parking access, landscape buffers, and ADA compliance throughout the site, it is the applicant's opinion that the proposed grading plan works with the existing topography as best it can to achieve the required goals of the project. The applicant has been sensitive to the high slope in the northeast corner of the property and has substantially reduced the amount of retaining walls then previously-proposed. The average elevation of the proposed roadway and parking areas are five feet higher than the crest of State Route 25, and therefore, will not result in a flattening of the site to the street level. Much of the area to the northeast and boundary perimeter will be planted with indigenous species and left to grow in a natural unfertilized state.

Comment C-11:

Also, slopes in excess of 15% are considered nonbuildable and their area must be extracted from that of the site for the purpose of calculating permitted coverage. There is no indication that the 14% of the site currently in excess of 15% slope has been so discounted.

Response C-11:

The slope area at the rear of the commercial site is part of the area that will be graded. It is an isolated slope and does not protect any natural feature. In accordance with the practice in the Town of Riverhead at other sites, this slope will be reduced and become part of the developed property.

Comment C-12:

In addition to its relation to construction traffic, the site alteration and fill export proposed must be justified against the passage cited. Reduction or absence of export mitigate or avoid related traffic impacts and impacts on soils and topography.

Response C-12:

See Responses to Comments C-3 and C-15.

Comment C-13:

Public comment also centered on the extent of physical alteration proposed and its effect on area character that is the aesthetic and ecological conditions seen as representative of the Jamesport hamlet. Preservation of the vegetation existing on the site was urged especially the large specimen trees at the road frontage.

Response C-13:

Due to the placement of the sanitary system and visual sight lines for traffic safety, the street trees cannot remain. As indicated on the Site Landscaping Plan (Sheet SP-2) in Appendix C of this FEIS, the proposed action includes new plantings along the street.

Comment C-14:

The extent and degree of excavation was cited as a potential impact on local hydrology and the structural integrity of nearby homes and resulted in a significant discontinuity of grade from existing conditions to remain off site. The site plan depicts slope stabilizing retaining walls related to the alteration but no detail is given on their construction or adequacy to the task. A typical cross section indicating composition of structural elements, depth of penetration and of anchoring system suitable for assessing their engineering capability is required.

Response C-14:

The applicant has indicated that the top of the retaining walls proposed to be placed at the rear of the site would be, on average, eight and one-half feet in height. The third retaining wall at the westerly edge of the property ranges from one-to-eight feet in height as the topography slopes. Each of these retaining walls would be constructed with landscape masonry block retaining wall units that have an interlocking system with the row below. The retaining walls are built with a plastic geo-textile grid at every other course to provide added stabilization and required tie-backs to the earth. Once the Town Board renders a decision on the special permit, the applicant would provide actual drawing details and specifications for the proposed retaining walls for review by the Town's engineering consultant.

Comment C-15:

Public comment also called out visual and aesthetic impacts to area character related to the scope of the project and its design. The size and particularly the design was criticized as a departure from the intent of the Rural Corridor zoning, from the Comprehensive Plan's vision of a walkable Main Street and from the existing developmental pattern of the commercial land use within the Jamesport hamlet sector. Specific alternatives suggested were for construction upon existing grade with a collection of more rurally designed buildings nestled on a more natural landscape and for a design more in proximity of the Main Road and less a departure from adjacent building lines. The latter would provide buffering to archeological resources and to adjacent residential and agricultural uses. Reduction in size would have obvious mitigative value. Section 2.0, page 6 says the facility "would promote shared use with the surrounding retail and commercial parcels." Further, public comment mentioned a commitment by the applicant to contribute to area parking needs. Please elaborate on that and other connectivity which could be made between the facility and the greater Jamesport hamlet.

Response C-15:

Due to the requirements of the Town's code for orchard parking, parking access, landscape buffers, and ADA compliance throughout the site, it is applicant's position that the proposed grading plan works with the existing topography as best it can to achieve the required goals of the project. The design intent is to connect the sidewalks of the existing downtown with the proposed brick walkways and use a similar light pole to create a visual connection to the new walkways. Furthermore, the intent to provide more adjacent parking to the downtown was proposed in past applications, but prevailing zoning does not permit parking in the front yard. Public comment has asked for a curb-cut from the parking on the subject property that would allow a cross easement towards the north of the existing buildings in the downtown area. The applicant will provide such a cross easement and drop curb-cut access.

Also, see Response to Comment H-45.

Comment C-16:

Other than traffic, the impact of the noise and odors positively resulting from the project was of particular concern to area residents. Cooking odors from the bistros may be nuisances to those newly exposed to them and on a regular basis. One commenter noted the reduced grade on site might place roof discharge points at the same level as their living spaces. The DEIS discusses odors being handled by exhaust systems which clearly mitigates their indoor impact but would merely seem to transfer it to outdoor receptors unless the system filters or deodorizes. Discuss what "odor control mechanisms" are referred to on page xxi of the Executive Summary.

Response C-16:

See Response to Comment H-37.

Comment C-17:

Expected noise generation is characterized by its mechanical equipment and building operations. The generation of bistros such as live entertainment and merriment of dining has not been clearly stated to have been considered and would be of particular concern at night and in warm weather when windows may be open and dining may be al fresco. Page xxi of the Executive Summary only calls out state of the art mechanicals (HVAC) within the buildings as noise sources while page 5 of Appendix F (Noise Study) mentions "dominate project related nighttime noise sources" as part of building operation activities and page 7 adds loading activities. Page 76 of the DEIS states the bistro hours of operation cannot be determined until tenants are secured. Elaborate on the specifics of these nighttime sources and how they are quantified for use in the noise study.

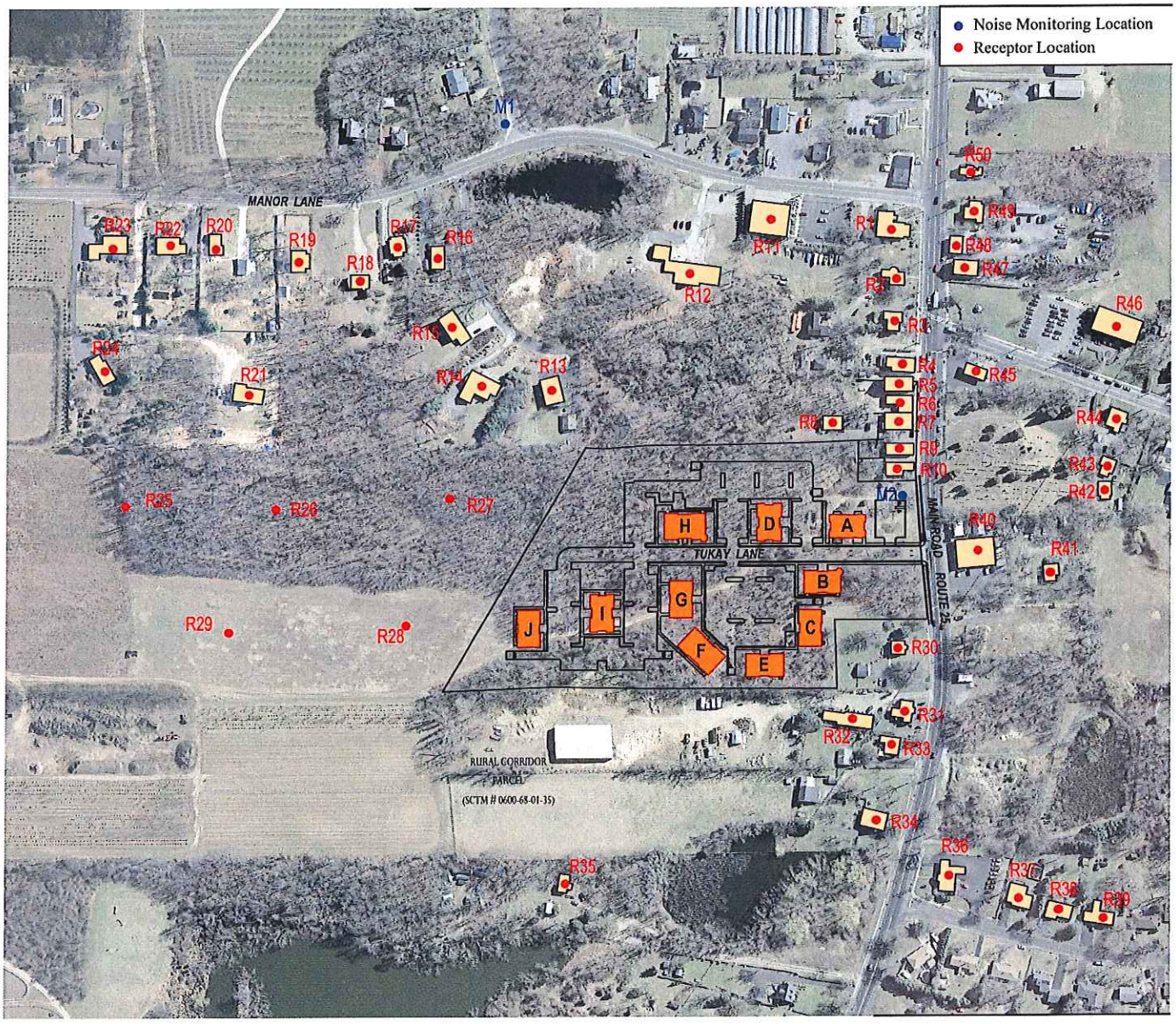
Response C-17:

The noise analysis contained in Appendix F of the DEIS was conservative because it assumed that the project-generated sound levels included all buildings being fully occupied and that the mechanical equipment and building operation activities were occurring during both the daytime and nighttime periods. The mechanical equipment was based upon the size of the buildings. During the daytime, the analysis assumed building operations, which may include deliveries and loading activities, are occurring simultaneously at all proposed commercial buildings. Project-generated sound levels were projected to the receptor locations using manufacturer's data and the properties of noise propagation over distance. Sound levels representing building operations, such as deliveries and loading activities, were also projected from each proposed building to the receptor locations. Using noise addition, the mechanical equipment and building activity sound levels were combined. The same project generated sound levels were assumed to occur during the nighttime period. Even though no deliveries or

loading activities will occur the nighttime period, these activities also represent other unanticipated nighttime activities such as bistro activities.

As indicated in Section 3.6 of the DEIS, based on noise monitoring, the sound levels at the 50 receptor locations (see Figure 2 in this FEIS) 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.

Figure 2 – Noise Receptor Locations**



* Site boundary is approximate.
** Also included in DEIS as "Figure 9"

Source: Town of Riverhead Zoning Use District Map, 2005. NYSGIS Aerial Mapping, 2007.
Scale: Approx. 1" = 0.4mi

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

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

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

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

As indicated in Table 4 – 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.

As indicated in Table 5 – 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.

The applicant is also aware that noise generation from on-site activities would be subject to the regulations set forth in Chapter 81 of the Town Code. Overall, therefore, the proposed project would not be expected to result in significant adverse noise impacts.

Comment C-18:

The conclusions of the noise study stated on page xiv of the summary and 75-76 of the DEIS indicate conformance with the Town's noise ordinance (Chapter 81 of the Town Code) in that the decibel level recorded at the 50 area receptors respected the 65db day limit and that while 16 of the 50 would experience noise above the 50db nighttime limit, they already suffer that condition now and that no new receptors would be so exposed. The tabulated daytime and nighttime noise data for the 50 area receptors (Tables 23 and 24 on pages 93-96) shows the project generated noise at each receptor as the same day and night which seems odd. The effect of varying project noise on the different receptor sites also triggers a bit of confusion. Daytime project generated noise of 39.9db for example at site 6 does not affect the existing 60.0db noise level while a 38.8db generation at site 13 raises the existing 47.0db level to 47.6. An explanation of how the computations were made, describing the effect of differing ambient levels at the receptor sites and of their distance from the source of project noise is required.

Response C-18:

Sound can best be expressed on a logarithmic scale. Consequently, sound levels cannot be added by ordinary arithmetic means. Sound levels from two equal sources will result in a total increase of 3 decibels. For example; two sources, each generating 60 decibels of sound, will result in 63 decibels of sound at a receptor, not 120 decibels. The following table presents the general metrics of noise addition for two sound levels.

When two sound levels differ by:	Add the following amount to the higher sound level.
0 to 1 dBA	3 dBA
2 to 3 dBA	2 dBA
4 to 9 dBA	1 dBA
10 or more	0 dBA

Source: USEPA, *Protective Noise Levels*, 1978.

While the noise analysis used a more refined equation to calculate noise addition, this table provides a reasonable way to look at how the project generated sound levels were added to the existing sound levels to determine the total build sound levels. Note that when the difference between project-generated sound levels and the existing sound levels are 10 dBA or more, the project-generated sound levels has no impact on the existing sound levels.

In determining the sound levels referenced above in the comment for Site 6 (see Figure 2 in this FEIS[2]), the difference between the project generated sound level of 39.9 dB and the existing sound level of 60.0 dB is greater than 10 dB. Therefore, there is no increase to the higher value of 60.0 db (see above table). For Site 13 (see Figure 2 in this FEIS), the difference between the project generated sound level of 38.8 dB and the existing sound level of 47.0 dB is 8.2 dB, which results in an increase of 0.6 dB to the higher sound level of 47.0 dB, resulting in a sound level of 47.6 dB.

There are many factors that affect sound level calculations. Sound levels are influenced by the distance and the path traveled between the source of the sound and receptor. There is a natural reduction of sound levels with increasing distance between the source and the receptor. The type of ground cover between the source and the receptor also affects sound levels by disrupting or deflecting the sound wave. Generally, for sources such as mechanical equipment, hard ground (e.g., pavement, dirt, or water) will decrease sound levels by 6 decibels for each doubling of distance. Soft ground (e.g., grass, trees, or vegetation) will decrease sound levels by 7.5 decibels for each doubling of distance. Obstacles between the source and the receptor, such as buildings, hills, and trees, will result in additional noise reductions depending upon their size, density, and location.[3]

[2] The Noise Receptor Locations are also depicted in Figure 9 of the DEIS.
[3] Federal Highway Administration, *Highway Noise Fundamentals*, 1980.

Comment C-19:

Pages 90-91 cite standards of NYSDOT endorsed Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) which have no bearing on the Town Code. It is necessary to demonstrate for conformance with Chapter 81 that this commercial sound source respects a daytime limit of 65db and nighttime of 50db as the emission crosses the property line of the source site onto land zoned for residential use and a 65db limit day and night for business zoned property or where the general public congregates. Your acoustical model must meet this standard at the critical point referenced.

Response C-19:

As indicated in the Response to Comment C-17, some of the receptor locations had measured sound levels (existing conditions) that exceeded the Town of Riverhead's Noise Code, which were due to existing local traffic noise sources, the noise study also presented the NYSDOT noise abatement criteria as a reference to evaluate these sound levels. Even though the existing traffic sound levels exceed the Town's Noise Code, the sound level generated by the proposed action are also below the NYSDOT noise criteria.

Table 4 – Daytime Sound Levels (Leq [dBa]) and Table 5 – Nighttime Sound Levels (Leq [dBa]), present the "Project Generated" sound levels, which are all below the maximum permitted noise levels set forth in Chapter 81 of the Riverhead Town Code. Because some of the receptor locations had measured sound levels (existing conditions) that exceeded the Town of Riverhead's Noise Code, which were due to existing local traffic noise sources, the noise study also presented the NYSDOT noise abatement criteria as a reference to evaluate these sound levels. Even though the existing traffic sound levels exceed the Town's Noise Code, the sound level generated by the proposed action are also below the NYSDOT noise criteria. The applicant is also aware that noise generation from on-site activities would be subject to the regulations set forth in Chapter 81 of the Town Code.

Comment C-20:

As a related note, the argument for special permit compliance on pages 72 and 73 states the project site is not near a church or place of public assembly. The North Fork Unitarian Church and Jamesport Meeting House parcel is about 350 ft. to the east and the George Young Community Center building about 550 ft. to the southwest. The Jamesport Meeting House is listed on the National Register of Historic Places and a key part of the area character to be affected. You should be aware that noise issues could well be the basis for setting reasonable hours of operation on the facility as a function of a condition to a special permit of as agency findings on the EIS [sic].

Response C-20:

The noise study included in Appendix F of the DEIS evaluated 50 receptor locations, which included the Jamesport Meeting House (R1 [see Figure 2]) and the George Young Community Center (R46 [see Figure 2]). As shown in the tables included in the Response to Comment C-17, daytime sound levels at both receptor locations are below the Town criteria. Due to the existing roadway sound, both receptor locations currently experience sound levels that exceed the Town's nighttime criteria of 50 dBA. Therefore, the future condition with the proposed action would also exceed the Town criteria. However, both receptor locations experience no noise increases due to the sound levels generated by the proposed action.

Comment C-21:

Page 65 of Section 4.0 appears to argue the impact of wooded habitat lost to the project is mitigated, or less important, due to the growth being secondary succession subsequent to land clearing for agriculture decades ago. The impact to "natural ecology" is seemingly attached to that event and not occurring with the proposed clearing. Such as it is, the loss is addressed by an argument that species will emigrate and be absorbed by other lands in the area. Whether primary or secondary succession, the habitat of the site is natural for SEQR purposes and will inevitably be lost to the intent. You should identify what alternative sites are available for emigration by those species capable of it. Further, is there some reason to expect those sites are not at their carrying capacity and so able to absorb new residents?

Response C-21:

With respect to alternative sites that are available for emigration, the existing woodland on the north and northeastern portions of the site would remain after development. Agricultural habitat borders the subject property to the north and northwest. A partially-developed parcel supporting some early successional habitats is located immediately to the west of the site, with additional agricultural and wooded habitat located beyond. Successional habitats and residentially-developed parcels border the subject property to the south. All of the aforementioned habitats are common in the general surrounding area of the site. The wildlife species observed on the subject property are predominantly habitat generalists (i.e., white-tailed deer, woodchuck, American robin, song sparrow) that are generally tolerant of human activity and are adapted to a variety of ecological communities, including wooded, early successional, agricultural and suburban habitats. Accordingly, as these habitats are common locally, it is expected that ample suitable habitat would be available for species emigrating from the subject property.

In theory, carrying capacity for individual wildlife species within a particular area is controlled by the abundance of available resources. However, the assumption that resource availability is the only limiting factor controlling carrying capacity is an oversimplification, as many other

factors influence wildlife population densities (i.e. disease, parasites, predation, weather, human disturbances etc.). Therefore, it is possible that wildlife species populations may be below the theoretical carrying capacities of the properties surrounding the site, due to one or more limiting factors. Nevertheless, under the assumption that resource availability is the only limiting factor, in the short term, it is expected that the surrounding habitats described above will experience a temporary increase in wildlife species during the construction phase of the proposed action, due to emigration of individuals from the subject property. Subsequently, it is expected that inter- and intra-specific competition for available resources within these surrounding habitats will result in a small net decrease in local population size for most species, until equilibrium is achieved. Ultimately, due to the overall abundance of available suitable habitat in the general surrounding area of the site, no significant adverse impacts to the density or diversity of local wildlife populations are expected.

Comment C-22:

Examples should be provided for the native grass and landscaping species to be employed "to the maximum extent practicable" (page xix Executive Summary). Plantings of that description should offer the desirable attributes of low demand for fertilizer and watering while being attentive to the prohibitions of Suffolk County's invasive list. If these plantings are "left to grow naturally" (page 106), the areas would seemingly and eventually succeed to old field and wooded coverage. Is that the intent for future buffering purposes? Development of a Best Management Plan (BMP) for landscaping care is also a necessary part of your response.

Response C-22:

Examples of some native grasses to be used are indian grass, little bluegrass, and switchgrass, which would be planted randomly throughout a more dense arrangement of rye and fescue. These grasses are drought tolerant and require little, if any, fertilizers. Once established, these native grasses will be left to grow naturally and can be expected to grow to between three and eight feet in height, and provide food for native wildlife. A detailed BMP would be submitted with the detailed landscape plan as part of the site plan submission once the Town Board concludes the SEQRA process and renders a decision on the special permit.

The applicant's intent is to plant the perimeter areas with non-fertilizer dependant (native) and drought-resistant species. Lawn areas and building perimeter plantings will be ornamentals and all beds to be mulched with a two-inch layer to be kept moist with irrigation. Irrigation will be provided from an existing on-site irrigation well on the northern parcel.

Comment C-23:

There is a disparity in the dimension of project components within the document. Project plans describe and depict the professional and medical offices as 8,500 sq. ft. each while the Project

Description (page ii of Executive Summary) calls out professional office spaces as 8,340 sq. ft. and medical as 8,600. Please explain.

Response C-23:

The total gross floor area of the proposed project is 42,000 square feet, which includes retail space, professional office space, and bistro/café space. The retail space component is 17,000 square feet. The office space component, a total of 17,000 square feet, includes 8,340 square feet of professional office space and 8,660 square feet of professional medical space. The proposed bistro/café, a total of 8,000 square feet, includes two 4,000-square-foot buildings, with 50 seats each.

Comment C-24:

Pending the provision for an on-site irrigation well, the 2,429 gpd of water for that purpose (page iii Executive Summary) is part of the daily demands to be made on the Water District for a total use of 7,044 gpd. A Long Island Well permit from the DEC would be needed for a well of over 45 gpd capacity.

Response C-24:

The proposed development would utilize an existing irrigation well situated on the lot immediately to the north of the subject property, which is under common ownership. All piping from the well point to the subject site would be above grade, so as to minimize subsurface disturbance.

Comment C-25:

Page xi of the summary states the 240 jobs estimated to be generated are expected to be filled by existing members of the community so that no increased population results. What is the basis for that belief?

Response C-25:

The proposed project includes the development of 42,000 square feet of commercial space, of which 17,000 square feet and 8,000 square feet would be developed as retail and bistro/café space, respectively, and 17,000 square feet would be developed as office space. Based on the Urban Land Institute's ("ULI") *Dollars and Cents for Shopping Centers/The Score 2008*, the proposed 17,000 square feet retail component would be defined as a "convenience center," since it would include a total gross leasable area of less than 30,000 square feet. Convenience centers provide the sales of personal services and convenience goods (foods, drugs, and sundries) for the day-to-day living needs of the immediate neighborhood and generally employ persons from

the community or persons living in close proximity to their place of work. The remaining 17,000 square feet of office space, which includes 8,340 square feet of professional office space and 8,660 square feet of professional medical space, are likely to be leased by local employers, since this portion of the proposed development is moderately-sized and does not offer a large leasable space for regional employers. Therefore, based on the location and size of the proposed development, it is assumed that the proposed retail and office components would create local employment.

Comment C-26:

Do the conclusions of the EIS regarding the absence of significant impact or their successful mitigation also apply to the as of right alternative project presented in section 7.0?

Response C-26:

Yes. The as-of-right alternative consists of the development of a mixed-use commercial center, with a site layout identical to that of the proposed action, but with uses that are not "special permit uses," pursuant to 108-282(B) of the Town Zoning Code. Specifically, the as-of-right alternative plan has the same combined area of 42,000 square feet as the proposed development plan, 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.

With regard to the potential adverse impacts associated with soils and topography, the as-of-right alternative plan includes the same area of development, and thus, would have the same impacts as that of the proposed development plan. As no significant adverse impacts were identified for the proposed development plan, the same conclusion applies to the as-of-right alternative plan.

With regard to the potential adverse impacts on water resources and on groundwater quantity and quality, the total daily potable water usage and sanitary discharge would be approximately 1,260± gpd for the as-of-right alternative plan; or approximately 3,355± gpd less than what is projected for the proposed action. The as-of-right alternative plan includes the same method of sanitary disposal (i.e., on-site sanitary systems). As the area of development for the as-of-right development plan is equal to that of the proposed development plan, there would be no change in the post-development volume of stormwater runoff to be accommodated. The methods of stormwater control are also identical (i.e., leaching pools and catch basins). As no significant adverse impacts to water resources were identified for the proposed development plan, the same conclusion applies to the as-of-right alternative plan.

With regard to the potential ecological impacts, the area of development and landscaping for both plans are identical. As no significant adverse ecological impacts were identified for the proposed development plan, the same conclusion applies to the as-of-right alternative plan.

With regard to the potential land use, zoning and community character impacts, the as-of-right alternative plan includes the same building size, site layout, parking areas, landscaping buffers, and architecture as that of the proposed development plan. The as-of-right alternative plan would be consistent with the *Comprehensive Plan;* however, the recommendations for sit-down restaurants and cafes would not be realized.

With regard to the potential traffic impacts, while no significant adverse impacts are expected, the traffic impact analysis indicates that the as-of-right 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 development plan. There would be no change to the access driveway, on-site parking locations, or the configuration of internal drives.

With regard to potential impacts associated with noise and odors, the as-of-right alternative plan would consist entirely of retail uses, and thus, the noise levels during the weekdays would be expected to similar to that of the proposed development plan. 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 as-of-right alternative plan would result in significant adverse noise impacts. The as-of-right alternative plan does not include land uses that would be expected to generate odors. Overall, neither the proposed development plan nor the as-of-right plan would result in significant adverse noise or odor impacts.

The socioeconomic impacts have been determined to be positive from both the proposed development plan and the as-of-right alternative plan.

With regard to the impacts to community services and facilities, including the police, fire and ambulance districts, both the as-of-right alternative development plan and the proposed development plan would require services. The alternative program mix is not expected to result in significant different demands and, therefore, no significant adverse impacts from either of the development plans would be expected. Both development plans would result in positive tax impacts to the Riverhead Central School District as neither of these plans would generate school-aged children requiring educational services.

Finally, with regard to the impacts to aesthetics and cultural resources, the as-of-right alternative plan includes the same building size, site layout, parking areas, landscaping buffers, and architecture as that of the proposed development plan. The only difference in these plans include the mix of land uses to occupy the buildings. As addressed in the Responses to Comments C-34, C-35, C-36, C-91, and C-92, the proposed development will not impact the Jamesport Hill Site or the Jamesport Hill 2 Site, and thus, the alternate plan would not impact same.

Comment C-27:

Finally, a comment at the EIS hearing posited that commercial developments, like residential construction are a net loss to the Town when necessary services are factored in. Response should offer a quantification of the town services required and a demonstration that tax revenues would defray them.

Response C-27:

See Response to Comment H-18.

SHAIK A. SAAD, P.E.
CIVIL ENGINEER III
TRAFFIC ENGINEERING AND SAFETY
NEW YORK STATE DEPARTMENT OF TRANSPORTATION
OCTOBER 1, 2009

Comment C-28:

The Traffic Impact Study portion of the DEIS proposes a traffic control signal at the NY 25 site access; however, a traffic signal warrant analysis was not provided for our review. Six copies of a traffic signal warrant analysis should be provided to us for our review and comment. Attached traffic signal notes must be added to the plans.

Response C-28:

The applicant's traffic engineer did perform a Traffic Signal Warrant Analysis and has found that a traffic signal is not warranted. Therefore, a traffic signal will not be part of the traffic mitigation for this development. The results of this analysis were submitted to the NYSDOT on May 20, 2010 and a copy of this submission is included in Appendix D of this FEIS.

The applicant's traffic engineer has also responded to a subsequent request of the NYSDOT to investigate additional mitigation that could be provided for additional capacity through the development's vicinity on State Route 25. The applicant's traffic engineer prepared a Proposed Conditions Plan, which depicted restriping along the sites' frontage to allow for a left turn lane into the site and the Elbow Room site located directly to the south of the proposed access. The plan was reviewed by the NYSDOT per the June 15, 2011 letter from Shaik A. Saad. A copy of the plan and letter can be found in Appendix D of this FEIS.

Comment C-29:

Signal timing changes are proposed as mitigation at the signalized intersection of NY 25 and South Jamesport Avenue. Signal timing changes are not necessarily adequate mitigation as we continually assess and regulate State highway traffic signal timing changes on a regular basis. The developer should offer more meaningful mitigation to address the degradation of level of service.

Response C-29:

See Responses to Comments C-1, C-2 and C-28.

Comment C-30:

The Traffic Impact Study claims, "the proposed development... will have no significant adverse impact on the traffic operations of the local roadway network." The unsignalized intersections studied show a degradation of level of service based on the traffic impacts of this development, yet no mitigation is proposed. The developer should be required to mitigate the impact of site generated traffic so these intersections function at acceptable levels of service.

Response C-30:

See Responses to Comments C-1 and C-2.

Comment C-31:

For us to commence our review, additional items need to be included in the site plans for the work to be performed within state road's Right Of Way. Please see the attached "SITE PLAN REQUIREMENTS CHECKLIST" for additional features that need to be included on the site plans. We are particularly interested in the site's internal drainage, since we do not permit runoff from private property onto our State highways.

Response C-31:

Roadway improvement plans were prepared by the Developer's traffic engineer. The plans include all items indicated on the NYSDOT's "SITE PLAN REQUIREMENTS CHECKLIST." Additional Grading, Drainage and Utility Plans developed by the applicant's architect have been prepared to include the necessary development of on-site drainage to prohibit any water flowing from the applicant's site onto the right-of-way of the New York State Department of Transportation. The Roadway Improvement Plans and Site Drainage Plans were submitted to the NYSDOT for review on November 11, 2010 (see Appendix D of this FEIS). A subsequent Proposed Conditions Plan was submitted to the NYSDOT on April 5, 2011 (see Appendix D) and reference Site Plans were submitted on April 29, 2011 (see Appendix D). The Proposed Conditions Plan depicted restriping along the site's frontage to allow for a left turn lane into the project site and the site located on the south side of Route 25. The NYSDOT has reviewed the said plans and were deemed acceptable per the June 15, 2011 letter from Shaik A. Saad of the NYSDOT (see Appendix D). It is noted that the NYSDOT requested minor design changes, and these modifications will be performed upon completion of the SEQRA process and as part of formal site plan review. A letter to that effect has been sent by the Applicant's traffic engineer to the NYSDOT and a copy of same is included in Appendix D of this FEIS.

Comment C-32:

A Work Zone Traffic Control plan must also be provided for work on NY 25. Please submit ten (10) sets of revised plans showing the changes.

Response C-32:

Ten copies of the requested Work Zone Traffic Control Plan were submitted to the NYSDOT on November 11, 2010 by the Applicant's traffic engineer. A copy of the Work Zone Traffic Control Plan and associated the correspondence can be found in Appendix D.

Comment C-33:

All proposed road improvements detailed in the Site Plans must be designed in accordance with the latest versions of AASHTO, NYS Standard Manual of Uniform Traffic Control Devices, NYSDOT Highway Design Manual, and the POLICY AND STANDARDS FOR ENTRANCES TO STATE HIGHWAYS. Road improvement plans must provide all appropriate NYSDOT Standard Details and NYSDOT Standard Item Numbers.

Response C-33:

Roadway improvement plans have been prepared by the applicant's traffic engineer for all work within the NYSDOT right-of-way. The plans were prepared with the appropriate NYSDOT Standard Details and the New York State Standard Item Numbers. All work proposed within the NYSDOT right-of-way have been designed in accordance with the latest version of AASHTO, New York State's Standard Manual of Uniform Traffic Control Devices, [New York State Department of Transportation] Highway Design Manual, and the Policy and Standards For Entrances to State Highways. The Roadway Improvement Plans were submitted to the NYSDOT on November 11, 2010 and a copy of the submission is included in Appendix D of this FEIS.

DOUGLAS P. MACKEY
HISTORIC PRESERVATION PROGRAM ANALYST
ARCHAEOLOGY
NEW YORK STATE OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION
OCTOBER 20, 2009

Comment C-34:

OPRHP cannot be confident that this report accurately addresses the considerable archaeological/historic concerns relating to this parcel. The property seems to include along its northern edge a portion of a hill that has been previously examined archaeologically and shown to contain significant evidence of an important prehistoric mortuary complex. Our main concern is that it does not appear the significance of this site or its probable location within the property was sufficiently addressed. While the site is mentioned in the report, and as seen as a reason to consider the property highly sensitive, the EIS (or EA?) pages your [sic] provided (page 49, Section 3.9) indicate that there are no National Register Eligible sites in the vicinity. While the "Jamesport Hill" site had not been officially determined eligible, that is only because the site was not endangered previously and no request for a formal determination had been made. The site is clearly eligible, serving as one of the main sites discussed in a major monograph – "The Jamesport Site and its Relation to Archaic and Transitional Cultures on Long Island" published in 1959 as New York State Museum Bulletin 372 by William A. Ritchie. In addition to being a well documented site in the archaeological literature, at least three local residents have contacted our office (and the town) over the last several years expressing their concern about potential damage to this important historic property. The level of local concern and historic importance of this site do not seem to be expressed in the report or in the EIS. Given these issues, OPRHP would have expected a more intensive testing program in adjacent portions of the project area.

Response C-34:

As indicated in the Response to Comment C-4, between December 27, 2010 and April 10, 2010, TRACKER-Archaeology Services, Inc. conducted a Phase II intensive testing of the Jamesport Hill 2 Site (see Appendix E of this FEIS). The purpose of the investigation was to interpret the site and to determine its significance for inclusion to State or National Historic Registers. Previous work on the subject property included a Phase IA documentary study and IB archaeological study, conducted March 24 through April 7, 2008. The Phase IA had revealed that the subject property was situated in an area of high potential for the recovery of prehistoric sites. The Phase IB encountered a prehistoric site – the Jamesport Hill 2 Site located on the agricultural lot to the north. Recommendations were made to conduct a Phase II intensive testing of the Jamesport Hill 2 Site. However, the proposed development will not occur on or adjacent to the Jamesport Hill 2 Site (see Figure 1 in the Phase II archaeology study in Appendix E of this FEIS).

The Phase II archaeology study found that indicates that the Jamesport Hill 2 Site appears to represent, a multi-component, recurrent, hunting procurement and processing station with the emphasis on procurement from the Late Archaic period. According to the Phase II archaeology study, the Jamesport Hill 2 Site does have research value that would make it eligible for the historic registers.

Of noted importance was also the Jamesport Hill Site. The Jamesport Hill Site is located adjacent to the project parcel and is a Transitional Period (Terminal Archaic Period) Orient phase burial site. This site is located at the top of the hill which the project property shares, on the hill's south side, in essence, facing Peconic Bay. According to the Applicant's archaeologist and included in the Phase II archaeological study, the proposed development will not occur on or adjacent to the Jamesport Hill Site.

The Phase II archaeology study was submitted to OPRHP in May 2010 and both the Jamesport Hill and Jamesport Hill 2 sites were surveyed and delineated on the proposed site plan in August 2010. As indicated on the proposed site plan included in Appendix E of this FEIS, the Jamesport Hill site does not lie within the boundaries of the subject property or the northern parcel. The Jamesport Hill 2 site is delineated as being almost entirely situated on the northern parcel, with only a minor extent on the subject parcel. The site construction plans were submitted via electronic mail to OPRHP on September 20, 2010 (see Appendix E of this FEIS). In correspondence dated September 27, 2010 (see Appendix E of this FEIS), OPRHP "while this very small section of the site [Jamesport Hill 2] will be impacted by the current proposal, it is OPRHP's opinion that the impacts will be minimal and since the recently completed archaeological examination has provided data on that area, the proposed project will have 'No Adverse Impact on the Identified site'."

Comment C-35:

In addition to the presence of the site, a review of the Ritchie's monograph also indicates that many important deposits associated with the site are located at substantial depths below the current surface. A review of the Shovel test records included in the submitted report suggests that tests may not have been excavated deep enough in the vicinity of the site to have reached similar deposits. While the tests would have been sufficient in depth on most projects, given the information already publicly available regarding this particular area, OPRHP would recommend a more rigorous testing methodology and therefore we are not confident that the boundaries of the site have been satisfactorily examined. More detailed records regarding previous investigations of the Jamesport Hill site are likely present at the New York State Museum and perhaps at repositories on Long Island. These records should be examined to help identify the boundaries of the Jamesport Hill Site, both vertically and horizontally. Examination of these already existing records will help to fill out our understanding of this important historic resource.

Response C-35:

See Response to Comment C-34.

Comment C-36:

Despite these concerns, the testing which was completed has identified intact archaeological deposits, indicating that at least a portion of the site does extend into the current project area. Although the EIS pages you provided suggest that the site was found outside of the currently proposed impact area, OPRHP would recommend having Phase II investigation conducted prior to approving the project. Phase II testing will allow our concerns regarding the Phase I testing to be addressed and allow the boundary of the already recognized archaeological deposits to be fully examined and delineated helping to insure that there is less potential for "unexpected" archaeological finds during construction. Once this additional testing has been completed, taking into account the concerns expressed in this letter and insuring that the boundaries of both the original Jamesport Hill site and the currently identified site have been well established, OPRHP would feel more confident in making recommendations regarding both site avoidance and any mitigation measures which may be necessary.

Response C-36:

See Response to Comment C-4. As requested by OPRHP, a Phase II archaeology study was performed and the Jamesport Hill and the Jamesport Hill 2 sites were surveyed in August 2010 and submitted to OPHRP. In correspondence dated September 27, 2010 (see Appendix E of this FEIS), OPRHP determined that the proposed project will have "No Adverse Impact on the Identified site."

III. WRITTEN PUBLIC COMMENTS

JENNIFER SKILBRED
ENVIRONMENTAL ADVOCATE
GROUP FOR THE EAST END
OCTOBER 20, 2009

Comment C-37:

We believe that this proposal is in conflict with the goals of the Town of Riverhead Comprehensive Plan, especially regarding community character. In particular, we feel strongly that the maximum impervious surface coverage listed in the Town code [sic] should be adhered to, and are concerned that granting such a huge variance as is being requested here, would set a terrible precedent for future development.

Response C-37:

See Responses to Comments H-3, C-9, C-57 and C-62.

Also, it should be noted that due to the changes in Section 108-60 of the Riverhead Zoning Code, which allows pervious parking in those zoning use districts where it is recommended by design guidelines, including the RLC zoning use district in which the subject property is situated, the applicant no longer requires relief from the standard for maximum impervious surface area of 25 percent. The proposed action includes 91,746 square feet of impervious surface or 21.68 percent of the lot. Copies of the Site Development Plans are included in Appendix C of this FEIS.

Comment C-38:

We are also concerned with the increased traffic on this busy road and the related impacts of putting in another traffic light at this location.

Response C-38:

As explained in Responses to Comments H-3 and H-34, a traffic signal is neither warranted nor proposed as part of the mitigation for this development.

Comment C-39:

Overall we feel that this development proposal should be significantly scaled back to mitigate potential environmental and community impacts.

Response C-39:

The comment is noted.

Comment C-40:

As proposed, the project will result in excessive impervious surface coverage by nearly doubling the maximum amount of impervious surface allowed on the property. Excessive impervious surface prevents uncontaminated rainwater from recharging the aquifer, and will add to the current water quality problems we are facing due to stormwater runoff. When rain falls on an impervious surface it often becomes runoff, flowing towards surface waters and picking up a variety of pollutants along the way. Even if this runoff is directed to a series of catch basins and leaching pools, stormwater contaminants will be directly introduced to local groundwater through recharge from these retention systems.

Response C-40:

Leaching pools and catch basins are specifically designed to mitigate the impacts of stormwater through the removal of contaminants by naturally occurring processes. The settling and filtration through earthen material that occurs in leaching pools and catch basins significantly decreases the concentration of contaminants in stormwater, and are acceptable methods of stormwater recharge. Therefore, the excess stormwater created by the proposed action will not adversely impact the groundwater. Also, see Response to Comment C-9.

Comment C-41:

We do believe that the applicant's offer of using pervious surface for the parking lots is an improvement, but this improvement is not sufficient to serve as a basis for the extensive clearing and overall lot development that has been proposed. In our view the most responsible alternative would be one which would result in a significantly scaled down proposal that would have the benefit of not only reducing the amount of proposed paving and clearing, but also reducing the long-term traffic impacts associated with this site's development and operation and its visual impact on the surrounding community.

Response C-41:

See Responses to Comments C-1, C-2, and C-9.

Comment C-42:

This issue is particularly important in light of the fact that the scale of this project appears to necessitate the addition of another traffic light intersection in an area already characterized by

regular traffic congestion and back-ups. In addition the new traffic light may well require the removal of existing on-street parking spaces that other hamlet merchants rely on.

Response C-42:

See Responses to Comments C-1 and C-2.

Comment C-43:

We point out that the Town of Riverhead's Comprehensive Plan specifically mentions "creating a safe, comfortable, and attractive walking environment in the "main street" area," for the Jamesport hamlet.

We strongly disagree with the applicant's position as stated in the DEIS, that the proposed action is consistent with the Town's Comprehensive Plan recommendations for Jamesport, as the proposed development is far more similar to a typical suburban mini-mall than it is to a historic walkable "main street."

Response C-43:

The comment is noted. Also, see Responses to Comment H-3, H-7, H-42, and H-47.

Comment C-44:

The deep setbacks, separated buildings, large parking lots and "campus style" of the proposed development does not in any way appear to achieve the walkable "main street" hamlet center objectives for growth in this area. In fact, if the hamlet goals are to be achieved it would be more consistent to move the development closer to main street to make it more in line with existing hamlet character instead of creating a completely separated shopping center. Were this type of design considered the applicant could increase buffers and setbacks on the residential/agricultural edges of the property and further insulate such areas from the project's proposed commercial use.

Response C-44:

See Response to Comment H-45.

Comment C-45:

Because of the proposed action's inconsistency with the hamlet design goals of the Comprehensive Plan it is our view that the DEIS does not thoroughly cover appropriate alternatives. Proper review of alternative project size, scale, design and configuration is one of

the most important benefits of the SEQRA process because it provides decision-makers with the greatest opportunity to mitigate potential environmental impacts and assure that projects are consistent with the duly adopted planning goals of the community. Clearly the DEIS should have provided a clustered design alternative that offered continuous main street frontage, a smaller overall building footprint, and increased buffering between the subject parcel and the residential and agricultural properties that adjoin the site.

Response C-45:

As indicated in Response H-3, 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."* It further recommends *"a concentrated 'Main Street' framed by a rural corridor and surrounded by a traditional residential neighborhood..."* The proposed development is consistent with the *Comprehensive Plan* 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.

Additionally, the *Comprehensive Plan* specifically states, *"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.

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.

Also, pursuant to 6 NYCRR §617.9(b)(5)(v), the EIS is to include a "range of reasonable alternatives to the action that are feasible, considering the objectives and capabilities of the project sponsor." Pursuant to a Positive Declaration issued by the Town Board on March 4, 2008, and the Town Board's option to conduct public scoping, the applicant submitted a Draft Scope for the DEIS and included the evaluation of on alternative – the "No-action alternative."

The Final Scope, which was issued by the Town Board on October 8, 2008, required that the applicant evaluate one additional alternative, to wit:

"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 for direct comparison of the impacts of the as-of-right and petitioned projects as called for in Section 108-133.3C."

Based on the forgoing, and given that the proposed action includes mitigation to minimize potential significant adverse impacts, it is not appropriate to introduce another alternative at this time.

Also, see Response to Comment H-45.

Comment C-46:

We are also very concerned with the proposed use of 2,429 gallons per day of water for irrigation. This seems exceptionally high and unnecessary, especially considering that the site is entirely within a special groundwater protection area. The easy solution to this is to reduce the amount of lawn proposed, and instead use low-to-no maintenance native plants throughout the site to replace some of the habitat that will be lost to this development. The low input demands of native habitat will drastically reduce and/or eliminate the need for irrigation, fertilizer, and pesticide use.

Response C-46:

As indicated in Section 4.2 of the DEIS, while the proposed action requires the clearing and grading of existing vegetation, the proposed landscaping plan incorporates a diverse mix of native species, including 1.368± acres of native grasses or ground cover. The use of native vegetation will significantly reduce irrigation needs, and thus, the volume of irrigation required would be expected to be substantially less than that estimated. Moreover, the proposed native vegetation will eliminate the need for nutrient inputs (i.e., fertilizers) and pesticides. As such, the proposed landscaping plan incorporates mitigation measures (i.e., native vegetation) to reduce the impacts associated with standard landscaping. Also, an existing irrigation well would be used, as needed.

Comment C-47:

In sum, we strongly recommend the consideration of a design alternative that significantly scales down the entire proposal, reduces impervious surface and stormwater runoff, reflects attention to the Town's community character objectives for the Jamesport hamlet, reduces water consumption, and eliminates the need for a new traffic light.

The best opportunity to achieve these objectives would be through the requirement of an additional design alternative that would be subject to public review and comment.

Response C-47:

See Response to Comment C-45.

Also, with respect to the commentator's request to consider an alternative the "scales down the entire proposal, reduces impervious surface and stormwater runoff, reflects attention to the Town's community character objectives for the Jamesport hamlet, reduces water consumption, and eliminates the need for a new traffic light," it should be noted:

1. As evaluated in Section 4.4 of the DEIS, and addressed in the Responses to Comments H-3 and C-9, the proposed action is consistent with all bulk requirements of the RLC zoning district.
2. Due to the changes in Section 108-60 of the Riverhead Zoning Code, which allows pervious parking in those zoning use districts where it is recommended by design guidelines, including the RLC zoning use district in which the subject property is situated, the applicant no longer requires relief from the standard for maximum impervious surface area of 25 percent. The proposed action includes 91,746 square feet of impervious surface or 21.68 percent of the lot. Copies of the Site Development Plans are included in Appendix C of this FEIS.
3. As evaluated in Section 4.2 of the DEIS, the proposed action includes an integrated stormwater management plan to contain and recharge all stormwater on-site. There will be no off-site runoff of stormwater.
4. The DEIS, in various sections throughout, evaluates the impacts on community character. In Section 4.4 of the DEIS, and included in detail in the Response to Comment C-62, the proposed plan is consistent with the Town's *Comprehensive Plan.*
5. As evaluated in Section 4.8 of the DEIS, potable water would be provided by the Riverhead Water District and the availability of water has been confirmed. Also, see Response to Comment C-46.
6. As indicated in the Responses to Comments H-3 and C-1, a traffic signal is neither warranted nor proposed.

Comment C-48:

Everyone in the position of power to decide the outcome of this project needs to understand the existing conditions at the site and the immediately surrounding area, particularly as it relates to traffic, and make the best informed decision possible for public health, safety, and welfare. The existing natural resources and character of the site also warrant attention.

Response C-48:

The comment is noted.

Comment C-49:

The existing intersection of Route 25 and Manor Lane is dangerous, extremely dangerous at certain times of year (peak fall and summer weekends) and very congested during average peak times of day. Adding another traffic light almost immediately adjacent to this already degraded intersection seems completely unrealistic and intolerable. A project that results in adverse traffic and other environmental impacts to the community and visitors to this area should not be approved in this form. According to the DEIS, the existing level of service, B, degrades in the build year to LOS D. This is very good reason to deny the level of development proposed at this site. This doesn't mean that any development on the site is unreasonable; it simply means that the proposed level of development will create undue impacts that are not acceptable to the community and should not be acceptable to the Town Board.

Response C-49:

See Responses to Comments C-1 and C-2.

Comment C-50:

The DEIS did not examine traffic conditions during peak summer weekends and especially peak Fall periods, Saturdays and Sundays, when the North Fork is proud and pleased to see visitors through this area, but the fact is that the roads are swamped. The peak time is not a one-day event, but over at least two months (September and October) or more if you include the summer.

Response C-50:

See Responses to Comments H-1, C-1 and C-2.

Comment C-51:

The DEIS states that the traffic impacts would warrant a new traffic signal at the entrance to the site and Route 25. This is unacceptable unless the Town and State plan to condemn properties and create a wider and safer State Road. The existing road does not have the capacity to accommodate the traffic projected for this site, particularly when examined cumulatively with other existing background development.

Response C-51:

See Responses to Comments C-1, C-2, and C-28.

Comment C-52:

The Town needs to strongly reconsider and analyze any special exceptions that will result in further degradation of the existing traffic conditions in Jamesport. The existing infrastructure, particularly the existing road (Route 25) and existing development (e.g., gas station at the intersection of South Jamesport Avenue and Route 25), are not currently designed to accommodate additional vehicular traffic and traffic lights. For instance, it's extremely dangerous at many times of the day, particularly on fall weekends, to turn east on Route 25 from Manor Lane. This intersection alone has significant safety issues that need to be addressed, perhaps a traffic circle is needed or other workable traffic calming measures need to be explored, especially before any additional factors are brought into this equation. Additional traffic, especially a traffic light, would create additional safety concerns, would result in longer idling times, back up traffic even further, and reduce levels of service.

Response C-52:

See Responses to Comments C-1 and C-2, and C-28..

Comment C-53:

Confirm that the Traffic Impact Study has correctly and adequately evaluated traffic conditions at relevant times during the day and during times of year when traffic is at its peak. It is irrelevant for the applicant to submit and for the Town to evaluate a traffic study that collected data and analyzed results that do not address the existing traffic concerns, particularly safety and congestion, at the affected intersections and immediate area surrounding the project site.

Response C-53:

See Responses to Comments C-1 and C-2.

Comment C-54:

Reassess the proposed excessive amount of impervious surfaces in the Site Plan. There is no special need to permit a special exception that grants excess development of the project site. Excess paves [sic] surfaces create polluted stormwater runoff that compromises groundwater quality and pollutes the ecosystem.

Response C-54:

See Response to Comments H-3, C-9 and C-40.

Comment C-55:

There is nothing particularly unusual or unique that warrants any special approvals beyond what the Code currently permits. The "downtown" hamlet of Jamesport already has at least three vacant storefronts, which is 50% of the occupancy rate, and a sufficient number of restaurants for a small hamlet (e.g., Jamesport Country Kitchen, Elbow Room, and Jamesport Manor Inn, the latter of which has already obtain [sic] variances and special approvals from the Town). The existing strip mall just to the west of this proposed project contains a salon, the post office, at least three or four vacant storefronts, two delicatessens, and an Italian restaurant. There is no exceptional need for this area to receive more commercial development beyond what is currently permitted.

Response C-55:

See Response to Comment H-47.

Comment C-56:

The hamlet of Mattituck, less than five miles to the east, contains more commercial development. Moreover, a significant amount of development already exists only a few miles west on the CR 58 corridor, and the opportunity for more development exists in downtown Riverhead where there is a plethora of vacant buildings. The vacancy rate in the downtown hamlet of Riverhead does not need additional competition from new commercial development to land away from downtown Riverhead.

Response C-56:

See Response to Comment H-30.

Comment C-57:

If special exceptions are to be handed out, they should be concentrated in an area already designed and set up to receive development, namely, the downtown. It contains the necessary infrastructure, parking, and ability to handle traffic and needs the foot-traffic to fill vacant buildings and increase the occupancy rate. I know the owner of this property has a right to build, so they should build within the parameters that are permitted. No special exceptions should be considered, particularly where it creates the need to install additional traffic lights, reduces the amount of remaining natural area to zero, and results in impacts on community character and aesthetics of this area. The point is to minimize additional development, particularly special exceptions, before you try to provide incentives or whatever it takes to reduce the vacancy rate in the buildings that already existing in downtown hamlet areas [sic]. Maybe the Town needs to provide a TDR program that would allow the applicant to obtain TDRs for this site that could be landed in downtown Riverhead where occupancy is needed and buildings already exist.

Response C-57:

The proposed development includes uses (professional office and bistros) that are special permit uses, not special exceptions. Special Permit uses from the Town Board are subject to the criteria set forth in §108-133.5 and a consistency analysis was included in Section 4.4 of the DEIS. The proposed action meets those criteria.

Due to the changes in Section 108-60 of the Riverhead Zoning Code, which allows pervious parking in those zoning use districts where it is recommended by design guidelines, including the RLC zoning use district in which the subject property is situated, the applicant no longer requires relief from the standard for maximum impervious surface area of 25 percent. The proposed development plan will include pervious parking in Areas A, B, C, D, E, and F (see Sheet SP-1.1 in Appendix C of this FEIS). Tukay Lane, the building footprints, and the brick paver walkways will be considered impervious surface and total 91,746 square feet or 21.68 percent of the lot. Copies of the Site Development Plans are included in Appendix C of this FEIS.

As evaluated in Section 4.4 of the DEIS and due to the aforementioned code amendments related to the use of pervious parking, the proposed action complies with the bulk and dimensional requirements of the RLC zoning district.

The adequacy and availability of infrastructure, specifically, water and utilities (i.e., electricity and natural gas), were addressed in Sections 4.2 and 10.0 of the DEIS, respectively.

As indicated in the Responses to Comments C-47 and C-62, the DEIS, in various sections throughout, evaluates the impacts on community character. In Section 4.4 of the DEIS, and included in detail in the Response to Comment C-62, the proposed plan is consistent with the Town's *Comprehensive Plan*.

Also, see Response to Comment C-1.

Comment C-58:

Please do not permit excessive lighting on the project site. Lighting should be 0.0 footcandles at the property line (no spill over or upward glare or glow). A yellow glow in the sky already exists at night over Riverhead; there is no need for excessive lighting or excessive use of electric energy in this area. At most, require motion sensors to activate at night, as necessary. The East End and other areas are trying to implement dark skies initiatives, which should be implemented into every Site Plan under Town review. Excessive light poles are also not necessary; reducing the number of light poles will not only save the applicant money, but also reduce excessive lighting on site.

Response C-58:

The applicant will be required to submit a lighting plan that will meet the current light ordinance. A photometric diagram will also be required during the site plan process that demonstrates that there will not be spillover.

Comment C-59:

The property is currently entirely vegetated. Consider staking and retaining existing large trees, particularly near the road frontage, and other unique natural features on the project site. Minimize excessive clearing. There is no need to excessively clear and pave the project site. If this project is approved, the community and applicant will benefit from a site that contains more, not less, natural resources, and retains the character and aesthetic qualities of the North Fork. The Town does not need to repeat the mistakes of other communities where excessive development has resulted in the loss of character, quality, and aesthetics that define an area. These aspects of the area are the reason people visit the area in droves, particularly during peak seasons, and why people want to live here. Simply because the project site is in a "downtown" setting does not preclude the need to retain its natural features and habitat that make it unique. On the contrary, communities that preserve character through design standards and preservation typically retain and increase in value, such as Martha's Vineyard or Cape Cod.

Response C-59:

See Responses to Comments C-10, C-13, C-47, and C-62.

Comment C-60:

The loss of nearly nine acres of existing woodlands from 9.378 acres to 0.314 acres is excessive and unacceptable; the area of impervious surfaces is proposed to increase from zero acres to 3.918 acres, which is a significant increase. More careful design and layout of facilities on site should be required than allowing the applicant to simply go in with large heavy equipment to clear and grade the entire site. It's completely excessive, and the Town needs to move toward more sustainable practices that retain existing natural features. There is scientific evidence retaining these environmental reduces disease among wildlife populations and maintains a balance in the ecosystem.

Response C-60:

As detailed in Section 3.3 of the DEIS, the mature forest that once covered the site was completely cleared to create farmland by 1950 or earlier. Following the cessation of agricultural activity during the 1970s, the site was allowed to go fallow. More recent disturbances, including excavations, small-scale clearing and the creation of unpaved roads and trails have occurred since that time. Thus, the site currently supports communities of assorted ages that are in various stages of ecological succession and support non-native/invasive species. Following a disturbance, non-native/invasive vegetative species often gain a competitive advantage over native species and become dominant. This appears to be the case on the subject property, as the existing successional habitats are all characterized by non-native/ invasive species as either dominants or co-dominants in the canopy, shrub and herbaceous strata. In general, the presence of non-native vegetation reduces the ecological value of a habitat by out-competing native vegetation and reducing or eliminating foraging, breeding and nesting habitat for native wildlife species. Consequently, the "natural features" of the site have already been altered decades ago by the original clearing of the site and other subsequent disturbances. Therefore, as the subject property cannot be considered as pristine undisturbed woodland, the proposed action is not expected to have a significant adverse impact on existing natural features within the Town.

As described above, due to disturbance and the presence of invasive/non-native species, the ecological value of the subject property has been diminished, and thus, the value of the site as a "balancing" factor within the overall local and regional ecosystem has similarly been reduced. With respect to disease, there are many factors that influence the presence of among wildlife populations including climate, food supply, human interaction etc. However, as the site already supports a variety of non-native/invasive plant species, there is an increased probability that the site harbors non-native pathogens and parasites of wildlife, as compared to similar sites

that support predominately native vegetation. Overall, the proposed action is not expected to result in significant adverse ecological impacts. Moreover, as indicated in Responses to Comments H-3 and C-9, the proposed action complies with all bulk requirements of the RLC zoning district.

Comment C-61:

Clearing restrictions should be imposed on the project site, particularly sites such as this one that are completely naturally vegetated. At least half of the site should be retained in its existing natural state (e.g., other East End Towns have codified clearing restrictions in their hamlet office/hamlet commercial zoning districts that require 50% of a project site to remain natural).

Response C-61:

The subject property is situated within the Town's RLC Zoning Use District and is, therefore, subject to the bulk and dimensional requirements of that District. The applicant has also prepared and included in Sections 3.3 and 4.3 of the DEIS, an ecological survey and analysis of the impacts of the proposed development.

As detailed in the Section 3.3 of the DEIS, the subject property was originally cleared of native mature forest decades ago. The site currently supports successional habitats dominated or co-dominated by non-native/ invasive species in the canopy, shrub and herbaceous strata. In general, the presence of non-native vegetation reduces the ecological value of a habitat by out-competing native vegetation and reducing or eliminating foraging, breeding and nesting habitat for native wildlife species. As the "natural state" of the site has already been significantly impacted, clearing of existing vegetation is not expected to result in significant adverse impacts to the overall ecology of the general surrounding area.

Comment C-62:

Retaining a semblance of the existing character and natural environment should be a goal for every project, Site Plan or subdivision. The public will benefit from retaining the natural, aesthetic quality, and character of the site. If this level of development is applied to every Site Plan, there will be no natural features left to identify the unique qualities that defines a community that make it valuable to residents and visitors alike. Although these qualities appear intangible, they maintain value and can be quantified in real estate prices and other economic value. Paved and heavily developed sites already exist in the major commercial district in this area – Downtown Riverhead and the Route 58 corridor. The hamlet of Jamesport does not need to inherit the look and feel of Route 58 or any other area that has lost its character and has no sense of time and place.

Response C-62:

The Town has considered the character of the hamlet of Jamesport, and particularly the "downtown" when making its recommendations for future development along Main Road (State Route 25). Specifically, 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 *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 development is consistent with these recommendations as it is situated within downtown Jamesport and proposes uses that are complimentary to the existing retail, commercial and residential uses surrounding the subject site. Also, 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.

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.

Comment C-63:

Based on the numbers submitted, they feel 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.

They do indicate the proposed site driveway will present significant delays for left turn vehicles exiting from the site driveway. However, they feel a traffic signal installed at the site access intersection will mitigate this problem.

Further, they indicate all of this would be subject to regulatory review and approval. It seems like a major flaw in the process that such review and approval has yet to take place.

In any case, regardless of the numbers detail, I want you to know that I feel the traffic presentation in this EIS does not consider a number of important elements, and therefore, is not realistic.

Response C-63:

See Responses to Comments C-1 and C-2.

Comment C-64:

It is already common to see traffic backing up on the eastbound Main Road lane in the vicinity of the new proposed road, as cars wait to gas up at the Valero station any time of the year. The traffic signal they recommend will not mitigate the problems, if for no other reason, there's no room for a turning lane. I think that even in the cases of approved uses for rural corridor zoning, any introduction of an additional intersection in this area would be destructive.

Response C-64:

See Responses to Comments C-1 and C-2.

Comment C-65:

Furthermore, the construction process of this project will be painfully long and disruptive to Jamesport commerce (and North Fork traffic in general).

Response C-65:

See Response to Comment C-3.

Comment C-66:

As we have indicated previously, Jamesport has been described as the gateway to the North Fork. We feel this project will cause Jamesport to become, rather, a notorious traffic bottleneck and change traffic patterns that will affect, not only the Town, but also the entire North Fork. In short, we feel the proposal will largely destroy what it is that has attracted the visitors that have been driving our economy. The changes would also affect the movement of goods and services; the cost of doing business will go up, further making all things economic much more difficult.

Response C-66:

See Responses to Comments H-30, C-1 and C-2.

THOMAS & ANNE KOWALSICK
OCTOBER 21, 2009

Comment C-67:

My wife and I live at 1520 Main Road in Jamesport the property immediately west and adjacent to the proposed development known as the Village at Jamesport. For a number of reasons we would like to go on record as opposing the special permit petition of Village at Jamesport (Jul-Bet Enterprises, LLC) for the construction of a commercial facility consisting of 10 buildings of 42,000 sq. ft. gross floor area and including professional office and bistro uses on a 9.712 acre parcel zoned Rural Corridor located on Main Road, Jamesport, NY.

Response C-67:

The comment is noted.

Comment C-68:

Country Rural or Rural Corridor Zoning (RLC) was supposed to take into consideration that the Hamlet of Jamesport was a mix of family residences and small businesses. Not to be over developed. Rather a place for small businesses, those which reflect the rural character of the farming community surrounding the Hamlets. And yes at the same time to also protect the rights of homeowners like us from having property adjacent to ours becoming over-developed. To protect our property rights from a developer who wants to jam 10 buildings totaling 42,000 sq. ft. – including two bistros right smack into the middle of the Hamlet of Jamesport.

Response C-68:

The comment is noted.

Comment C-69:

We are also confused to why this particular piece of property has a 1000 foot setback when to our knowledge all other parcels in Riverhead with RLC zoning have a 500 foot setback. We understand that this setback line has been changed more than once. I am sorry – but how are homeowners like us supposed to keep track of such changes? And why this property only? This 1000 foot setback significantly changes the size of the proposed development. The intent of the RLC zoning was to control huge projects like this in our hamlets. Huge projects like this impact residences like ours that are part of the mix in the RLC zoning.

Response C-69:

See Responses to Comments H-7 and H-30.

Comment C-70:

We are quite concerned about the impact this development will have on the value of our home and property. Your decisions could have a negative effect on the value of the home that we have lived in and invested in for the past 29 years. Not to mention paid taxes on for all of those years. Have you considered this? I have heard a lot about the developer needing variances approved, and special permits approved – because this is important economically to the developer. Well what about the value of our property?

Response C-70:

See Response to Comment H-30.

Comment C-71:

We are very concerned about the impact of the proposed excavation and removal of tremendous amounts of soil including the leveling of the property to street level and the installation of retaining walls around our property. What is this going to do to the water table, how will this impact our property, will we now have drainage problems on our property? Has anyone in the Town considered any of these things – and are you protecting our rights?

Response C-71:

See Responses to Comments H-31 and H-32.

Comment C-72:

Since a traffic signal is proposed to be installed on Rt. 25 in the vicinity of the front door to the Elbow Room Restaurant – (yes two traffic lights a few hundred feet apart in Jamesport – can you believe it?) Well it is obvious that traffic will be impacted greatly by this project if there is a need for another traffic light in our small town and therefore we will be impacted greatly as well. Will this include a turning lane to try and allow traffic to flow when cars are turning in and out? There is very little room in front of our home to widen Route 25 – there is a retaining wall that is only about 1 or 2 feet off our property line, then a sidewalk and then the road. Has anyone from the Town walked down this sidewalk, looked at the retaining wall, and measured the distance from the side of the road to the existing sidewalk? I have – and I don't think it can be done in a safe manner for those walking on the sidewalk or for my family having to exit our

driveway on to Route 25. Will this impact parking that now occurs in the Village and at the Elbow Room"?

Response C-72:

See Responses to Comments H-33, H-34 and H-35, C-1 and C-2.

Comment C-73:

Ten buildings – possibly two bistros – translate to a lot of garbage. According to the plan on the Riverhead Town Hall web site this amounts to lots of dumpsters. Dumpsters which will be located very close to our property line. Dumpsters for Bistros which contain food and can draw rodents. What time in the morning will trucks be allowed to enter the development to pick up or empty the dumpsters?

Response C-73:

See Response to Comment H-36.

Comment C-74:

Regarding bistros – we are concerned about the hours of operation and the odors that such facilities will generate. Due to the tremendous removal of soil to bring the site to the level of Main Road it appears that roofs of the bistros would be located much lower that our property. Therefore we are concerned that exhaust outlets would be at a similar elevation to our property and home. This means smoke and odors moving across our property and into our home.

Response C-74:

See Response to Comment H-37.

Comment C-75:

And will a bistro someday become a McDonald's or Burger King – can you guarantee this will never happen – even if the current developer sells the property?

Response C-75:

See Response to Comment H-38.

FLORENCE KOWALSICK
OCTOBER 21, 2009

Comment C-76:

I would like to go on record as opposing the special permit requests of Jul-Bet Enterprises for construction of a commercial facility consisting of 10 buildings of 42,000 sq. ft. gross floor area and including professional office and bistro uses.

Response C-76:

The comment is noted.

Comment C-77:

I understand that there is some question regarding whether any of the land had Native American significance, which I remember this to be the case as I was growing up on this property during the 1940's and 1950's.

Response C-77:

See Response to Comment H-39.

LAWRENCE P. SIMMS
OCTOBER 23, 2009

Comment C-78:

What this conflict really seems to be about is the difference between what we call things, & what they are. Calling the development a Village doesn't make it one. Calling it a "campus" doesn't change the fact that it's a shopping mall. Calling its restaurants "bistros" doesn't change the fact that 100 more diners - & their cars – would descend on the hamlet at dinner. And saying it's "connected" to downtown Jamesport doesn't mean that it is, or could possibly be, an integral part of the existing community.

Rhetoric aside, the proposed project is inherently different, it's inherently big, & - for this taxpayer – it would inherently change the character of Jamesport, making it a much less special place.

Response C-78:

The comment is noted.

Comment C-79:

I will always defend the rights of owners to develop their property...but when a variance & other special permits are required, I believe the agencies involved must carefully weigh both the intent of applicable codes & regulations, & the wishes of the local community, before bending or waiving rules to allow such variations from plan. It's particularly significant, in this instance, that a Comprehensive Plan was just implemented, after great study & much deliberation, to govern the development of the various Town sectors...with special emphasis on hamlet preservation.

I note that the DEIS quotes from that Comprehensive Plan often, including:

> "a concentrated 'Main Street' framed by a rural corridor and surrounded by a traditional residential neighborhood...' is envisioned for the hamlet"

Having recognized & accepted this objective – with which, I expect, few would argue – the DEIS claims:

> "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."

I accept that this is the developer's intention, & I think that intention is laudable...but wishing won't make it so. No matter how many times this goal is stated in the document, the complex proposed would not be connected to Main Street & would not resemble Main Street.

Response C-79:

The proposed project does not require any variances. Also, see Responses to Comments H-3, H-20, and H-22.

Comment C-80:

The DEIS again quotes from the Comprehensive Plan by noting – 3 separate times – that "'Main Street'...should have a continuous and vibrant retail frontage." The simple fact is that the proposed development has no retail frontage. It has no frontage at all. What passersby would see from Main Road is just an asphalt entryway to an off-street mall. At best, it would be "connected" to downtown Jamesport by 200' of sidewalk. As a practical matter, this new commerce center would be as disconnected from the existing downtown Jamesport physically, as it would be out of touch with the historic character of the community.

Response C-80:

See Response to Comment C-62.

Comment C-81:

The proposed development is twice the size of Jamesport's entire existing downtown, & we already have 6 "destination" restaurants within a mile. The community doesn't lack for dining options any more than it does for commercial space. This would not serve our needs.

Response C-81:

The proposed project does not require any variances. Also, see Response to Comment H-47.

Comment C-82:

If current zoning rules supported a development of this size with no variance required [even though this parcel appears to have received anomalous, & possibly inequitable, treatment with regard to development depth], I would not speak in opposition. Since 4 acres of new pavement in the heart of the hamlet is not supported without special permits, I must protest. As with many others, the bucolic character of Jamesport is what originally drew me to the area. The proposed development would harm & diminish that character, which the Comprehensive Plan - & many of you – strive to protect.

Response C-82:

See Responses to Comments H-7 and C-57.

RICHARD A. WINES
WINDS WAY FARM
(RECEIVED BY TOWN CLERK OCTOBER 26, 2009)

Comment C-83:

The architect's "Streetscape" illustration "A-4" appears to show that the property is absolutely flat and on exactly the same plane as the existing (and real) village at Jamesport to the right. However, the topographic map of the proposed development shows existing elevations on the proposed central roadway as being over 33 feet, or about 14 feet above the level of the main road (which is about 19 feet above sea level in this area). This gives rise to several questions and concerns:

Comment C-83A:

First of all, is that drawing accurate, or should some slopes be shown in the drawing?

Response C-83A:

The Streetscape (A-4) in Appendix K of the DEIS was prepared to depict the architecture of the proposed buildings. Elevations of the individual buildings were provided in Appendix K of the DEIS.

Comment C-83B:

Alternatively, if the property is to be absolutely flattened with the elevations to be reduced 10 to 14 feet in some areas, and totally reshaped from its natural topographic configuration, as it appears from the plans and perspective drawing, this will have a considerable visual impact on the community which should be addressed in the environmental impact statement. A much better alternative – one that would fit in with the existing community around the site – would be to retain as much as possible of the existing topography so the buildings appeared more like typical rural buildings and are nestled into the natural landscape rather than obliterating it.

Response C-83B:

The Grading, Utility & Drainage Plan illustrates that the grade will not be "flattened" 10 to 14 feet. The large hill towards the northeast is being regraded and pushed back slightly. Also, see Response to Comment C-10.

Comment C-83C:

Complete flattening of the landscape appears to violate code requirement that development in Rural Corridor districts "minimize visual impacts on the predominantly rural corridors." This contradiction should be addressed in the environmental impact statement.

Response C-83C:

See Response to Comment C-10.

Comment C-83D:

The perspective drawing should also include the streetscape to the west of the proposed project, and the changes in elevation to the Kowalsick property (as discussed at the hearing) and any other impacts of changes in the natural landscape will have on the view from Main Road. Failure to do so makes it impossible to assess the project's visual impact.

Response C-83D:

No changes will be made to Mr. Kowalsick's property, which is situated on the north side of Route 25, adjoining the subject property to the west (see Figure 1 of this FEIS).

Comment C-83E:

And finally, on page 51, there is an acknowledgement that "88,000 cubic yards of material would be excavated." The statement says that "a portion of same would be used on the subject site for the proposed development." But it also contains a vague statement that: "All other material would be transported off-site." I believe that the environmental impact statement should state clearly how much material is to be transported off site.

Response C-83E:

Approximately 65,000 cubic yards of material would be exported off-site. According to the applicant, the exportation of material would occur over a two month period. With the use of 30 cubic yard construction vehicles, it is estimated that the proposed development would generate 48 trucks per day or six trucks per hour.

Comment C-83F:

Since there is no compelling reason to alter the existing topography so extensively, or to reduce its overall grade substantially, the project takes on the appearance of a sand mine. I believe the environmental impact statement should address the question of why the project cannot be done without the removal of any soil from the site and without substantially disrupting the existing topography and, if substantial material is to be unnecessarily removed, why it should not be considered a sand mine under town code.

Response C-83F:

See Response to Comment C-10.

Comment C-84:

When was the traffic study on Route 25 done? It makes a difference as we all know.

Response C-84:

See Response to Comments C-1 and C-2.

Comment C-85:

And do we really want a signal at the entrance of this project? Which also means that it will be in front of the Elbow Room? That particular restaurant may not be a certified landmark, although it should be..... It's made from a Quonset hut and been there longer than I've been alive. Not to mention that most of Long Island can't tell you where Jamesport is, but they know where the Elbow Room is. What impact would this traffic signal have on the Historic district [sic]?

Response C-85:

See Responses to Comments C-1 and C-2.

Comment C-86:

Would parking restrictions be needed to?

Response C-86:

See Response to Comment H-35.

Comment C-87:

What about the appropriateness of such a signal? A traffic signal would be far more important at Manor Lane to assist the Fire Department during emergencies that to have one for the convenience of shoppers!!!!

Response C-87:

See Responses to Comments C-1 and C-2.

Comment C-88:

It is located in a hamlet and not even in Hamlet Zoning. It is in Rural Corridor Zoning. When the Master Plan was adopted in 2003, the spirit of the Rural Corridor Zoning was to severely limit the amount of development that could take place between South Jamesport Avenue and Washington Avenue beyond what is already there. The purpose of this forward thinking was to protect and blend the businesses and residential properties that were already there with sensible and very limited growth. That is why Rural Corridor also required campus style architecture for future blending of this area and to protect the community character.

Response C-88:

See Response to Comment C-62.

Comment C-89:

So I ask you --- is that what this project represents? This project is more than 42,000 square feet of development a size comparable to 10 George Young Community Centers, a project more than three times the size of Cardinale Plaza and four acres of impervious surface, a surface area more than twelve times the size of my property. Keep in mind that my property is a good size for South Jamesport at 1/3 acre. Does this sound like extremely limited blended development in keeping with community character? This project would dwarf anything that exists east of Route 105.

Response C-89:

See Responses to Comments H-9, C-57 and C-62.

Comment C-90:

How could a project of this size even be possible? I'll tell you how ..... a flaw in the codification of the Master Plan. Somehow, this parcel was given a preferential development depth allowance compared to other area parcels. Rural Corridor depth allowance for development is supposed to be 500 feet. This property has nearly 1100 feet.

Response C-90:

See Response to Comment H-7.

Comment C-91:

A Phase I study is not enough. The presence of what has been termed a "prehistoric mortuary complex" as a result of a 1950's archaeological study, with little to go on without precise mapping from documents in the State's museum and archive, seems worth investigating.

Response C-91:

See Responses to Comments H-39, C-6, and C-34, as well as the Phase II archaeology study included in Appendix E of this FEIS.

Comment C-92:

It has come to my attention that a local ordinance is being drafted to protect the burial sites of unmarked graves, etc. from colonial and Native American origin. Would this site warrant protection under a provision such as this?

Response C-92:

See Responses to Comments H-39, C-6, and C-34, as well as the Phase II archaeology study included in Appendix E of this FEIS.

MINDY KATZ & ROGER TROOP
OCTOBER 20, 2009

Comment C-93:

How will this project, Village of Jamesport, improve my Property Value when there are several "professional/retail" buildings in Jamesport, Mattituck & especially Riverhead that remain Abandon/unused; And how can you sustain economic growth in this Hamlet when other areas which are bigger, can not maintain the properties that they already have; And will the residents of this Hamlet receive any Tax benefits or just tax increases?

Response C-93:

See Response to Comment H-30.

Comment C-94:

How does the Town & the Village of Jamesport intend to comply with NYS Legislature to reduce Greenhouse Gases and to follow, by example, President Obama's executive order to increase energy efficiency, conserve water, reduce waste & basically, protect our environment for our future, within this scope of this project.?

Response C-94:

There are no regulations imposed by the State of New York on the Town of Riverhead to reduce greenhouse gas emissions. At present, the Town of Riverhead has green building standards for only Town-owned buildings, not privately-owned buildings. Energy conservation standards exist for exterior lighting, at §108-246 of the Riverhead Town Code and the applicant will be required to comply with same at the time of site plan review. The applicant will also install water conservation features into the proposed development, including low-flush toilets and irrigation sensors. To reduce construction-related air quality impacts, all construction equipment will be required to properly maintained and excessive idling of construction equipment engines will be prohibited.

Comment C-95:

Additional traffic lights to "ease" the flow of traffic, what other changes or restrictions will the Town impose on the residents & guests of this small Hamlet to "ease" this project through – at whose expense?

Response C-95:

See Response to Comment C-1.

Comment C-96:

We are OPPOSED to the project, Village of Jamesport/Jul-Bet Ent (sic) Development. We do not see any Positive effect personally or on the community at this time.

Response C-96:

The comment is noted.

MARIANNE AND MICHAEL RUFRANO
OCTOBER 19, 2009

Comment C-97:

After reviewing the Draft Impact Statement, we hereby notify the Town of Riverhead that we OPPOSE the application for the "Village at Jamesport".

Response C-97:

The comment is noted.

Comment C-98:

The traffic, noise, additional restaurant odors and garbage disposal will have an environmental impact on our existing community that is NOT acceptable. We see our existing neighbors and stores in the nearby shopping center constantly changing hands. The stores are often empty. This is a clear result of our economic times. An additional shopping center with additional services will surely bring higher taxes. We do not like what is happening to the beautiful North Fork with all of the commercial building. The farms and fields disappear, and we see buildings instead, each time we take a drive.

Response C-98:

The comment is noted. With respect to noise and odors, see Responses to Comments H-36 and H-37. With respect to the projected change in property taxes, see Response to Comment H-18.

Minutes of a Town of Riverhead public hearing held by the town board of the Town of Riverhead at Riverhead Town Hall, Howell Avenue, Riverhead, New York on Wednesday, October 21, 2009 at 7:00 p.m.

PRESENT:

Philip Cardinale,
Supervisor
John Dunleavy,
Councilman - arrived 7:40 p.m.
Barbara Blass,
Councilwoman
James Wooten,
Councilman

ALSO PRESENT:

Diane M. Wilhelm,
Town Clerk

ABSENT:

Dawn Thomas,
Town Attorney

(Supervisor Cardinale called the meeting to order at 7:10 p.m.)

Public hearing - the consideration of draft environmental impact statement on the special permit petition of Village at Jamesport (Jul-Bet Enterprises LLC) for the construction of a commercial facility SCTM#0600-68-1-35).

Public hearing opened: 7:10 p.m.

Supervisor Cardinale: "Okay. This— good evening. This is a— as you all know out there— this is a hearing— public hearing to consider comments on the draft environmental impact statement for the proposed development Village of Jamesport on Main Road in Jamesport.

I figured it would be helpful to commence it by talking about where we are in this process.

The town board received an application for a special permit meaning a specially permitted use to be approved to permit this

bistro use and professional office use in an area that had designated retail use only— as a permitted use, that we would permit those two uses, office and bistro, as a specially permitted use.

After considering that we felt that we needed additional information and we asked that a draft environmental impact statement be prepared before we. To determine what we wanted studied we had a scoping hearing which is a discretionary hearing to hear from you as to what questions you thought were important about— to study before we made any decision.

And we gave that information, the scope of the study that we wanted done to the applicant who's represented by Charles Cuddy here and he's done what he was asked to do. He's prepared a draft environmental impact statement for our consideration, planning has read it, the board has also and discussed it and the public has the right to comment and that's what this evening is about.

The— we know that there are no zoning variances being requested but we also know that regardless of what happens on the special permit decision we have to make eventually, that site plan will have to be reviewed by the planning board on this and you all will have a chance to be present at those meetings.

The purpose of this public hearing under the state environmental quality review act is to receive comments and recommendations on the issues scoped and determined to be important to study and associated with this project.

Everything you say will become a part of an official record and interestingly enough every one of this— an obligation of the developer represented by Mr. Cuddy is to respond to every one of these comments and to— that's the way the system works.

We encourage the participation of all the other involved agencies which have been identified and they've all received a copy of our scoping document and a copy now of the draft.

And in pragmatic parlance what we're looking to see is if this draft addresses all of the issues that we asked to be studied and that it has all its fingers and toes as the saying goes.

And what we're trying to get out of this is at the end of this evening and at the end of the comment period which will be 10 days after this evening because we're going to leave it open for written comments for the next 10 days, the — we want to be sure that we can tell Mr. Cuddy on behalf of his applicant what needs to be amplified, what needs to be clarified in the final draft.

Then he has to go out and do a final draft and then we'll be back here for a hearing. Then there will be findings by the town board as to what are the environmental impacts and how they must be mitigated if this project can go on and conceivably if they can't be mitigated what we're going to do in that regard.

So that's the overview and, therefore, that's what we would like to hear about.

I know that some of you have actually read this huge document here. Let me see is she here? Georgette, are you here? Yeah, Georgette I know actually read it because she told me she read it which I know that this guy over here, Rick Hanley, read it, our planning director. I know that Barbara read. I know that I read it, it being the executive summary. I know that Jim also reviewed it and John is going to be back, he can talk for himself.

So, yeah, who did? And Mr. Hall, the environmental— our SEQRA expert read it. So I'd like to hear from you. So we're going to open the hearing. I'm going to ask Mr. Cuddy to begin the hearing. Anything you wanted to say? I should also point out the scoping document was presented to them in August of 2008 and when did we get this document? August 19th was the scoping hearing and subsequently we told him what we wanted scoped, maybe a month, two months later, Charles— October of '08. So October of '08 to now which is 10 isn't it— October '09, so in a year, not on you. So, Charles, you can't blame them for that year because you were preparing this document and you did a voluminous job.

So now we're moving forward in the process. Go ahead."

Charles Cuddy: "We will not blame anybody."

Supervisor Cardinale: "Right."

Charles Cuddy: "I'm here tonight with the consultants and experts that we have retained."

Supervisor Cardinale: "Before you start, Barbara just reminded me I wanted to do one other thing.

In the period between the scoping and the delivery of the draft and what we're starting tonight, the comments regarding the draft, we received some letters from the public which the clerk has in her file which I wanted to let you know. You're free to examine them. One is from Shaik A. Saad, DOT Traffic Engineering and Safety. One is from Andrew Benners. One is— another is from Andres Benners.

No, I guess it's the same one; the same one but twice. One is from— and I'm handing them all to the clerk because she's going to put them in the file. Another is from Concerned Citizens of Jamesport. Another is from Group for the East End.

And the other one, and I'm going to read this, Charles, let you go then, quickly and it's from the— and I hope you have it. If you don't, I'll make a copy immediately. Does he? Okay. It just came in October 20th and it's going to be the topic of conversation, I try to keep it as limited as possible, as relevant as possible.

New York State Office of Parks, Recreation and Historic Preservation. And if you can— as soon as I read this, if you can make a copy for Charles.

It says to Mr. Hall, our SEQRA expert.

Thank you for requesting the comments of the New York State Office of Parks, Recreation and Historic Preservation with regard to the potential of this project to affect significant historical/cultural resources. And to you that means the Indian monograph. OPRHP— Office of Parks, Recreation and Historic Preservation, cannot be confident that this report accurately addresses the considerable archaeological and historic concerns relating to the parcel.

The property seems to include along its northern edge a portion of a hill that had been previously examined archaeologically and shown to contain significant evidence of an important prehistoric mortuary complex.

Our main concern is that it does not appear the significance of this site or its probable location within the property was sufficiently addressed.

While the site is mentioned in the report and seen as a reason to consider the property highly sensitive, the EIS page you provided, 49, Section 3.9, indicate that there are no national register eligible sites in the vicinity.

While the Jamesport Hill site had not been officially determined eligible, that is only because the site was not endangered previously and no request for a formal determination has been made. The site is clearly eligible, serving as one of the main sites discussed in a major monograph - the Jamesport site and its relation to archaic and transitional cultures on Long Island published in 1959, and I think I saw a copy of that today with Rick Hanley, as New York State Museum Bulletin 372 by William A. Ritchie.

In addition to being a well documented site in the archaeological literature, at least three local residents have contacted our office and the town over the last several years expressing their concern about potential damage to this important historic property.

The level of local concern and historic importance of this site do not seem to be expressed in the report or in the EIS-- environmental impact statement draft.

Given these issues, the office of Parks, Recreation and Historic Preservation would have expected a more intensive testing program in adjacent portions of the project area.

In addition to the presence of the site, a review of the Ritchie's monograph also indicates that many important deposits associated with the site are located at substantial depths below the current surface.

A review of the Shovel test records included in the submitted report suggests that tests may not have been excavated deep enough in the vicinity of the site to have reached similar deposits.

While the tests would have been sufficient in depth on most projects, given the information already publicly available regarding this particular area, the Office of Parks, Recreation and Historic Preservation would recommend a more rigorous testing methodology and therefore we are not confident that the boundaries of the site have been satisfactorily examined.

More detailed records regarding previous investigations of the Jamesport Hill site are likely present at the New York State Museum and perhaps at repositories on Long Island.

These records should be examined to help identify the boundaries of the Jamesport Hill site, both vertically and horizontally. Examination of these already existing records will help to fill out our understanding of this important historic resource.

Despite these concerns, the testing which was completed has identified intact archaeological deposits, indicating that at least a portion of the site does extend into the current project area. Although the EIS pages you provided suggest that the site was found outside of the currently proposed impact area, the Office of Parks, Recreation and Historic Preservation would recommend having Phase II investigation conducted prior to approving the project.

Phase II testing will allow our concerns regarding the Phase I testing to be addressed and allow the boundary of the already recognized archaeological deposits to be fully examined and delineated helping to ensure that there is less potential for unexpected archaeological finds during construction.

Once this additional testing has been completed, taking into account the concerns expressed in this letter and insuring that the boundaries of both the original Jamesport Hill site and the currently identified site have been well established, Office of Parks, Recreation and Historic Preservation would feel more confident in making recommendations regarding both site avoidance and any mitigation measures which may be necessary.

Please contact me at extension 3291 or by e-mail at douglas.mackey@orphp.state.ny.us if you have any questions regarding these comments.

And I read that not because I like to hear myself talk, although that is probably also true, but I read that because I think that will avoid a lot of discussion on the issue because that's the most recent determination as of yesterday by the people that count which is the New York State Office of Parks, Recreation and Historic Preservation.

And, Charles, you'll deal with that in your— in the process."

Charles Cuddy: "I read the letter, thank you for giving it to me, and we don't have a problem following their recommendations. We will."

Supervisor Cardinale: "Good. And that I hope will cut a lot of necessity for testimony on that issue. That's where we are on that issue.

Charles, I'm sorry to (inaudible). Go right ahead."

Charles Cuddy: "That's okay. My statement is very brief. We're here for the applicant and we're here to listen tonight because that's the comment period and I have the consultants, the experts with us who drafted the DEIS and they will be pleased to hear the comments and address them that are made tonight and those that are made in the 10 day period afterwards. And we're prepared to do that— "

Supervisor Cardinale: "Can you tell us what experts are here with you?"

Charles Cuddy: "Yes. We have Miss Genaro (phonetic) who is a consultant for us, an environmental consultant. We have Mr. Stromski who is here as an architect and we have Mr. Winkleman (phonetic) who is here as a traffic expert. So we have people that have composted essentially this DEIS here."

Supervisor Cardinale: "Okay, great. And thank you for bringing them. Rick, do you have the scoping document as for the study of what? I have it right here. Can you summarize that because I want to get the comments now going. But he's going to summarize what we asked that they study. They have their experts here. Remember that everything that you're about to say or anything you submit between now and November 2nd, these people actually have to respond to every single comment. So make them succinct, to the point and relevant because we don't want to waste their time. They want to respond to the relevant important issues."

Rick Hanley: "The scoping document requested that the DEIS evaluate impacts on the following: soils and topography; water resources, ecology, land use, zoning, growth and community character, transportation and parking, noise and (inaudible)."

Supervisor Cardinale: "Great, okay. So if the people from the community that would like to comment would come up and begin your comments. They will be recorded. And to the extent that you ask questions and your comments, I'll ask Mr. Cuddy and his experts to address them as they choose or not. Afterwards you may wish to just simply in writing to the comments.

Go ahead, please."

Georgette Keller: "Okay. I'll go first. I'm Georgette Keller. I live in South Jamesport. I'm also the president of the Jamesport/South Jamesport Civic Association. Most of you know me.

I've been here before and, of course, I am glad to hear that there will be exploring further testing for archaeological review. I have made packets for the board and for Mr. Cuddy based on my comments which are four pages, and I'm not going to read them because I'm assuming that everybody can and will read them.

But there are certain issues that are part of it.

I wanted to know now, Mr. Cardinale, are you assured that I read the whole thing? It's not an easy document to read if you're not used to them. And I've been in and out of that document several

times but I did want to know when the traffic study was done that was done." H-1

Supervisor Cardinale: "Okay."

Georgette Keller: "Because that is particularly relevant in a seasonal tourist area in terms of the loads that they came up with and how they made their calculations. You are more familiar with that so I figured I'd leave that to you. H-2

But what we're mostly concerned with is community character and that a project of this size is— there is virtually no way to mitigate the factors of a project this size and they're calling for a signal at the entrance of this project under part of the DOT requirement and, you know, that just seems like an absolute nightmare especially in front of the Elbow Room. H-3

And what is that going to mean for impact on our historic district? We finally have an historic district. We finally have semi-public control over the oldest structure in the town of Riverhead which is only several hundred feet away from this property. You know, what are the impacts going to be on what we have been trying to preserve as a rural community. H-4

My family moved here literally as the towers were falling on September 11, 2001 to live in a rural farm community and area and this is a project that's more than three times the size of Cardinale's Plaza; it's roughly 10 buildings to equal the size of George Young and we're talking about four acres of impervious surface which brings me to my next question.

Mr. Cardinale, you said there were no actions pending before the ZBA?"

Supervisor Cardinale: "Yeah. The indication from the director of planning to speak of is that there are no— we will not make a decision on this until the various issues are resolved and we understand there are no variances being requested."

Georgette Keller: "There was one filed for— "

Rick Hanley: (Inaudible comment)

Georgette Keller: "-- there was impervious surface."

Rick Hanley: (Inaudible comment)

Supervisor Cardinale: "So if I understand it so the people understand impervious and pervious. I had years before I understood that.

That we changed— I think it was in regard to the Atlantis Aquarium, wasn't it— that we wouldn't insist on impervious which is, you know, asphalt, but we would permit if it's better for the environment at the discretion of the planning board as site plan agent, previous which is it can soak through and be better drainage— it had nothing to do with this project. It had to do with the general change in law.

So therefore you don't have to seek relief on that issue. So there won't be any variances required but there will be a special permit required which is discretionary for the bistro and office and there will be site plan which involves discretionary decision-making by the planning board."

Georgette Keller: "Now does that also mean that or I should put it this way. Is there any change then in reading the code from what I understand, that if there's impervious surface area which was under that ordinance it was required to build a recharge basin and that the recharge basin area of square footage had to be removed from the calculations for allowable, that 10%." H-5

Rick Hanley: (Inaudible comment)

Supervisor Cardinale: "What she's asking is— "

Georgette Keller: "Won't that change the amount of allowance for 10% building— development— "

Rick Hanley: (Inaudible comment) "I think you're suggesting that a recharge basin would be impervious."

Georgette Keller: "No. According to how I was reading in the code was that if a recharge basin is necessary, then that square area must be moved from the total square area of the parcel in determining what the buildable footage is."

Rick Hanley: "In terms of not just impervious surface but all the other zoning parameters."

Supervisor Cardinale: "In terms of yield."

Georgette Keller: "It affects all the other calculations. I wanted to know that was true."

Rick Hanley: "As far as floor area. I'll have to look into that for you."

Supervisor Cardinale: "Yeah. You get what— she's saying which is an interesting concept— I don't know the answer— "

Georgette Keller: "So that would change it from being a 42,000 square foot project to whatever it may be— "

Supervisor Cardinale: "She's saying— he's going to check that and get you an answer. But the question I think is this.

If you have to include a sump, is the sump like wetland deducted from the property upon which you establish your yield?" H-6

Georgette Keller: "Because it is on other vacant land for determining what the 10% buildable lot is."

Supervisor Cardinale: "I'm surprised he doesn't know that but, you know, he's not perfect."

Rick Hanley: "Rather imperfect."

Sueprvisor Cardinale: "But he's going to give you an answer when he can— "

Georgette Keller: "Well the important thing is to not know all the answers but to know where to find them."

Supervisor Cardinale: "All right. So we have one question which we'll get to you later."

Georgette Keller: "All right. And I'm sorry, I'm just trying to rush. My husband wanted to be here tonight but Southwest Airlines decided they were an hour and a half late so he's now sitting on the ground in Islip waiting for me.

So you have the cultural resources. And then there's another issue with whether, you know, it's appropriate and in going back to whether it's appropriate, we have to understand how this project even came before us in the first place and that's because of the depth that this parcel has been allowed to have this 1100— almost 1100 foot setback allowance for development. H-7

And that is still a major of issue of concern for the community. Is that the spirit of the master plan when it was developed was to extremely limit development between South Jamesport

Avenue and Washington Avenue on Main Road because of residences and because we didn't see it well turn into Route 58. H-7 CONT.

Now while we're not talking about big box stores, we are talking about the development of a project that would be greater than exists from Washington Avenue to Jamesport Avenue. H-8

We're also talking about a project three— more than three times the size of Cardinale Plaza so how can that community character factor be mitigated? It can't. It needs a traffic signal. It needs a traffic signal when you know we've all kind of held our breath wondering when a second traffic signal would come and we all really kind of figured that it would be at Manor Lane so the fire department for health and safety and for you know emergency. H-9

And we're going to put in a shopping center and a couple of bistros and some medical offices? And really do, you know, those things don't typically exist in our community, the medical offices and we don't have professional offices in a compound where you have a bunch of them. H-10

We do in Aquebogue, there is that one, but even that campus style development there is nothing compared to the size of these buildings. So we really want to see how all of this is going to be made like it looks like it belongs bordering the historic district. H-11

And even the name along, the Village of Jamesport. It is neither in a village nor is it in village zoning. So it's, you know, quite inappropriate to take what is truly a hamlet and now make the rest of the world think like it's some village.

It could be its own village because it's bigger than the entire hamlet. So that really needs to be considered and how this 1100 foot setback came to be and that we really expect the board to deal with that because it is not in the spirit of the master plan the way it was drafted. H-12

And I know people say well this guy bought the land and he's already suffered restrictions and losses of use, well so has everybody else who owned vacant land along that corridor. So he's not being asked to suffer anything that other property owners haven't also lost along the way and you buy vacant land, that's the risk you take and in this case he purchased it well after the master plan was started with full knowledge. If he didn't have full knowledge, well caveat emptor kind of really takes place here. H-13

So, those are really our major concerns, that and the archaeological find so that whatever is there is found and is

preserved and I have a couple of letters from the community in my packet that I'll give each of you and Mr. Cuddy for people that could not be here and there are also letters from the inter-tribal historic preservation task force as well the letter that you received from the State Office of Parks, Recreation and Historic Preservation because Mr. Mackey has— somebody in the community has spoken to Mr. Mackey about four years ago and I e-mailed him and he did send me a copy of the letter and I didn't know whether it would get to you in time for the hearing so I brought copies for everyone.

Okay? So thank you very much. And I'll give these to all of you."

Supervisor Cardinale: "Thank you, Georgette. Yes, next comment please. Thank you."

John Stefans: "Good evening. My name is John Stefans and I live in Northville. I recognize what I'm about to say is not within the scope of the draft environmental impact statement. However, I believe it is a troubling issue that leads to a question that I would like to ask you.

Leroy Barnes, the head of our building department was quoted in the News Review as saying that if this project moved along, he would engage, meaning hire, a building inspector from another town to handle the case and I happened to be editor of the News Review at the time and I know that the reason Mr. Barnes gave this for hiring another building inspector was because of the acknowledged romantic relationship between the sponsor of the project Julie Kline and the deputy building inspector Sharon Kloss.

I find that very troubling to begin with because I have it on good authority that Miss Kloss even went so far as to visit a neighbor, the owner of the adjacent parcel, to explain the project that was in mind. In find that quite improper.

But the question I want to ask is that if Leroy does indeed hire a building inspector from another town would the taxpayers of Riverhead pay for that service?"

Supervisor Cardinale: "I think that what you're recounting is some years back, six or seven if I recall those articles. So I'm not sure— "

John Stefans: "Oh, no, no. It wasn't six— no, no. No, no. My quote of Leroy Barnes— "

Supervisor Cardinale: "Where was that from?"

John Stefans: "About two years ago. Absolutely."

Supervisor Cardinale: "The expenses associated with the project are generally borne by the developer. So if there was a conflict, I'd have to defer to my town attorney who is not here as to whether we can pass that expense on.

We do, however, have another individual in the building department office, Kuzinski, that also does commercial inspections, so-- which was not the case two years ago, so I'm hopeful that we could use inside personnel.

Certainly we'll be mindful of that, we don't want to spend money twice. We don't want to spend town money unnecessarily so if, in fact, we can use the inside person I'm sure we will to avoid any conflict. If, in fact, we have to go outside, we'll explore all opportunities to pass that cost on and I don't think that there's ever been acknowledged anything but a friendship which-- between our deputy building inspector and the applicant."

John Stefans: "It did go beyond that in quotes with that question."

Supervisor Cardinale: "Oh really? Well, I'll look at your articles because I know you are a good reporter."

John Stefans: "Thank you."

Supervisor Cardinale: "Thank you. Next comment please. Mr. O'Neill."

Sean O'Neill: "Good evening."

Supervisor Cardinale: "Good evening."

Sean O'Neill: "Good evening, ladies and gentlemen. My name is Sean O'Neill. I own a business that borders this property and now that we're talking about finances and reference of finances from the town to the town, I think it's imperative that this project's a go.

It would create a great tax base and put money into the town. It's a land that's not been used (inaudible) for the last 30 years. This is a wise move to utilize the space in a productive manner and I hope the town, the people in Jamesport realize that if this would turn into other than a local establishment like a federal or state

establishment, it would be great risks of loss of revenue and it would still be developed.

So it's something to take mind of." H-14 CONT.

Supervisor Cardinale: "Thank you, Mr. O'Neill. Any other comments we'd like to take that you would like to make? We're here, make them verbally. It's easier for you if you'd like and, of course, we'll keep it open until November 2nd for written comments. Yes, Mr. Barbato."

Phil Barbato: "I'm Phil Barbato. I live on Manor Lane in Jamesport.

In reviewing the draft EIS, I noticed a couple of things related to the correspondence from other agencies that seemed out of date.

The appendix C has what's supposed to be approvals I think from the Suffolk County Department of Health Services. The letters that are in there are, in fact, notices of incomplete application." H-15

Supervisor Cardinale: "Put that down a little bit, see if it works. Okay. Try it again."

Phil Barbato: "There are two letters in there. One is dated April 12, 2006 and it addresses something called the hamlet of Jamesport and it is a notice of incomplete application. I don't see how that could be an approval letter."

Rick Hanley: "It's not."

Phil Barbato: "Another one is a notice of incomplete application dated April 4, 2005. It's also addressed to hamlet of Jamesport. So I don't know if these are relevant in terms of approval of Suffolk County Department of Health Services." H-15 CONT.

Supervisor Cardinale: "Rick, do you want to address that?"

Rick Hanley: "Yeah, they're both notices of incomplete application."

Supervisor Cardinale: "They're just exactly what you think."

Rick Hanley: (Inaudible) "And the health department will not be able to act on this until SEQRA is complete anyway so it's very premature."

Supervisor Cardinale: "They're not approvals. They're notices that they need additional information before they can approve."

Rick Hanley: "Right. And they could issue an approval until SEQRA is complete and— "

Supervisor Cardinale: "And we have to make a decision which we did, didn't we? Didn't we make the decision that we are the lead agency, that it's a one type action?"

Rick Hanley: "Type I action."

Supervisor Cardinale: "Type I action and, therefore, we into the draft environmental impact statement. So those are just historical data, they are not any approvals."

Phil Barbato: "Well my question is does that agency have the right information (inaudible) because it's talking about something called the hamlet of Jamesport. What project is the county reviewing? That's my question. Do they have the right one." H-16

Rick Hanley: "Well, this was not submitted by the town. This was submitted by the applicant. The project name hamlet Jamesport is correct. That may have been the nomenclature that was used at the time. It started out as that."

Supervisor Cardinale: "Charles— "

Charles Cuddy: "It originally started— "

Sueprvisor Cardinale: "It started out as hamlet, historic village. It's the same project, but hamlet, historic village and village, is now village at Jamesport. But it was hamlet; it was historic village and now it is village but it's kind of not relevant because they still know they have to get approval. All they're getting is correspondence that says they need information."

Phil Barbato: "Phil, same question for the letter from Riverhead water district then. That's dated September 1, 2004."

Rick Hanley: "What appendix is that, Phil?"

Phil Barbato: "Oh boy, it's in the same one, appendix C. The project changed since then that's the one question I had there."

Supervisor Cardinale: "Well, remember, they're not going anywhere until they get a— they're here really asking us whether we

will permit a specially permitted use. Even if we permit that specially permitted use ultimately they have to go through the site plan and they also have to have health department approval and what else— probably a series of other approvals, DOT for the road opening. It's going to be a big one here as you know."

Phil Barbato: "Well, I'm just pointing it out because I think the scoping document says that water and wastewater and stormwater are issues to be addressed and if they don't have the approvals, they need from the relevant agencies, then they're not addressed." H-17

Supervisor Cardinale: "Yeah, but they would never have been addressed by this time in the process because they— they're not going to spend that kind of money until they know what uses they have or what site plan they have.

But they will be addressed— when you say that as part of the scoping document, is that what you are saying?"

Phil Barbato: "Yeah--"

Supervisor Cardinale: "What are they supposed to be addressing in this document with regard to water and sewer?"

Rick Hanley: "Exactly what was mentioned that the flows that are associated with the project are approvable by the health department (inaudible) sewage treatment on site based upon the 600 gallons per day per acre site."

Supervisor Cardinale: "And did they address that?"

Rick Hanley: "They said that they're going to conform with Suffolk County Health but they don't have any permits yet."

Supervisor Cardinale: "Yeah, but what they're saying is their application will conform with the standards and they will be able to comply. That remains to be seen when they apply."

Rick Hanley: "Right."

Phil Barbato: "There's a tax revenue estimate, I don't have— I'm sorry, I don't have the appendix number— letter, but what I wanted to point out is it only shows incoming receipts of taxes. What's left out is the costs of those developments. H-18

As you know, commercial and residential developments are a net loss to taxes to a town because you have to provide services and other town activities to that property. So it's constantly pointed

out that this would be a tax revenue input. In fact, I think it would be a net loss to the town in terms of taxes." H-18 CONT.

Supervisor Cardinale: "Yeah, you understand that comment, Rick?"

Rick Hanley: "Yes."

Supervisor Cardinale: "The traditional wisdom is that residential projects are traditionally a net loss, particularly if they have children associated with school districts, but everybody seems to acknowledge that commercial projects should be a net gain to your tax district, mostly because there's no children going to the school district and hence 70% of your taxes aren't getting an additional burden.

But what you're really saying is you don't think that part of the study was sufficiently complete and in the final you'd like to see not only the benefits but the burdens. Right?"

Phil Barbato: "Yes."

Supervisor Cardinale: "Okay. Would you write that down?"

Rick Hanley: "Yes, I have it."

Phil Barbato: "The traffic study that's been mentioned recommends a new signal at the site. I just wanted to point out, I think Georgette covered this pretty well, but it's about four or 500 feet from the existing signal and anyone who was on Route 25 the last couple of weekends knows that Route 25 and Sound Avenue were parking lots. H-19

I don't think that this can be discussed as a minimal impact on local traffic. It would be a horrible bottleneck right there in the hamlet of Jamesport."

Supervisor Cardinale: I think everybody understands that's a major issue."

Phil Barbato: "On the land use and zoning topics that were required, I just wanted to point out that nearly all of the 10 buildings are in the special use category. I think there's two of them out of 10 that are actually permitted uses. The rest are going to be special— they're going to have to go before the town board for a special use permit with the exception of the retail stores. H-20

Now the retail stores, it's not clear whether they have been required frontage along on Route 25. There's a section of the zoning code, 108-282A3, that requires that in rural corridor retail stores must have frontage along Route 25. And I didn't think that was true. H-21

And the last point on— "

Supervisor Cardinale: "What was that section— "

Phil Barbato: "108-282A3."

Supervisor Cardinale: "Thank you."

Phil Barbato: "So then the other remaining issue— the remaining uses that are being requested are all special use and they're professional offices and medical offices.

The way I read the rural corridor zoning ordinance, none of these would be permitted because what it says is that they can only be— in rural corridor there can only be existing single family residences. You have to start with a house that's already there and then turn it into a medical office or a professional office. H-22

There's no houses there. So where do we get medical and professional offices?"

Rick Hanley: "I think the confusion is we just amended the ordinance to take into account the renovation of existing buildings— "

Supervisor Cardinale: "Right. That's not the ordinance that they're going under though. Okay, we'll explain that to— "

Rick Hanley: "Within a certain distance of a building— "

Supervisor Cardinale: "The ordinance that you refer to accurately is not the applicable ordinance in the area between Washington Avenue and South Jamesport Avenue. There's a— the ordinance that's applicable there permits by special permit professional office use.

But as long as you're on the topic I understood there are eight— there about 10 buildings more or less— "

Rick Hanley: "I have a breakdown, Phil."

Supervisor Cardinale: "Yeah, but he's saying that eight of them will use special uses. Is that accurate?"

Rick Hanley: "The site plan that was made part of the draft impact statement, show 10 buildings, bistro, cafe at 8,000 square feet, retail stores at 17,000 square feet, professional office at another 8,000 square feet, and then what they call medical office at another 8,000 plus square feet."

Supervisor Cardinale: "Okay, 17 is retail and what— eight and eight— "

Rick Hanley: "Eight and eight, that's what— 24."

Supervisor Cardinale: "Okay, well, then 24,000 of the— "

Rick Hanley: "Twenty-four thousand plus."

Supervisor Cardinale: "Twenty-four thousand plus of the 21,000, if you've got eight, eight, eight and 17,000, he's correct, would be professional."

Rick Hanley: "Or bistro."

Supervisor Cardinale: "Or bistro which is not— wasn't— I might have just recollected wrong, but I thought that less of a percentage was being sought for special permit use and that's your point, right?"

Rick Hanley: "Right."

Supervisor Cardinale: "Your point, Phil, is that a large percentage of the use would be specially permitted. We could address that with conditions. If and when we ever approve the special permit or thought about it, we could limit the amount that we would permit to be used for those office and bistro uses and I guess your point is just that."

Rick Hanley: "It's possible that the applicant may have increased the square footage of bistro and medical office in order to mitigate traffic and parking issues from the times of day of peak access to the site. I'm not exactly sure but— "

Supervisor Cardinale: "But since this SEQRA process we're involved in is generated by a special permit application, we need to know and apparently that's what we're knowing it from, what he's proposing of the 41 or 44,000 square feet permitted would be specially permitted uses. And my recollection was a lot less than that."

Rick Hanley: "That's my recollection, too. I think there may have been a change from the original site plan application to this special permit and the SEQRA process."

Supervisor Cardinale: "Because maybe they're more rentable than retail but, frankly, they can't rent the retail they have in Jamesport.

Okay."

Phil Barbato: "And my point there was that most of the project you need special permission for so how do you rationalize that with the fact that for a special permit approval, the applicant has to show that the special use will not be more objectionable than the nearby properties— to the nearby properties, than the permitted uses if this is going to be mostly a special permit type of development? How can it be less objectionable to the surrounding properties? I think that was Georgette's point also. H-24

Did I understand you correct to say that the requirement for professional medical offices that applies to the rest of the rural corridor does not apply to Jamesport?" H-25

Supervisor Cardinale: "Yeah, there's a special— the area between Washington Avenue and South Jamesport Avenue permits-- the zoning in that area is specific to that area. Because actually when we were doing the master plan if you think about it, the town of Jamesport is basically between South Jamesport and Washington Avenue and if we were going to put rural corridor there, it would be a little different in character than the other rural corridor. It was allowed some special permit uses not permitted in the rest of the corridor between Route 105 and the Laurel line. That's correct.

But you just look it up. It is what it is. It's what it is since 2004 when we passed it."

Phil Barbato: "I looked today and I didn't see it there."

Rick Hanley: "Professional offices are allowed (inaudible) within a certain distance of a hamlet center."

Supervisor Cardinale: "Within a quarter of a mile of a hamlet or village center you can put professional offices by special permit. Okay? That's well stated. Okay, within a quarter mile of hamlet or village center you can put professional offices by special permit. You can't do that if you're not within that distance."

(Some inaudible discussion)

Supervisor Cardinale: "And it doesn't require that there be an existing building which is what was confusing you."

Phil Barbato: "Okay. The only other thing I had was on the overall site plan it shows the residential portion of the property, another 34 acres, and there is a proposed cluster, looks like getting it down to about one acre type lots. H-26

Just a comment there. I think you can preserve more farmland, good farmland, if you clustered it more than that."

Supervisor Cardinale: "Thank you."

Rick Hanley: "In order not to segment this project, we asked that the applicant provide the potential subdivision layout that could exist on the residential portion. There's no subdivision application presently before the planning board."

Councilwoman Blass: "It does provide (inaudible)."

Phil Barbato: "Yeah, there are some pretty big lots in there and the other thing was it didn't have a connection to this supposed village center. It was cut off. The new residential portion is cut off from the new commercial portion and what's the point?" H-27

Rick Hanley: "That's why we wanted them to show the residential development."

Phil Barbato: "Yes. It's disconnected. Why not show a walking path or some other connection between the two."

Supervisor Cardinale: "I understand your point. Thank you."

Phil Barbato: "Thank you."

Tom Kowalsick: "Hi, my name is Tom Kowalsick. I wrote something up so it wasn't quite question and answer but you can have a copy of this and people can respond because there are actually questions in it. It's just not quite as— "

Supervisor Cardinale: "The good news is as you submit that and you make statements, they are compelled to respond to these questions."

Tom Kowalsick: "Okay. Because we live adjacent to this property, you know, we've got a lot of concerns obviously, so-- .

My wife and I live at 1520 Main Road in Jamesport, the property immediately west and adjacent to the proposed development known as the Village of Jamesport.

For a number of reasons we would like to go on record as opposing the special permit petition of Village at Jamesport for construction of a commercial facility consisting of 10 buildings of 42,000 square feet gross floor area including professional office and bistro uses on a 9.712 acre parcel which is zoned rural corridor located on Main Road, Jamesport. H-28

When we moved into our home in 1980, my great grandparents farmhouse still stood on the property which is proposed to be developed.

My mother grew up in that home and she actually helped her grandparents grow vegetables and raise animals on the property that is now being proposed being leveled and developed.

Actually my father's parents owned the property across the property where the Elbow Room and the travel agency exists. I can remember walking around in the old farmhouse and walking through the buildings across the street.

So as you can see, my family has some strong roots in this hamlet of Jamesport.

When we first bought our home the field adjacent to the east side of our property which is proposed to be developed, actually had crops growing on it. It was an actual farm for a couple years I can remember at least and according to the maps I was looking at in the town web site, those haven loam soils on the property actually are very productive for crops.

After we bought our home I remember the town talked about changing the zoning of the property along the Main Road in Jamesport to country rural to help preserve the rural nature of hamlets like Jamesport.

Eventually this became a reality when the most recent master plan was completed. And this helped our decision to remain in our home because we trusted the Riverhead town would protect our property rights with this zoning.

So for the last 29 years my wife, children and I have lived in our home thinking our rights as homeowners were being protected from

the type of over-development that was occurring in western Suffolk and western Riverhead for that matter.

Country rural or rural corridor zoning (RLC) was supposed to take into consideration that the hamlet of Jamesport was a mix of family residences and small businesses, not to be over-developed. Rather a place of small businesses, those which reflect rural character of the farming community surrounding the hamlets.

And, yes, at the same time to protect the rights of homeowners like us from having property adjacent to ours becoming over-developed, to protect the rights of the developer who wants to now jam 10 buildings totaling 42,000 square feet including two bistros right smack in the middle of the hamlet of Jamesport. H-29

We're also kind of confused as to why this particular piece of property has a thousand foot setback when to our knowledge all other parcels in Riverhead with RLC zoning have a 500 foot setback.

We understand that this setback line has been changed more than once and I'm sorry but how are homeowners like us supposed to keep track of all these changes, to even make comments sometimes on this stuff.

And why this property only? This thousand foot setback is significantly changing the size of this proposed development. The intent of the RLC zoning was to control huge projects like this in our hamlets. Huge projects like this impact residences like ours that are part of the mix in this RLC zoning.

It seems to us that in this case the rights of the developer are becoming more important than the rights of homeowners like us who have lived here for the past 29 years. We were here first, we did not buy property next to a 42,000 square foot development that includes two bistros.

Rather the developer bought property that was a farm and is adjacent to my family and our home. All right? We have rights and we want the town to protect the rights of us as homeowners.

A developer in the town should be working with us but instead we feel the only concerns that matters sometimes are those of the developer. Why do we feel that way?

Well, when has anyone from the town asked to sit down with my wife and myself and discuss the project and what impact it has or is going to have on our lives or our property?

This is a huge proposed development for this area. And we're not just— we are just as important as the developer.

The development will have an impact on our lives and property and here's some more maybe of the questions.

We're quite concerned about the impact this development will have on the value of our home and our property. Your decisions could have a negative effect on the value of the home that we have lived in and invested for the past 29 years, not to mention paid taxes on for all those years. Have you considered this? H-30

I have heard a lot about the developer needing variances approved, special permits approved, because this is important economically to the developer. Well, what about the value of our property right next door to this? Because this is important to us. Does the town care about that?

For the record, over the past 29 years our home's foundation has been solid. We did not have problems with water accumulating on our property or entering our basement. We're very concerned about the impact of the proposed excavation and removal of tremendous amounts of soil, including the leveling of the property to street level and the installation of retaining walls around our property. H-31

What is this going to do to the water table? How will this impact our property? Will we now have drainage problems on our property? Has anyone in the town considered any of these things? Are you protecting our rights on that? H-32

Now the signal thing has been mentioned but I wrote about it so I'll read it.

Since a traffic signal is proposed to be installed on Route 25 in the vicinity of the front door to the Elbow Room Restaurant - yes, two traffic lights 200 feet apart in Jamesport - can you believe it? H-33

Well it is obvious that traffic will be impacted greatly by this project if there is a need for another traffic light in our small town and, therefore, we will be impacted greatly as well, will this include a turning lane to try and allow traffic to flow when cars are turning in and out?

There's very little room in the front of our home to widen Route 25. There is a retaining wall that is only about one or two feet off our property line, then a sidewalk, then the road. Has anyone from the town walked down the sidewalk, looked at the H-34

retaining wall, measured the distance from the side of the road to the existing sidewalk?

H-34 CONT.

I have and I don't think it can be done in a safe manner for those that will be utilizing those sidewalks or for my family having to exit our driveway onto Route 25.

And, also, will this impact parking that occurs in the village and at the Elbow Room right now? H-35

I would welcome a meeting with you in the front of my home so you can see my concerns.

Ten buildings, possibly two bistros, that's translating to a lot of garbage. According to the plan on the Riverhead town hall web site, this amounts to lots of dumpsters, at least that they've got located.

Dumpsters will be located very close to our property line. Dumpsters for bistros contain food, can draw rodents and what time in the morning will trucks be allowed to enter this development to pick up and empty these dumpsters? All these things are going to impact our life. H-36

Regarding bistros, we are concerned about the hours of operation and the odors that such facilities will generate. Due to the tremendous removal of soil to bring this site down to the level of Main Road, it appears that the roofs of the bistros would be located much lower than our property actually after that.

Therefore, we're concerned that exhaust outlets would be at a similar elevation to our property and our home. This means smoke, odors could be moving across our property and even in through windows in our home. H-37

Now you may find this hard to believe but I invite you to my home, sit in my backyard on a chair and look out the back and imagine the elevation change with all that soil taken away and these buildings now and you come to your conclusions.

And we've asked this before and will a bistro some day become a McDonald's or a Burger King? Can you guarantee this will never happen even if the current developer sells the property which we know is a very good possibility? H-38

So, Mr. Cardinale, you were mentioned I should say in an article titled Weekender, Jamesport, New York which appeared in the August 19, 2005 real estate section of the New York Times.

The article in speaking about Riverhead and Jamesport said the master plan seeks to control development through zoning, development rights— development rights transfers and the creation of a rural corridor.

It mentioned you moved to Jamesport from Dix Hills in 1978. We came for the rural attractiveness Mr. Cardinale says, and I think it will be preserved.

Well, here's your opportunity. Give the master plan a chance to work. Tell the developer stick to the main intent of this rural corridor zoning, a mix of residences and small businesses that reflect the rural character of the hamlet like Jamesport. No bistros, no offices.

We're asking this town board to please remember we did not move next to 10 buildings, two bistros that occupy 42,000 square feet. We moved next to a farm that was my great grandparents owned it, my mother grew up on.

The developer moved next to a family, ours, who has lived in their home for 29 years and that family has rights and those rights must be considered strongly in the decisions you make.

Thanks."

Supervisor Cardinale: "Thank you. Yes, I would like to have that made part of the record."

Councilman Dunleavy: "Can I ask him a question?"

Supervisor Cardinale: "Yes."

Councilman Dunleavy: "Yes. Okay. Your property is at a higher elevation than what he has to bring his property down to. Is that correct?"

Thomas Kowalsick: "Yes, that's the way I understand it. Yes. We're— I'm going to say if I look out my front door that two the Main Road my eye level would probably be in the range of 10 or 15 feet."

Councilman Dunleavy: "Okay. So actually his rooftop will be at the same elevation as your windows in the rear of your house."

Thomas Kowalsick: "I— when I look at the way the plans are set up and like I said, I invite you to come to my backyard and look, that's the way I picture it. If the way I understand it is

that it's going to be level so that obviously buildings are on flat land, and that, you know, if there are exhaust fans or whatever the case may be, the wind blows and— "

Councilman Wooten: "Your property is to the east or the west, sir? First parcel to the west, right?"

Thomas Kowalsick: "I'm the first parcel to the west."

Councilman Wooten: "If you see a strange man walking around your backyard, it's me."

Thomas Kowalsick: "Well, you're invited."

Councilman Dunleavy: "You don't mind us coming?"

Thomas Kowalsick: "No, I invite you. I think you just need to get the perspective of being in the back of our yard, on our deck, whatever, and just looking out and— "

Councilman Dunleavy: "Okay, thank you. Thank you for the invitation."

Ann Kowalsick: "Hi. My name is Ann Kowalsick. I'm here on behalf of my mother-in-law Florence who wrote a letter but couldn't be here. So I just wanted to read it to the board.

I would like to go on record as opposing the special permit requests of Jul-Bet Enterprises for construction of a commercial facility consisting of 10 buildings of 42,000 square feet gross floor area and including professional office and bistro uses.

In addition, I understand that there is some question regarding whether any of the land had native American significance, which I remember this to be the case as I was growing up on this property during the 1940's and 1950's. H-39

The land in question where this project is proposed was at one time owned and farmed by my grandparents Peter and Mary Sieminski. I was raised by my grandparents on that farm as well. The farm remained in the Sieminski family for some time and was eventually sold I believe to the Froehlich family who then sold the farm to the present owner.

I have many good memories of the old farmhouse where I grew up that once stood across the street from the Elbow Room in Jamesport and working on my grandparent's farm as well.

In addition, I thought you may be interested to know that as a child and teenager growing up on this farm we would sleigh ride down the hill situated near the back of the property until it was discovered that a portion of the land was a sacred native American site.

In the 1940's I remember a portion of the land on this site was deemed sacred and was fenced off, stones to mark the site were placed in the area and I also remember a large tower like structure being constructed on the hill as well.

At that point, we were instructed we could no longer go onto the site and I remember having to walk around the site whenever I walked to work on the farm in the back via the driveway that still exists and winds its way from Main Road to the back farm.

In addition, we could no longer allow our cows or horses to graze in this area and had to move them to another site to graze. I recall finding many arrowheads when digging in the soil on this farm where I grew up.

In the 1950's, I remember individuals archaeologists coming to the property and again working on the site as well.

I thought that this information may be useful since I heard a lot about the site having significance as a sacred native American site.

I remember this to be the case as I grew up on this property.

Feel free to contact me if you have any questions.

Sincerely,

FLORENCE KOWALSICK"

Sueprvisor Cardinale: "Thank you. Could you make that a part of the record, please? And thank you for your comments and your written summary.

Is there anyone else that would like to make a comment on— at this hearing? Mr. Janis."

Raymond Janis: "My name is Raymond Janis, I live in South Jamesport. I own two pieces of property in Jamesport. I'm not for and I'm not against. I'm not arguing the point.

I'm just arguing the point from the point of view. I own two pieces of property on the south side, 1509-15, which is in between two commercial lots. I was put into RLC from country rural and it's two lots.

When I bought the first lot, I could put 15,000 square feet. I think it was village at the time. Then they went to country rural, okay. Then they came-- later on in years, I bought the second lot figuring on— because they've got so many different things— the thing I want to get across first is because I want to get across the first two lots.

I could put 15,000 square feet. With the two lots now, I can only put 6800 square feet. Okay. I got excepted. I was told, you bought it, that's it and that's how you make the changes. Okay, I won't argue the point.

We own a piece of property in Jamesport in the village center. I go 700 feet. I'm in the village.

My first thing— what I'm trying to get across is I can remember— I didn't know I could build almost 100% or whatever it is. I don't want to get involved, talk about anything because I'm not good at talking.

But I went into the building department and I remember seeing these maps that they have all over sometimes, from Tuttle's Lane all the way to Manor Lane, there was a 500 foot setback. I inquired one time, somebody here— oh, wait a minute. I just want to get— excuse me.

The only thing upsets me also on the two properties— I other own— I was in this room when we were applying for country rural. There was another couple ahead of us got accepted. Mr. Sendlewski was with us. He was representing me and he goes like this, Raymond, no problem.

Mine came up and I got the answer we have to put you on hold. I just want to let it be known the reason I was put on hold was because on account of this piece of property across the street. And I had to suffer for that.

Okay, get back to the other stuff. From Tuttle's Lane to Manor Lane and I seen that map in there and probably in the '80's or something like that, with a 500 feet all the way across.

Now I'm not trying to say hanky panky stuff. I know that— why this one piece of land, comes across, goes up, comes down, goes back

down and then goes across. Now this was done later and why was it done. That's only my answer. If that could be answered to me in some kind of way, that's the only thing that I'm here complaining about.

Why was this property put back 1100 feet where mine was country rural, I went to RLC, I couldn't even argue the point because they said they would put me on hold because they wanted to see what was going to happen across the street. And I suffered for that.

I don't know if you are going to understand what I'm trying to get across, but if I— and also, my piece of property on the north side is 700 foot deep and I was told by one of the board members I could only go 500 feet back. I couldn't use the other 200 feet.

That's only my— is the 1100 foot is the part I do not understand. And to me I think there was some hanky panky because I did see the map (inaudible), goes back down and goes this way.

I thank you for your time."

Supervisor Cardinale: "Thank you, Ray. Yeah, Rick, that's a good point. Would you— the town board had asked the same question of the director of planning and, Rick, you did some research. Would you relay that to the public?"

Rick Hanley: "Yes. (Inaudible) the old zoning maps and this particular area was originally zoned Business C which was 30% coverage I believe and during the Janowski administration it was changed to Business CR which reduced it to 15— I think 17% was first and then it went down to 15%.

But through my inspection of those maps it was like an identical layout of the business districts. There was no change in concerns of these lot line alterations between Business C and Business CR and rural corridor is the identical— "

Supervisor Cardinale: "So succinctly put— "

Rick Hanley: "Five hundred foot setback was not in existence for any of those districts."

Supervisor Cardinale: "Well, according to those, it did."

Rick Hanley: "On these particular parcels."

Supervisor Cardinale: "So the previous zoning districts went to the property line rather than to a pre-established distance which

was continued with the country rural, but the result was odd because you have a number of setbacks at 500 feet from the Route 105 corridor to the Laurel line and then you have certain of the older districts which— parcels which were retained to the lot line."

Rick Hanley: "I don't believe this is the only parcel— "

Supervisor Cardinale: "No, there's about five parcels. But we understand your question, Ray. We asked the same question and it's a very— it becomes very significant issue in view of the density of yield that is permitted if you go back that far on this parcel. So we're looking at that and discussing it with the director of planning on how that happened.

Mr. Wines, you had a comment?"

Richard Wines: "Yes, thank you. Just for the record, I'm Richard Wines, resident of Jamesport and since this project is not in a historic district, is not likely to be in one for another century, I'm here as a citizen of Jamesport and not in my capacity as Chair of the Landmarks Commission.

First of all I want to thank Mr. Cuddy for taking my suggestion at the previous hearing to change the name then proposed for the historic village of Jamesport to just the village of Jamesport.

Although I wish the developers would go a little bit further and not say it is the village of Jamesport either because clearly it isn't the village of Jamesport. That's down the street. And until they come up with a better name, I'm just going to refer to it as a development in Jamesport.

I also want to thank Mr. Stromski and the developers for making significant improvements on this plan since we've seen it last and I hope there will be continual opportunities for members of the community to work with this team to make further improvements in the design. H-40

Despite the changes, I think there is— there are a couple major flaws with the plan and with the environmental impact statement that supports it.

For instance, and I'm reading now on the introduction page xvii and there are similar statements elsewhere. It says the proposed buildings are designed to embrace both the residential and agricultural character of its surroundings by repeated elements of sloping roofs, divided light windows and the use of siding materials that replicate natural materials. Also cupola and (inaudible) roofs H-41

would be used to connect with the country farm atmosphere, the agricultural context in the area.

The statement is repeated elsewhere in the draft several more times. H-41 CONT.

However, despite all the efforts of the architects, the buildings themselves are handsome I think, I don't think anyone would mistake this development for a rural farmstand. Farms simply do not have 10 very large blocky buildings clustered together, all more or less the same size, and many of them either identical or virtually identical.

Most farms I have ever seen have one or two large barns and a farmhouse and then a bunch of smaller buildings scattered around. So I don't see how the town board can accept a draft environmental impact statement that clearly is in error here. It simply isn't what it claims to be.

In addition, and I'm quoting now on page 78 of the draft environmental impact statement which quotes town code about the rural corridors. It says in order to minimize the visual impacts on the predominantly rural corridor, non-agricultural uses shall be housed in residential or farm style buildings.

And, again, these buildings-- maybe we could take a walk around Jamesport and find some residential buildings that look like it, but I don't think so. And so to me and I think everyone on the town board will have to agree, these buildings simply do not fit this description as called for in the code. H-42

And basically, therefore, the design meets neither the requirements of the code or the statement that's made here in the environmental impact statement in support of the code.

The second major point I'd like to make is that however nice the architecture is, it really doesn't have a lot to do with Jamesport. It could be anywhere. And, again, I'm going to read from the environmental impact statement on page Roman numeral XI.

And it says the proposed uses in conjunction with the development layout, architecture and location will reflect the character of the downtown Jamesport community. And fortunately there's even a photograph in the environmental impact statement of the downtown Jamesport community and, quite frankly, I fail to see how anything in these designs is this. H-43

As this photograph shows, the real Jamesport is made up of a bunch of smaller buildings. Even the largest there, the Jamesport Meetinghouse is only about half as large as the smallest of the buildings proposed for this development in Jamesport. H-44

And moreover, there's a whole variety of shapes and sizes and most of these designs are very simple, not terribly elaborate. And there's lots of natural material. And it fits.

So I basically there could be— need to be significant improvements in the design before the statements in the environmental— draft environmental impact statement can be considered to be anyplace close to accurate.

And, finally, I don't think the design, the layout, is really part of Jamesport and, again, I want to read from the draft environmental impact statement a couple places. It says on page Roman numeral IV, that it's being designed as a walkable community, to promote shared use with the surrounding retail and commercial parcels.

And it says it would extend from the downtown Jamesport with a design that is consistent with surrounding retail and commercial use along Route 25. And on page Roman numeral IX, it says that the intent of the project architect is to create a design that inter-connects the proposed development with downtown Jamesport. H-45

Well, I'm a little mystified because I can't find any connection here. There are virtually no connections with the existing village. It's basically down the street, around the corner, and off in the back.

I know one of the concerns expressed earlier was there should be parking for the village and there is parking back here. I don't know if it's useable for people other than in the development of Jamesport but that parking is like 300, 400, 500 feet by the time you go out to the parking, down the sidewalk, around the sidewalk, and then you finally get to some of the stores. So it's hard to see how it connects that way. H-46

And, of course, there's no visual connection at all. It's off over there someplace. And there's no really way for visitors to go back and forth which seems to me if you extend the village, you should be extending the village. It should be continuous, so that it benefits the merchants in the village of Jamesport and is an attractive way of doing it.

Wouldn't it be wonderful, for instance, if there could be a string of shops that would start at— their shops let's say and maybe go around the corner so people could walk along from the existing stores into the new stores and maybe get to some parking.

You know, that would be a development that would actually say what the environmental impact statement says that this development does, but doesn't.

So basically I think those three main things. In addition, there's really nothing in here for the community. There doesn't appear to be any parking. There's no mitigation. All the community gets is increased traffic and competition and it could be good for the community but it's not even though the environmental impact statement says that it is. H-47

So, in short, I think there is some serious flaws to the claims in this statement and I think anyone can look and see that it's not the way it's described. These plans don't fit that description.

So, anyway, thank you very much for listening to my concerns."

Supervisor Cardinale: "Thank you, Richard. Yes, Mr. Diliberto, did you have a comment?"

Sal Diliberto: "I hope this makes sense but I was thinking about a story that my mother used to tell me about how she was raised in Italy by a maiden aunt and her aunt lived to be about 93 years old, never married, and she used to tell us that the reason she never married was because when she was young and young men would come to the house, her father would always find a reason why she shouldn't go out with them. One was too fat, one was too short, one had big ears, one had a big nose. And as time went by, less men came over and eventually no one came and she lived out her life lonely.

My mother said her father really wasn't being honest. The real reason he didn't want her to marry because he was afraid since she was the youngest, that if she married he wouldn't have anyone to take care of him when he got old. It's kind of selfish on his part.

I've heard over the years a lot of reasons why people feel they don't want this development and I wonder if people are really saying the truth about why they don't want it or if they're just giving reasons that they think are good enough to raise objections to it. H-48

I think mostly it's about fear, that people are afraid of the change to the town of Jamesport.

The village itself, obviously if people look at the stores there, are suffering. There are several vacant stores and have been for quite some time even before the economic downturn. I don't think that those stores will ever be able to be fully rented unless there was parking available to the people who rent those stores.

I don't know if this project can still tie into the rear of these stores, but years back— going back even before the master plan when they first had proposed this before the master plan was adopted, there was talk by the developer and I believe he still is willing to tie in parking to the rear of the stores. H-48 CONT.

I agree with Richard that there should be a better tie in between the stores. And I'm assuming that at some point further along in the process perhaps there can be something that the developer can do that would serve the community in some way. Some type of community facility as a part of this very large development.

I don't know about the negative impact that Phil Barbato talked about from commercial development. I do know that I was at a meeting one time where I think I was told that if EPCAL and other developments happened in the town of Riverhead the way they were supposed to that the taxes for the taxpayers in the town of Riverhead could go down by 65%.

I don't know if I ever believed that that would happen but I do know that if it does happen, it's not going to just happen in one day from one project. There's not going to be miraculous tax reduction day where we all wake up and our taxes are lower than they were the day before. It has to happen project by project.

This project is for the most part to my understanding appropriate for the zoning that's there and if we keep saying no to all projects, and there are always going to be people in a community, whether it's Wading River or Baiting Hollow, Jamesport who when change comes in are going to object to it on a variety of grounds, but if we keep saying no to that where is the commercial development going to come from? Where is going to be the increase in tax base? H-49

You can't just keep buying up land for open space. I love the open space but you can't buy every parcel so they won't be developed otherwise you won't have any tax base.

So at this point I'm still in favor of this project. I don't think that I've heard anything that's a major reason why it should be rejected.

Thank you."

Supervisor Cardinale: "Thank you, Mr. Diliberto. Any other comments? Again, those of you who would like to make a comment in writing either watching on TV or here, get it to the town clerk Diane Wilhelm by November 2nd, close of business and address it to the concerns that you have, particularly as to whether the— remember this is a draft environmental impact statement.

We're going to give instruction to Mr. Cuddy and his client as to what needs to be clarified or amplified and then they're going to be back here for another hearing on the final so we want to make sure when they get here, the answers to the questions you have are in the document.

So with that, I'll indicate November 2nd to Diane Wilhelm, 4:30, town clerk's office any written comment and I thank you all for coming and I appreciate your thoughtful comments.

We'll see you at the next hearing on this. Thank you."

Public hearing closed: 8:30 p.m.

TOWN OF RIVERHEAD
PLANNING DEPARTMENT

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February 18, 2011

Kim A. Gennaro, AICP
Director, Long Island Environmental Division
VHB Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path, Ste. 300
Hauppauge, NY 11788

Re: Final Environmental Impact Statement, Village at Jamesport

Dear Ms. Gennaro:

Our office has reviewed the captioned document hand delivered us on January 18, 2011. We find it has mostly responded adequately to our comment letter dated January 7, 2010 on the DEIS with some few important exceptions and we'd like some cosmetic changes made to the document to be submitted to us for filing and creation of agency findings.

Beginning with the cosmetics. Please copy the DEIS by placing thumb margin dividers to locate Sections I, II and III and Appendices A through E. Appendix C drawings should also be provided at the same full size and scale as those in the draft for easy comparison. Appendix E's September 27, 2010 letter from Douglas Mackey on archeology references Site Plan originally dated 6/5/07 with latest revision date 8/20/10 "Prehistoric Boundary Flagged by Tracker added". We can't find that plan in either Appendix C or E. Please provide it in E in the same fashion as the other drawings. Figure 2- Noise Receptor Locations on Page 45 is illegible with respect to the enumerated receptors presented in the tables that follow. The same depiction (Figure 9, page 44) in the DEIS is readable but this aerial should be made a bit lighter if possible to improve contrast. The traffic aerials in Appendix D (Figures 2-14) should be similarly lightened.

With regard to the responses to noise impacts. The draft EIS characterized the facility's project noise in terms of building operations including loading. The latter was called out as deliveries and trash removal and the former seems limited to building mechanicals. The final (Response C-17) seems to have considered the potential impact of nighttime bistro noise by presuming daytime activities to also take place at night equating the enumerated sources to live and/or amplified entertainment and al fresco dining. We notice that though your noise analysis finds no new receptors to be exposed to levels above the 50dB nighttime Town Code limit, four of the 16 which already are will see an increased level of nonconformity. We also recall the draft said the hours of operation of these uses couldn't be determined until tenants were secured. The

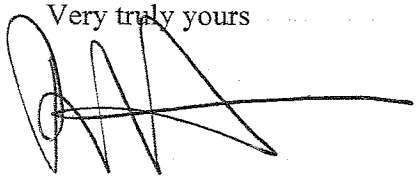
applicant should be aware the Town may insure noise mitigation by conditioning any award of a bistro special permit as to hours of operation, live or amplified entertainment and outdoor dining.

The extensive archeological work has satisfied the Office of Parks Recreation and Historic Preservation that the subject site may now be developed as proposed without adverse impact to sensitive historic resources, noting them to be located on land to the north. They did advise however that if construction uncovered evidence of resources, activity should halt and the find evaluated by experts. The use of a qualified monitor during construction and fencing off of sensitive areas are likely to be part of the lead agency's findings. On a related topic, Pages 54&55 discuss the water to be used for site irrigation. The lead agency had noted that absent an onsite well for the purpose, 2,429gpd would be a demand made on the Water District. Response C-24 indicated an existing farm well on the adjacent lot to the north would be used. That seems to require trenching in a water line from that well point (whose location isn't given anywhere) across the property containing the sensitive archeological resources to the project site which would call for a further review by OPRHP. We would strongly suggest this intent be abandoned.

The most notable shortcoming of the FEIS concerns traffic. Responses on that topic (H-3 on Page 3, H-34 on Page 22, C-1 on Page 34 and C-28 on Page 58) note consultations with State DOT resulted in a traffic signal not being warranted at the facility's entry and in an examination of other mitigation measures to add capacity to the State road. The citations above and the correspondences of Appendix D reveal the warrant analysis was prepared by the applicant's traffic engineer and submitted to DOT along with other information under cover letter dated May 20, 2010 in response to their October 1, 2009 comment letter on the draft. Another letter of November 10, 2010 from the applicant covers additional information requested by DOT by E-Mail. We have no record of that E-Mail but more importantly, we have no indication of the DOT's response as to the adequacy of the proposed traffic mitigations. As the last letter notes, such a response from this involved agency is necessary to complete the SEQR process as it pertains to traffic and the FEIS is therefore incomplete without it. Our conversations with DOT suggest their pending response was still considering a variety of mitigations including the possibility of a new signal at the site entry.

The FEIS must present DOT's response when received and traffic responses altered accordingly. Together with the items noted above, you should provide us 10 copies of the document as well as an electronic version for posting to the Town's website. Feel free to contact our office with any questions.

Very truly yours



Richard Hanley, Planning Director

CC: Supervisor Sean Walter
Town Board
Charles Cuddy

Haerter, Jessica

From: Haerter, Jessica
Sent: Wednesday, June 22, 2011 10:52 AM
To: 'hall@riverheadli.com'
Cc: 'hanley@riverheadli.com'; Gennaro, Kim
Subject: Jamesport FEIS Confirmation [Filed 22 Jun 2011 10:52]

Joe,

Thank you for taking the time to speak with me this morning. This will confirm our conversation that the Town does not require resubmission of the DEIS, but 10 copies of the FEIS along with one electronic copy that contains cosmetic similarities to the DEIS including thumb margin dividers.

Thanks again.

Regards,

Jessica Haerter

VHB Engineering, Surveying and Landscape Architecture, P.C.
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January 7, 2010

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

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

Dear Mr. Cuddy:

The following is a summary of the comment compiled by the Riverhead Town Board as the Lead Agency for the above referenced for your use in the preparation of a Final Environmental Impact Statement (FEIS) and in the issuance of finding statements by involved agencies. The Riverhead Town Board considered agency review of the EIS, consultation with involved and interested agencies as well as written and oral commentary from the relevant public hearing. Considering the bulk of the DEIS, the FEIS may incorporate it by reference.

A letter and attachments from the New York State Department of Transportation (dated 10/1/09) are appended to this correspondence. Please address the points made in a comment/response format. Particular attention should be paid to the status of the chief traffic mitigation measure; the proposed signal at the facility's entry and the revised Traffic Impact Study called for by the DOT should be included as an appendix and its status discussed thoroughly in the FEIS. C-1 Considerable public comment focused on the impact of project generated traffic on service levels as well as the ancillary impact on area rural character resulting from traffic congestion and proposed mitigation improvements. Note was made of the Elbow Room across from the proposed access and of the Jamesport Historic District. Note was also made of the current dynamic where eastbound traffic queues up to enter the gas station at the southwest corner of SR25 and South Jamesport Ave. The above study and discussion shall include an examination of these issues and also of the necessity and ability to widen SR25 to provide turning or acceleration/deceleration lanes. C-2 Public comment had suggested widening was required for safety and was constrained by the current development pattern of storefronts close to the road with sidewalks in front. A potential impact to the Jamesport Cemetery was also mentioned. The analysis to date has been restricted to the traffic generated by the project. Also,

please provide an estimate of the duration and intensity of construction traffic, especially traffic associated with the export of the portion of the 88,000 cubic yards of excavated material on site. Discuss potential mitigations such as leaving construction equipment at the site and posting a guard and the degree of reduction that can be realized by a specified volume on site including the potential for a balanced cut and fill with elimination of export. C-3

Correspondence dated 10/20/09 is attached from Douglas Mackey of the New York State Office of Parks, Recreation and Historic Preservation. The Lead Agency has been made aware that the archeology consultant you have retained has been in contact with Mr. Mackey respecting historic and prehistoric resources of the site and the adequacy of the Phase I study performed. The lead agency is relying on Mr. Mackey's expertise in the field. Therefore, the work plan for deeper Phase II investigation being developed in concert between Mr. Mackey and Tracker Archeology Services and the critical analysis made on that investigation would largely comprise the response required for the FEIS and findings. Discussions with Mr. Mackey indicate basic needs are for identification of the horizontal and vertical extent of the (Jamesport Hill) cemetery site with additional and sufficient testing (of close enough interval) to establish if the site extends into the wooded area, to assess National Registry eligibility and if resources found on the farm field were a separate site or associated with those interred. Excavation units of 1 by 1 meter or larger were described as helpful. Investigation and discussion of documentation of resources held by the NY State Museum (or by County or local historical archives) respecting the gravesites or artifacts would be expected and the input of County Extension experts and USDA Soil Conservation Service should be sought on the soils configuration of the site. Description of the "white sand" layer as atypical for subsoil in this part of Long Island may indicate import for ritual burial. If so, distribution of that sand layer may offer evidence on the extent and depth of the burial site. A discussion would be expected on if and how the project would be modified for avoidance and the resultant affect on testing. The lead agency expects the analysis of these resources to be conducted on the instant project site (SCTM 0600-68-1-35) and the adjacent land to the north (0600-47-1-3.3) as necessary. C-4 C-5

The response shall provide specific analysis of 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. Further, provide a discussion of the status of the draft ordinance "Riverhead Native American and Colonial Graves protection and Repatriation Local Law" presented to the Town Board 6/9/05. Finally, also discuss New York State Indian Law (Laws of 1909, Chapter 31, Article 2) as it applies to this site regarding designation of any Indian cemetery or burial ground by the Office of Parks and Recreation as a place of historic interest per subdivision one of Section 3.09 of the Parks and Recreation Law. C-6 C-7 C-8

The DEIS frequently discusses impervious coverage and the necessity of relief for the degree proposed. Argument appears to be made that the Town Code is internally inconsistent between the minimum paving requirements of the off street parking regulations (Section 108-60F.(3)) and the Rural Corridor parking standards (108-284B.(6)) which calls for pervious parking for storm water management. The applicant's preference for the latter coverage is given which would obviate the need for variance but for the seeming "hardship" posed by the inconsistency. Section 108-60 was recently revised to allow pervious parking in zoning use districts where it is recommended by design guidelines such as the Rural Corridor Use District. C-9

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The applicant is free to pursue his preference without relief and the response should reflect the current status as it affects this issue. An argument should be presented, however, as to why the brick pavers proposed for walkways should not be counted towards impervious coverage. Is there an industry convention that allows anything under a 100% coefficient of runoff to be considered pervious; such as the 40% claimed by the pavers? The square footage of that area shall be clearly enumerated in any case. C-9 CONT.

The site plan ordinance contains conditions for approval which are attentive to the physical compatibility of a site for preservation of the rural character of the Town and the natural features of a particular site (Section 108-133A.). Extensive, clearing, grading, cutting and filling or excavation shall be avoided. Also, slopes in excess of 15% are considered nonbuildable and their area must be extracted from that of the site for the purpose of calculating permitted coverage. There is no indication that the 14% of the site currently in excess of 15% slope has been so discounted. In addition to its relation to construction traffic, the site alteration and fill export proposed must be justified against the passage cited. Reduction or absence of export mitigate or avoid related traffic impacts and impacts on soils and topography. Public comment also centered on the extent of physical alteration proposed and its effect on area character that is the aesthetic and ecological conditions seen as representative of the Jamesport hamlet. Preservation of the vegetation existing on the site was urged especially the large specimen trees at the road frontage. The extent and degree of excavation was cited as a potential impact on local hydrology and the structural integrity of nearby homes and resulted in a significant discontinuity of grade from existing conditions to remain off site. The site plan depicts slope stabilizing retaining walls related to the alteration but no detail is given on their construction or adequacy to the task. A typical cross section indicating composition of structural elements, depth of penetration and of anchoring system suitable for assessing their engineering capability is required. C-10 C-11 C-12 C-13 C-14

Public comment also called out visual and aesthetic impacts to area character related to the scope of the project and its design. The size and particularly the design was criticized as a departure from the intent of the Rural Corridor zoning, from the Comprehensive Plan's vision of a walkable Main Street and from the existing developmental pattern of the commercial land use within the Jamesport hamlet sector. Specific alternatives suggested were for construction upon existing grade with a collection of more rurally designed buildings nestled on a more natural landscape and for a design more in proximity of the Main Road and less a departure from adjacent building lines. The latter would provide buffering to archeological resources and to adjacent residential and agricultural uses. Reduction in size would have obvious mitigative value. Section 2.0, page 6 says the facility "would promote shared use with the surrounding retail and commercial parcels." Further, public comment mentioned a commitment by the applicant to contribute to area parking needs. Please elaborate on that and other connectivity which could be made between the facility and the greater Jamesport hamlet. C-15

Other than traffic, the impact of the noise and odors positively resulting from the project was of particular concern to area residents. Cooking odors from the bistros may be nuisances to those newly exposed to them and on a regular basis. One commenter noted the reduced grade on site might place roof discharge points at the same level as their living spaces. The DEIS discusses odors being handled by exhaust systems which clearly mitigates their indoor impact but would merely seem to transfer it to outdoor receptors unless the system filters or deodorizes. C-16

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Discuss what "odor control mechanisms" are referred to on page xxi of the Executive Summary. C-16 CONT.
Expected noise generation is characterized by its mechanical equipment and building operations. The generation of bistros such as live entertainment and merriment of dining has not been clearly stated to have been considered and would be of particular concern at night and in warm weather when windows may be open and dining may be al fresco. Page xxi of the Executive Summary only calls out state of the art mechanicals (HVAC) within the buildings as noise sources while page 5 of Appendix F (Noise Study) mentions "dominate project related nighttime noise sources" as part of building operation activities and page 7 adds loading activities. Page 76 of the DEIS states the bistro hours of operation cannot be determined until tenants are secured. Elaborate on the specifics of these nighttime sources and how they are quantified for use in the noise study. C-17

The conclusions of the noise study stated on page xiv of the summary and 75-76 of the DEIS indicate conformance with the Town's noise ordinance (Chapter 81 of the Town Code) in that the decibel level recorded at the 50 area receptors respected the 65db day limit and that while 16 of the 50 would experience noise above the 50db nighttime limit, they already suffer that condition now and that no new receptors would be so exposed. The tabulated daytime and nighttime noise data for the 50 area receptors (Tables 23 and 24 on pages 93-96) shows the project generated noise at each receptor as the same day and night which seems odd. The effect of varying project noise on the different receptor sites also triggers a bit of confusion. Daytime project generated noise of 39.9db for example at site 6 does not affect the existing 60.0db noise level while a 38.8db generation at site 13 raises the existing 47.0db level to 47.6. An explanation of how the computations were made, describing the effect of differing ambient levels at the receptor sites and of their distance from the source of project noise is required. C-18 Pages 90-91 cite standards of NYSDOT endorsed Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) which have no bearing on the Town Code. It is necessary to demonstrate for conformance with Chapter 81 that this commercial sound source respects a daytime limit of 65db and nighttime of 50db as the emission crosses the property line of the source site onto land zoned for residential use and a 65db limit day and night for business zoned property or where the general public congregates. C-19 Your acoustical model must meet this standard at the critical point referenced. As a related note, the argument for special permit compliance on pages 72 and 73 states the project site is not near a church or place of public assembly. The North Fork Unitarian Church and Jamesport Meeting House parcel is about 350ft. to the east and the George Young Community Center building about 550ft. to the southwest. The Jamesport Meeting House is listed on the National Register of Historic Places and a key part of the area character to be affected. You should be aware that noise issues could well be the basis for setting reasonable hours of operation on the facility as a function of a condition to a special permit of as agency findings on the EIS. C-20

Page 65 of Section 4.0 appears to argue the impact of wooded habitat lost to the project is mitigated, or less important, due to the growth being secondary succession subsequent to land clearing for agriculture decades ago. The impact to "natural ecology" is seemingly attached to that event and not occurring with the proposed clearing. Such as it is, the loss is addressed by an argument that species will emigrate and be absorbed by other lands in the area. C-21 Whether primary or secondary succession, the habitat of the site is natural for SEQR purposes and will inevitably be lost to the intent. You should identify what alternative sites are available for emigration by

975 2010-Jan-12 10:56 AM

those species capable of it. Further, is there some reason to expect those sites are not at their carrying capacity and so able to absorb new residents? C-21 CONT.

Examples should be provided for the native grass and landscaping species to be employed "to the maximum extent practicable" (page xix Executive Summary). Plantings of that description should offer the desirable attributes of low demand for fertilizer and watering while being attentive to the prohibitions of Suffolk County's invasive list. If these plantings are "left to grow naturally"(page 106), the areas would seemingly and eventually succeed to old field and wooded coverage. Is that the intent for future buffering purposes? Development of a Best Management Plan (BMP) for landscaping care is also a necessary part of your response. C-22

There is a disparity in the dimension of project components within the document. Project plans describe and depict the professional and medical offices as 8,500 sq. ft. each while the Project Description (page ii of Executive Summary) calls out professional office space as 8,340sq.ft. and medical as 8,600. Please explain. Pending the provision for an on-site irrigation well, the 2,429gpd of water for that purpose (page iii Executive Summary) is part of the daily demands to be made on the Water District for a total use of 7,044gpd. A Long Island Well permit from the DEC would be needed for a well of over 45gpd capacity. Page xi of the summary states the 240 jobs estimated to be generated are expected to be filled by existing members of the community so that no increased population results. What is the basis for that belief? C-23 C-24 C-25

Do the conclusions of the EIS regarding the absence of significant impact or their successful mitigation also apply to the as of right alternative project presented in section 7.0? C-26

Finally a comment at the EIS hearing posited that commercial developments, like residential construction are a net loss to the Town when necessary services are factored in. Response should offer a quantification of the town services required and a demonstration that tax revenues would defray them. C-27

I trust the above will serve to accurately represent to you the interests of the Lead Agency on the FEIS for this project. Please feel free to contact the undersigned with any questions you may have in this matter.

Very truly yours,

Richard Hanley, Planning Director

cc: Supervisor Sean Walter
Town Board

9/9 2010-Jan-12 10:56 AM

10/21/09
dw

October 1, 2009

Mr. Richard Hanley, Planning Director
Town of Riverhead Planning Department
200 Howell Avenue
Riverhead, NY 11901-2596

Town of Riverhead 9/16/09 Submission
DEIS
Historic Village at Jamesport
Rt-25, Jamesport, Riverhead
SCTM# 0600-68-01-35
Our Case No. 06-391P

Dear Mr. Hanley:

This is to acknowledge receipt of your submission of the subject item concerning development at the subject location.

In order to work within Right of Way of State Route 25, the applicant will need to secure a NYSDOT Highway Work Permit. We have the following comments that should be incorporated in to the record:

1. The Traffic Impact Study portion of the DEIS proposes a traffic control signal at the NY 25 site access; however, a traffic signal warrant analysis was not provided for our review. Six copies of a traffic signal warrant analysis should be provided to us for our review and comment. Attached traffic signal notes must be added to the plans. C-28

2. Signal timing changes are proposed as mitigation at the signalized intersection of NY 25 and South Jamesport Avenue. Signal timing changes are not necessarily adequate mitigation as we continually assess and regulate State highway traffic signal timing changes on a regular basis. The developer should offer more meaningful mitigation to address the degradation of level of service. C-29

3. The Traffic Impact Study claims, "the proposed development.....will have no significant adverse impact on the traffic operations of the local roadway network." The unsignalized intersections studied show a degradation of level of service based on the traffic impacts of this development, yet no mitigation is proposed. The developer should be required to mitigate the impact of site generated traffic so these intersections function at acceptable levels of service. C-30

The applicant should submit six (6) copies of Traffic Impact Study that proposes mitigation for the site generated traffic. The Traffic Impact Study shall include all the items checked on the attached TIS CHECKLIST.

For us to commence our review, additional items need to be included in the site plans for the work to be performed within state road's Right Of Way. Please see the attached "SITE PLAN REQUIREMENTS CHECKLIST" for additional features that need to be included on the site plans. We are particularly interested in the site's internal drainage, since we do not permit runoff from private property onto our State highways. A Work Zone Traffic Control plan must also be provided for work on NY 25. Please submit ten (10) sets of revised plans showing the changes. C-31 C-32

All proposed road improvements detailed in the Site Plans must be designed in accordance with the latest versions of AASHTO, NYS Standard Manual of Uniform Traffic Control Devices, NYSDOT Highway Design Manual, and the POLICY AND STANDARDS FOR ENTRANCES TO STATE HIGHWAYS. Road improvement plans must provide all appropriate NYSDOT Standard Details and NYSDOT Standard Item Numbers. C-33

Review of the subject material is being coordinated by Mr. Mark Wolfgang. He can be contacted at (631) 952-7973 if you have any questions regarding this matter. Please send all correspondence to his attention at the above address. In all future correspondence, please refer to the subject Case Number and County Tax Map number.

Thank you for your cooperation concerning this matter.

Very truly yours,

SHAIK A. SAAD, P.E.
Civil Engineer III
Traffic Engineering and Safety

Attachments: Traffic Impact Study Checklist; Site Plan Requirements Checklist; Traffic Signal Notes

cc: Mr. Kenneth Testa, P.E., Town Engineer, Town of Riverhead
Mr. George Woodson, Superintendent of Highways, Town of Riverhead

OFFICE OF PARKS, RECREATION, HISTORIC PRESERVATION
NEW YORK STATE

New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189
518-237-8643
www.nysparks.com

David A. Paterson
Governor

Carol Ash
Commissioner

October 20, 2009

Joseph Hall,
Environmental Planner
Town of Riverhead, Planning Dept.
200 Howell Avenue
Riverhead, NY 11901-2596

Dear Mr. Hall,

Re: SEQRA
Lakeview at Jamesport
SCTM 0600-68-1-35
Jamesport, Town of Riverhead, Suffolk Co., NY
04PR00696

Thank your for requesting the comments of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) with regard to the potential for this project to affect significant historical/cultural resources. OPRHP has received and reviewed the material you have provided. Based on this material, and additional material at our disposal, we offer the following comments:

OPRHP can not be confident that this report accurately addresses the considerable archaeological/historic concerns relating to this parcel. The property seems to include along its northern edge a portion of a hill that has been previously examined archaeologically and shown to contain significant evidence of an important prehistoric mortuary complex. Our main concern is that it does not appear the significance of this site or its probable location within the property was sufficiently addressed. While the site is mentioned in the report, and seen as a reason to consider the property highly sensitive, the EIS (or EA?) pages your provided (page 49, Section 3.9) indicate that there are no National Register Eligible sites in the vicinity. While the "Jamesport Hill" site had not been officially determined eligible, that is only because the site was not endangered previously and no request for a formal determination had been made. The site is clearly eligible, serving as one of the main sites discussed in a major monograph – "The Jamesport Site and its Relation to Archaic and Transitional Cultures on Long Island" published in 1959 as New York State Museum Bulletin 372 by William A. Ritchie. In addition to being a well documented site in the archaeological literature, at least three local residents have contacted our office (and the town) over the last several years expressing their concern about potential damage to this important historic property. The level of local concern and historic importance of this site do not seem to be expressed in the report or in the EIS. Given these issues, OPRHP would have expected a more intensive testing program in adjacent portions of the project area. C-34

In addition to the presence of the site, a review of the Ritchie's monograph also indicates that many important deposits associated with the site are located at substantial depths below the current surface. A review of the Shovel test records included in the submitted report suggests that tests may not have been excavated deep enough in the vicinity of the site to have reached similar deposits. While the tests would have been sufficient in depth on most projects, given the information already publicly available regarding this particular area, OPRHP would recommend a more rigorous testing methodology and therefore we are not confident that the boundaries of the site have been satisfactorily examined. More detailed records regarding previous investigations of the Jamesport Hill site are likely present at the New York State Museum and perhaps at repositories on Long Island. These records should be examined to help C-35

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identify the boundaries of the Jamesport Hill Site, both vertically and horizontally. Examination of these already existing records will help to fill out our understanding of this important historic resource. C-35 CONT.

Despite these concerns, the testing which was completed has identified intact archaeological deposits, indicating that at least a portion of the site does extend into the current project area. Although the EIS pages you provided suggest that the site was found outside of the currently proposed impact area, OPRHP would recommend having Phase II investigation conducted prior to approving the project. Phase II testing will allow our concerns regarding the Phase I testing to be addressed and allow the boundary of the already recognized archaeological deposits to be fully examined and delineated helping to insure that there is less potential for "unexpected" archaeological finds during construction. Once this additional testing has been completed, taking into account the concerns expressed in this letter and insuring that the boundaries of both the original Jamesport Hill site and the currently identified site have been well established, ORPHP would feel more confident in making recommendations regarding both site avoidance and any mitigation measures which may be necessary. C-36

Please contact me at extension 3291, or by e-mail at douglas.mackey@oprhp.state.ny.us, if you have any questions regarding these comments.

Sincerely

Douglas P. Mackey
Historic Preservation Program Analyst
Archaeology

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Bridgehampton, NY 11932
Tel: 631.537.1400
Fax: 631.537.2201

GROUP FOR THE EAST END

Post Office Box 1792
Southold, NY 11971
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Fax: 631.765.6455

FILED IN OFFICE OF
DIANE M. WILHELM
TOWN CLERK
2009 OCT 20 P 3:

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Robert S. DeLuca

Chairman
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Vice Chairman
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John Shea
John C. Waddell
Mary Walker

Riverhead Town Board
200 Howell Avenue
Riverhead, NY
11901
October 20, 2009

Re: "Village at Jamesport" Draft Environmental Impact Statement SCTM# 600-68-1-35

Dear Supervisor Cardinale and Riverhead Town Board,

I am writing on behalf of Group for the East End, to express our concern with the proposed "Village at Jamesport" application. For the record, Group for the East End, is a not-for-profit environmental advocacy and education organization. For the past 35 years the Group has been an environmental watchdog for the East End of Long Island. The Group is supported by ~2500 families, individuals, community organizations, and businesses from across Eastern Long Island including the Town of Riverhead.

We believe that this proposal is in conflict with the goals of the Town of Riverhead Comprehensive Plan, especially regarding community character. In particular, we feel strongly that the maximum impervious surface coverage listed in the Town code should be adhered to, and are concerned that granting such a huge variance as is being requested here, would set a terrible precedent for future development. C-37

We are also concerned with the increased traffic on this busy road and the related impacts of putting in another traffic light at this location. C-38 Overall we feel that this development proposal should be significantly scaled back to mitigate potential environmental and community impacts. C-39

As proposed, the project will result in excessive impervious surface coverage by nearly doubling the maximum amount of impervious surface allowed on the property. Excessive impervious surface prevents uncontaminated rainwater from recharging the aquifer, and will add to the current water quality problems we are facing due to stormwater runoff. When rain falls on an impervious surface it often becomes runoff, flowing towards surface waters and picking up a variety of pollutants along the way. Even if this runoff is directed to a series of catch basins and leaching pools, stormwater contaminants will be directly introduced to local groundwater through recharge from these retention systems. C-40

Sup
TB
TA
Plan

We do believe that the applicant's offer of using pervious surface for the parking lots is an improvement, but this improvement is not sufficient to serve as a basis for the extensive clearing and overall lot development that has been proposed. In our view the most responsible alternative would be one which would result in a significantly scaled down proposal that would have the benefit of not only reducing the amount of proposed paving and clearing, but also reducing the long-term traffic impacts associated with this site's development and operation and its visual impact on the surrounding community

C-41

This issue is particularly important in light of the fact that the scale of this project appears to necessitate the addition of another traffic light intersection in an area already characterized by regular traffic congestion and back-ups. In addition the new traffic light may well require the removal of existing on-street parking spaces that other hamlet merchants rely on.

C-42

We point out that the Town of Riverhead's Comprehensive Plan specifically mentions "creating a safe, comfortable, and attractive walking environment in the "main street" area," for the Jamesport hamlet.
We strongly disagree with the applicant's position as stated in the DEIS, that the proposed action is consistent with the Town's Comprehensive Plan recommendations for Jamesport, as the proposed development is far more similar to a typical suburban mini-mall than it is to a historic walkable "main street".

C-43

The deep setbacks, separated buildings, large parking lots, and "campus style," of the proposed development does not in any way appear to achieve the walkable "main street" hamlet center objectives for growth in this area. In fact, if the hamlet goals are to be achieved it would be more consistent to move the development closer to main street to make it more in line with existing hamlet character instead of creating a completely separated shopping center. Were this type of design considered the applicant could increase buffers and setbacks on the residential/agricultural edges of the property and further insulate such areas from the project's proposed commercial use.

C-44

Because of the proposed action's inconsistency with the hamlet design goals of the Comprehensive Plan it is our view that the DEIS does not thoroughly cover appropriate alternatives. Proper review of alternative project size, scale, design and configuration is one of the most important benefits of the SEQRA process because it provides decision-makers with the greatest opportunity to mitigate potential environmental impacts and assure that

C-45

GROUP FOR THE EAST END

projects are consistent with the duly adopted planning goals of the community. Clearly the DEIS should have provided a clustered design alternative that offered continuous main street frontage, a smaller overall building footprint, and increased buffering between the subject parcel and the residential and agricultural properties that adjoin the site. C-45 CONT.

We are also very concerned with the proposed use of 2,429 gallons per day of water for irrigation. This seems exceptionally high and unnecessary, especially considering that the site is entirely within a special groundwater protection area. The easy solution to this is to reduce the amount of lawn proposed, and instead use low-to-no maintenance native plants throughout the site to replace some of the habitat that will be lost to this development. The low input demands of native habitat will drastically reduce and/or eliminate the need for irrigation, fertilizer, and pesticide use. C-46

In sum, we strongly recommend the consideration of a design alternative that significantly scales down the entire proposal, reduces impervious surface and stormwater runoff, reflects attention to the Town's community character objectives for the Jamesport hamlet, reduces water consumption, and eliminates the need for a new traffic light. C-47

The best opportunity to achieve these objectives would be through the requirement of an additional design alternative that would be subject to public review and comment.

We thank you for your careful consideration of these comments and your attention to duly adopted planning goals for the Jamesport Hamlet. If you have any questions please contact me at jskilbred@eastendenvironment.org, or 631-765-6450 x212.

Sincerely,

Jennifer Skilbred

Jennifer Skilbred
Environmental Advocate

cc: Supervisor
TA
TB
Planning

October 7, 2009

Town of Riverhead Town Board
c/o Town Clerk
200 Howell Avenue
Riverhead, New York 11901

FILED IN OFFICE OF
DIANE M. WILHELM
TOWN CLERK
2009 OCT 13 P 2:12

Re: Draft EIS for the Village of Jamesport; SCTM No. 600-68-1-35

Dear Town Board Members:

Thank you for the opportunity to review and comment on the Draft EIS for the proposed Village of Jamesport. Your attention and consideration are greatly appreciated.

I urge all of you to perform a site visit to the property during relevant times of day, particularly on a sunny Fall weekend during the day when NYS Route 25 at the existing intersections of Route 25 and South Jamesport Avenue and Route 25 and Manor Lane are backed up with vehicles from visitors to the North Fork to pick apples and pumpkins. This is not to say that visitors aren't welcome, nor is this a NIMBY letter. This issue is brought to your attention to acknowledge, understand, and potentially rectify the existing conditions at these intersections, which become extremely congested during these and other peak times. Everyone in the position of power to decide the outcome of this project needs to understand the existing conditions at the site and the immediately surrounding area, particularly as it relates to traffic, and make the best informed decision possible for public health, safety, and welfare. The existing natural resources and character of the site also warrant attention. C-48

The existing intersection of Route 25 and Manor Lane is dangerous, extremely dangerous at certain times of year (peak fall and summer weekends) and very congested during average peak times of day. Adding another traffic light almost immediately adjacent to this already degraded intersection seems completely unrealistic and intolerable. A project that results in adverse traffic and other environmental impacts to the community and visitors to this area should not be approved in this form. According to the DEIS, the existing level of service, B, degrades in the build year to LOS D. This is a very good reason to deny the level of development proposed at this site. This doesn't mean that any development on the site is unreasonable; it simply means that the proposed level of development will create undue impacts that are not acceptable to the community and should not be acceptable to the Town Board. C-49

The Town Board is embodied with the power to oversee the public health, safety, and welfare of this community. The Town needs to have the public interest in mind, not just the applicant's interest, when deciding this and other applications. The public relies on you, the elected officials, to be informed and discerning representatives of all of us. It is expected that you will understand the information submitted to you by applicants and make sound fact based judgments on applications to protect public health, safety and welfare, and not to allow special exceptions to be granted so that applicants can make even greater profits or that compromise the existing environment. Granting permission for a special exception for an owner to make more money off a site than can already be made under provisions currently permitted for the site, as per the Code, is not in the best interest of the Town or the community.

The DEIS did not examine traffic conditions during peak summer weekends and especially peak Fall periods, Saturdays and Sundays, when the North Fork is proud and pleased to see visitors through this area, but the fact is that the roads are swamped. The peak time is not a C-50

one-day event, but over at least two months (September and October) or more if you include the summer. The DEIS states that the traffic impacts would warrant a new traffic signal at the entrance to the site and Route 25. This is unacceptable unless the Town and State plan to condemn properties and create a wider and safer State Road. The existing road does not have the capacity to accommodate the traffic projected for this site, particularly when examined cumulatively with other existing background development.

C-50 CONT.

C-51

The Town needs to strongly reconsider and analyze any special exceptions that will result in further degradation of the existing traffic conditions in Jamesport. The existing infrastructure, particularly the existing road (Route 25) and existing development (e.g., gas station at the intersection of South Jamesport Avenue and Route 25), are not currently designed to accommodate additional vehicular traffic and traffic lights. For instance, it's extremely dangerous at many times of the day, particularly on fall weekends, to turn east on Route 25 from Manor Lane. This intersection alone has significant safety issues that need to be addressed, perhaps a traffic circle is needed or other workable traffic calming measures need to be explored, especially before any additional factors are brought into this equation. Additional traffic, especially a traffic light, would create additional safety concerns, would result in longer idling times, back up traffic even further, and reduce levels of service. Confirm that the Traffic Impact Study has correctly and adequately evaluated traffic conditions at relevant times during the day and during times of year when traffic is at its peak. It is irrelevant for the applicant to submit and for the Town to evaluate a traffic study that collected data and analyzed results that do not address the existing traffic concerns, particularly safety and congestion, at the affected intersections and immediate area surrounding the project site.

C-52

C-53

Reassess the proposed excessive amount of impervious surfaces in the Site Plan. There is no special need to permit a special exception that grants excess development of the project site. Excess paves surfaces create polluted stormwater runoff that compromises groundwater quality and pollutes the ecosystem.

C-54

There is nothing particularly unusual or unique that warrants any special approvals beyond what the Code currently permits. The "downtown" hamlet of Jamesport already has at least three vacant storefronts, which is 50% of the occupancy rate, and a sufficient number of restaurants for a small hamlet (e.g., Jamesport Country Kitchen, Elbow Room, and Jamesport Manor Inn, the latter of which has already obtain variances and special approvals from the Town). The existing strip mall just to the west of this proposed project contains a salon, the post office, at least three or four vacant storefronts, two delicatessens, and an Italian restaurant. There is no exceptional need for this area to receive more commercial development beyond what is currently permitted. The hamlet of Mattituck, less than five miles to the east, contains more commercial development. Moreover, a significant amount of development already exists only a few miles west on the CR 58 corridor, and the opportunity for more development exists in downtown Riverhead where there is a plethora of vacant buildings. The vacancy rate in the downtown hamlet of Riverhead does not need additional competition from new commercial development to land away from downtown Riverhead. If special exceptions are to be handed out, they should be concentrated in an area already designed and set up to receive development, namely, the downtown. It contains the necessary infrastructure, parking, and ability to handle traffic and needs the foot-traffic to fill vacant buildings and increase the occupancy rate. I know the owner of this property has a right to build, so they should build within the parameters that are permitted. No special exceptions should be considered, particularly where it creates the need to install additional traffic lights, reduces the amount of remaining natural area to zero, and results in impacts on community character and aesthetics of this area. The point is to minimize additional development, particularly special exceptions, before you try to provide incentives or whatever it

C-55

C-56

C-57

takes to reduce the vacancy rate in the buildings that already existing in downtown hamlet areas. Maybe the Town needs to provide a TDR program that would allow the applicant to obtain TDRs for this site that could be landed in downtown Riverhead where occupancy is needed and buildings already exist. C-57 CONT.

Please do not permit excessive lighting on the project site. Lighting should be 0.0 footcandles at the property line (no spill over or upward glare or glow). A yellow glow in the sky already exists at night over Riverhead; there is no need for excessive lighting or excessive use of electric energy in this area. At most, require motion sensors to activate at night, as necessary. The East End and other areas are trying to implement dark skies initiatives, which should be implemented into every Site Plan under Town review. Excessive light poles are also not necessary; reducing the number of light poles will not only save the applicant money, but also reduce excessive lighting on site. C-58

The property is currently entirely vegetated. Consider staking and retaining existing large trees, particularly near the road frontage, and other unique natural features on the project site. Minimize excessive clearing. There is no need to excessively clear and pave the project site. If this project is approved, the community and applicant will benefit from a site that contains more, not less, natural resources, and retains the character and aesthetic qualities of the North Fork. The Town does not need to repeat the mistakes of other communities where excessive development has resulted in the loss of character, quality, and aesthetics that define an area. These aspects of the area are the reason people visit the area in droves, particularly during peak seasons, and why people want to live here. Simply because the project site is in a "downtown" setting does not preclude the need to retain its natural features and habitat that make it unique. On the contrary, communities that preserve character through design standards and preservation typically retain and increase in value, such as Martha's Vineyard or Cape Cod. C-59

The loss of nearly nine acres of existing woodlands from 9.378 acres to 0.314 acres is excessive and unacceptable; the area of impervious surfaces is proposed to increase from zero acres to 3.918 acres, which is a significant increase. More careful design and layout of facilities on site should be required than allowing the applicant to simply go in with large heavy equipment to clear and grade the entire site. It's completely excessive, and the Town needs to move toward more sustainable practices that retain existing natural features. There is scientific evidence retaining these environments reduces disease among wildlife populations and maintains a balance in the ecosystem. Clearing restrictions should be imposed on the project site, particularly sites such as this one that are completely naturally vegetated. At least half of the site should be retained in its existing natural state (e.g., other East End Towns have codified clearing restrictions in their hamlet office/hamlet commercial zoning districts that require 50% of a project site to remain natural). Retaining a semblance of the existing character and natural environment should be a goal for every project, Site Plan or subdivision. The public will benefit from retaining the natural, aesthetic quality, and character of the site. If this level of development is applied to every Site Plan, there will be no natural features left to identify the unique qualities that define a community that make it valuable to residents and visitors alike. Although these qualities appear intangible, they maintain value and can be quantified in real estate prices and other economic value. Paved and heavily developed sites already exist in the major commercial district in this area – Downtown Riverhead and the Route 58 corridor. The hamlet of Jamesport does not need to inherit the look and feel of Route 58 or any other area that has lost its character and has no sense of time and place. C-60 C-61 C-62

Thank you for your time and attention.
Concerned Citizens of Jamesport

Diane Wilhelm

From: ABenners@aol.com
Sent: Wednesday, October 21, 2009 2:27 PM
To: cardinale@riverheadli.com; blass@riverheadli.com; dunleavy@riverheadli.com; wooten@riverheadli.com
Cc: wilhelm@riverheadli.com
Subject: Jamesport Developement EIS Draft

Andrew Benners
PO Box 338
32 Dunlookin Lane
South Jamesport, NY 11970

October 21, 2009

cc:
Supervisor
TB
TA
Planning

Town of Riverhead
200 Howell Avenue
Riverhead, NY 11901

Subject: **Testimony Regarding Draft EIS**

Re: **Application for Special Permit, Jul-Bet Enterprises**

Attention:

Phillip Cardinale	**Town Supervisor**
Barbara Blass	**Council Member**
John Dunleavy	**Council Member**
James Wooten	**Council Member**

Dear Town Board Members,

In a previous letter of opposition, on behalf of the Jamesport East Property Owners Association, dated, January 23, 2008, we made an effort to specifically demonstrate, paragraph by paragraph, that the above referenced application does not fit the Town code sections regarding purpose and intent of rural corridor zoning use. Of the various concerns, traffic issues were the most disturbing to us.

I am writing to you now, as an individual, to advise you of my thoughts regarding the traffic conclusions and recommendations section of the EIS draft.

Based on the numbers submitted, they feel 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.

They do indicate the proposed site driveway will present significant delays for left turn vehicles exiting from the site driveway. However, they feel a traffic signal installed at the site access intersection will mitigate this problem. C-63

Further, they indicate all of this would be subject to regulatory review and approval. It seems like a major flaw in the process that such review and approval has yet to take place.

In any case, regardless of the numbers detail, I want you to know that I feel the traffic presentation in this EIS does not consider a number of important elements, and therefore, is not realistic.

As we all know, it is not uncommon to experience substantial traffic congestion as the road currently exists today. Who has not had the unnerving experience of a large truck passing you on the right at 40-MPH as you wait to make a left turn onto South Jamesport Avenue coming from the East? Main Road is only one lane in each direction. Also, it is already C-64

common to see traffic backing up on the eastbound Main Road lane in the vicinity of the new proposed road, as cars wait to gas up at the Valaro station any time of the year. The traffic signal they recommend will not mitigate the problems, if for no other reason, there's no room for a turning lane. I think that even in the cases of approved uses for rural corridor zoning, any introduction of an additional intersection in this area would be destructive. C-64 CONT.

Furthermore, the construction process of this project will be painfully long and disruptive to Jamesport commerce (and North Fork traffic in general). C-65

As we have indicated previously, Jamesport has been described as the gateway to the North Fork. We feel this project will cause Jamesport to become, rather, a notorious traffic bottleneck and change traffic patterns that will affect, not only the Town, but also the entire North Fork. In short, we feel the proposal will largely destroy what it is that has attracted the visitors that have been driving our economy. The changes would also affect the movement of goods and services; the cost of doing business will go up, further making all things economic much more difficult. C-66

We continue to urge that a special permit not be granted for this project. We remain confident that the Town Board has the wisdom to take the time to do the right thing for all involved. We thank you for your consideration.

Respectfully,

Andrew Benners

CC: Diane Wilhelm, Town Clerk

10/21/09
dw

Thomas & Anne Kowalsick
PO Box 521
1520 Main Road
Jamesport, NY 11947

October 21, 2009

Re: Draft Environmental Impact Statement on the special permit petition of Village at Jamesport (Jul-Bet Enterprises, LLC) for the construction of a commercial facility consisting of 10 buildings of 42,000 sq. ft. gross floor area and including professional office and bistro uses on 9.712 ac. parcel zoned Rural Corridor; such property being located on the Main Road, Jamesport, NY, Suffolk County Tax Map #0600-68-1-35.

My wife and I live at 1520 Main Road in Jamesport the property immediately west and adjacent to the proposed development known as the Village at Jamesport. For a number of reasons we would like to go on record as opposing the special permit petition of Village at Jamesport (Jul-Bet Enterprises, LLC) for the construction of a commercial facility consisting of 10 buildings of 42,000 sq. ft. gross floor area and including professional office and bistro uses on a 9.712 acre parcel zoned Rural Corridor located on Main Road, Jamesport, NY.

C-67

When we moved into our home in 1980 my great grandparents farm house still stood on the property which is proposed to be developed. My mother grew up in that home, and helped her grandparents grow vegetables and raise animals on the property that is now being proposed to be leveled and developed. Actually my father's parents owned the property across the street where the Elbow Room is located. I remember being in the old farm house and walking through those buildings across the street. As you can see my family has strong roots in the Hamlet of Jamesport.

When we first bought our home the field adjacent to the east side of our property (which is proposed to be developed) had crops growing on it – it was a farm. The Haven Loam soils on the property are very productive soils for crops.

After we bought our home I remember the Town talked about changing the zoning of the property along the Main Road in Jamesport to Country Rural to help preserve the rural nature of hamlets like Jamesport. Eventually this became reality when the most recent Master Plan was completed. This helped our decision to remain in our home because we trusted that Riverhead Town would protect our property rights with this zoning.

So for the last 29 years my wife, children and I have lived in our home thinking our rights as homeowners were being protected from the type of over-development that was occurring in Western Suffolk County and western Riverhead for that matter. Country Rural or Rural Corridor Zoning (RLC) was supposed to take into consideration that the Hamlet of Jamesport was a mix of family residences and small businesses. Not to be over developed. Rather a place for small businesses, those which reflect the rural character of the farming community surrounding the Hamlets. And yes at the same time to also protect the rights of homeowners like us from having property adjacent to ours becoming over-developed. To protect our property rights from a developer who wants to jam 10 buildings totaling 42,000 sq. ft. - including two bistros right smack into the middle of the Hamlet of Jamesport. C-68

We are also confused to why this particular piece of property has a 1000 foot setback when to our knowledge all other parcels in Riverhead with RLC zoning have a 500 foot setback. We understand that this setback line has been changed more than once. I am sorry – but how are homeowners like us supposed to keep track of such changes? And why this property only? This 1000 foot setback significantly changes the size of the proposed development. The intent of the RLC zoning was to control huge projects like this in our hamlets. Huge projects like this impact residences like ours that are part of the mix in the RLC zoning. C-69

It seems to us that in this case the rights of the developer are becoming more important than the rights of homeowners like us who have lived here for the past 29 years. We were here first – we did not buy

property next to a 42,000 square foot development that includes two bistros. Rather the developer bought property that was a farm and is adjacent to my family and our home – we have rights – and we want Riverhead Town to protect our rights as homeowners. The developer and the Town should be working with us – but instead we feel the only concerns that matter are those of the developer. Why do we feel that way? Well - when has anyone from the Town asked to sit down with my wife and myself and discuss this project and what impact it is going to have on our lives or our property? This is a huge proposed development for this area – are we not just as important as the developer?

This development will have an impact on our lives and our property.

- We are quite concerned about the impact this development will have on the value of our home and property. Your decisions could have a negative effect on the value of the home that we have lived in and invested in for the past 29 years. Not to mention paid taxes on for all of those years. Have you considered this? I have heard a lot about the developer needing variances approved, and special permits approved – because this is important economically to the developer. Well what about the value of our property? Does anyone in the Town care? C-70
- For the record over the past 29 years our home's foundation has been solid. We do not have problems with water accumulating on our property or entering our basement. We are very concerned about the impact of the proposed excavation and removal of tremendous amounts of soil including the leveling of the property to street level and the installation of retaining walls around our property. What is this going to do to the water table, how will this impact our property, will we now have drainage problems on our property? Has anyone in the Town considered any of these things – and are you protecting our rights? C-71
- Since a traffic signal is proposed to be installed on Rt. 25 in the vicinity of the front door to the Elbow Room Restaurant – (yes two traffic lights a few hundred feet apart in Jamesport – can you C-72

believe it?) Well it is obvious that traffic will be impacted greatly by this project if there is a need for another traffic light in our small town and therefore we will be impacted greatly as well. Will this include a turning lane to try and allow traffic to flow when cars are turning in and out? There is very little room in front of our home to widen Route 25 – there is a retaining wall that is only about 1 or 2 feet off our property line, then a sidewalk and then the road. Has anyone from the Town walked down this sidewalk, looked at the retaining wall, and measured the distance from the side of the road to the existing sidewalk? I have – and I don't think it can be done in a safe manner for those walking on the sidewalk or for my family having to exit our driveway on to Route 25. Will this impact parking that now occurs in the Village and at the Elbow Room"? I would welcome a meeting with you in the front of my home so you could see my concerns. C-72 CONT.

- Ten buildings - possibly two bistros – translate to a lot of garbage. According to the plan on the Riverhead Town Hall web site this amounts to lots of dumpsters. Dumpsters which will be located very close to our property line. Dumpsters for Bistros which contain food and can draw rodents. What time in the morning will trucks be allowed to enter the development to pickup or empty the dumpsters? All of these things will impact our lives. C-73

- Regarding bistros – we are concerned about the hours of operation and the odors that such facilities will generate. Due to the tremendous removal of soil to bring the site to the level of Main Road it appears that roofs of the bistros would be located much lower than our property. Therefore we are concerned that exhaust outlets would be at a similar elevation to our property and home. This means smoke and odors moving across our property and into our home. I know you may find this hard to believe – I invite you to my home – sit in the back yard and then draw your conclusions. And will a bistro someday become a McDonald's or Burger King – can you guarantee this will never happen – even if the current developer sells the property? C-74 C-75

10/21/09

DW

Florence Kowalsick
543 Howell Court
Riverhead, NY 11901

October 21, 2009

Re: Draft Environmental Impact Statement on the special permit petition of Village at Jamesport (Jul-Bet Enterprises, LLC) for the construction of a commercial facility consisting of 10 buildings of 42,000 sq. ft. gross floor area and including professional office and bistro uses on 9.712 ac. parcel zoned Rural Corridor; such property being located on the Main Road, Jamesport, NY, Suffolk County Tax Map #0600-68-1-35.

Information pertaining to evidence of Native American existence on this property.

I would like to go on record as opposing the special permit requests of Jul-Bet Enterprises for construction of a commercial facility consisting of 10 buildings of 42,000 sq. ft. gross floor area and including professional office and bistro uses. C-76

In addition I understand that there is some question regarding whether any of the land had Native American significance, which I remember this to be the case as I was growing up on this property during the 1940's and 1950's. The land in question where this project is proposed was at one time owned and farmed by my grandparents Peter and Mary Sieminski. I was raised by my grandparents on that farm as well. The farm remained in the Sieminski family for some time and was eventually sold I believe to the Froehlich family who then sold the farm to the present owner. C-77

I have many good memories of the old farmhouse where I grew up that once stood across the street from the Elbow Room in Jamesport and working on my grandparent's farm as well. In addition I thought you may be interested to know that as a child and teenager growing up on this farm we would sleigh ride down the hill situated near the back of the property until it was discovered that a portion of the land was a "sacred Native American site." In the 1940's I remember a portion of the land on this site was

deemed sacred and was fenced off, stones to mark the site were placed in the area and I also remember a large tower-like structure being constructed on the hill as well. At that point we were instructed that we could no longer go on to the site and I remember having to walk around the site whenever I walked to work on the farm in back via the driveway that still exists and winds its way from Main Road to the back farm. In addition we could no longer allow our cows and horses to graze in this area and had to move them to another site to graze. I recall finding many arrowheads when digging in the soil on this farm where I grew up.

In the 1950's I remember individuals (archaeologists) coming on to the property and again working on this site as well.

I thought that this information may be useful since I have heard a lot about this site having significance as a sacred Native American site. I remember this to be the case as I grew up on this property. Feel free to contact me if you have questions.

Sincerely,

Florence Kowalsick

Florence Kowalsick

LAWRENCE P. SIMMS
5 Dunlookin Lane
South Jamesport NY 11970
MAIL 200 E. 32nd St., NY 10016
TEL 212-779-0338
l.simms@usa.net

FILED IN OFFICE OF
DIANE M. WILHELM
TOWN CLERK
2009 OCT 26 P 2:21
10/26/09

Town Council
200 Howell Avenue
Riverhead, Long Island, NY 11901

⇨re: Village at Jamesport⇦

Honorable Council Members:

I've owned a home in South Jamesport, a mile from the proposed development site, for more than 10 years. Considerable research has been done on both sides of the question at issue; I respect that work, & appreciate that the process provides a forum for public comment.

What this conflict really seems to be about is the difference between what we call things, & what they are. Calling the development a Village doesn't make it one. Calling it a "campus" doesn't change the fact that it's a shopping mall. Calling its restaurants "bistros" doesn't change the fact that 100 more diners—& their cars—would descend on the hamlet at dinner. And saying it's "connected" to downtown Jamesport doesn't mean that it is, or could possibly be, an integral part of the existing community. C-78

Rhetoric aside, the proposed project is inherently different, it's inherently big, &—for this taxpayer—it would inherently change the character of Jamesport, making it a much less special place.

Others have addressed, in more detail than I can muster, specific provisions of town zoning & the Comprehensive Plan, the impact of the proposed development on traffic, noise, drainage, & so on. I'm sure great attention has been, & will be, paid to the coverage ratios, both actual & intended. I don't think redundancy on these issues is required, & I prefer to address the "big picture" perspective.

I will always defend the rights of owners to develop their property...but when a variance & other special permits are required, I believe the agencies involved must carefully weigh both the intent of applicable codes & regulations, & the wishes of the local community, before bending or waiving rules to allow such variations from plan. It's particularly significant, in this instance, that a Comprehensive Plan was just implemented, after great study & much deliberation, to govern the development of the various Town sectors...with special emphasis on hamlet preservation.

I note that the DEIS quotes from that Comprehensive Plan often, including:

> "'a concentrated 'Main Street' framed by a rural corridor and surrounded by a traditional residential neighborhood...' is envisioned for the hamlet." C-79

Having recognized & accepted this objective—with which, I expect, few would argue—the DEIS claims:

> "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."

I accept that this is the developer's intention, & I think that intention is laudable...but wishing won't make it so. No matter how many times this goal is stated in the document, the complex proposed would not be connected to Main Street & would not resemble Main Street.

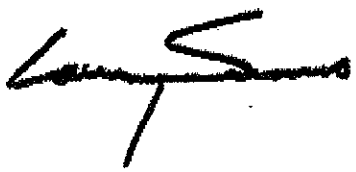
The DEIS again quotes from the Comprehensive Plan by noting—3 separate times—that "'Main Street'...should have a continuous and vibrant retail frontage." The simple fact is that the proposed development has no retail frontage. It has no frontage at all. What passersby would see from Main Road is just an asphalt entryway to an off-street mall. At best, it would be "connected" to downtown Jamesport by 200' of sidewalk. As a practical matter, this new commerce center would be as disconnected from the existing downtown Jamesport physically, as it would be out of touch with the historic character of the community. C-80

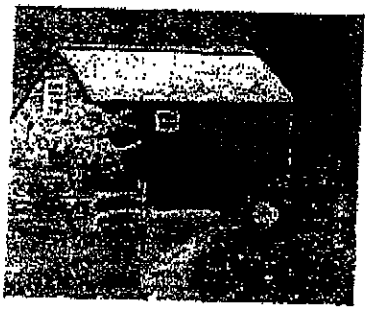
The proposed development is twice the size of Jamesport's entire existing downtown, & we already have 6 "destination" restaurants within a mile. The community doesn't lack for dining options any more than it does for commercial space. This would not serve our needs. C-81

If current zoning rules supported a development of this size with no variance required [even though this parcel appears to have received anomalous, & possibly inequitable, treatment with regard to development depth], I would not speak in opposition. Since 4 acres of new pavement in the heart of the hamlet is not supported without special permits, I must protest. As with many others, the bucolic character of Jamesport is what originally drew me to the area. The proposed development would harm & diminish that character, which the Comprehensive Plan—& many of you—strive to protect. C-82

Thank you for your attention.

Sincerely,





Winds Way Farm
73 Winds Way
PO 1470
Jamesport, NY 11947
richard@windswayfarm.com

Nancy Gilbert
Richard Wines

FILED IN OFFICE OF
DIANE M. WILHELM
TOWN CLERK
2009 OCT 26 P 12:03

Diane Wilhelm
Riverhead Town Clerk
200 Howell Ave.
Riverhead, NY 11901

Re: Draft Environmental impact Statement of proposed development "Village at Jamesport" -- Grading

In addition to my oral comments at the October 21 hearing on the so-called "Village at Jamesport" project, I would like to add one more concern for the environmental impact statement consultants to address -- grading. The architect's "Streetscape" illustration "A-4" appears to show that the property is absolutely flat and on exactly the same plane as the existing (and real) village at Jamesport to the right. However, the topographic map of the proposed development shows existing elevations on the proposed central roadway as being over 33 feet, or about 14 feet above the level of the main road (which is about 19 feet above sea level in this area). This gives rise to several questions and concerns:

C-83

- First of all, is that drawing accurate, or should some slopes be shown in the drawing? C-83A
- Alternatively, if the property is to be absolutely flattened with the elevations to be reduced 10 to 14 feet in some areas, and totally reshaped from its natural topographic configuration, as it appears from the plans and perspective drawing, this will have a considerable visual impact on the community which should be addressed in the environmental impact statement. A much better alternative – one that would fit in with the existing community around the site – would be to retain as much as possible of the existing topography so the buildings appeared more like typical rural buildings and are nestled into the natural landscape rather than obliterating it. C-83B
- Complete flattening of the landscape appears to violate code requirement that development in Rural Corridor districts "minimize visual impacts on the predominantly rural corridors." This contradiction should be addressed in the environmental impact statement. C-83C
- The perspective drawing should also include the streetscape to the west of the proposed project, and the changes in elevation to the Kowalsick property (as discussed at the hearing) and any other impacts of changes in the natural landscape will have on the view from Main Road. Failure to do so makes it impossible to assess the project's visual impact. C-83D

C-83 CONT.

- And finally, on page 51 there is an acknowledgement that "88,000 cubic yards of material would be excavated." The statement says that "a portion of same would be used on the subject site for the proposed development." But it also contains a vague statement that: "All other material would be transported off-site." I believe that the environmental impact statement should state clearly how much material is to be transported off site. C-83E
- Since there is no compelling reason to alter the existing topography so extensively, or to reduce its overall grade substantially, the project takes on the appearance of a sand mine. I believe the environmental impact statement should address the question of why the project can not be done without the removal of any soil from the site and without substantially disrupting the existing topography and, if substantial material is to be unnecessarily removed, why it should not be considered a sand mine under town code. C-83F

My hope is that by addressing concerns expressed in my comments on Wednesday at the hearing and above, this project can be made into one that will be an enhancement for the hamlet of Jamesport.

Sincerely,

Richard A. Wines

GEORGETTE A. LAUZIER KELLER
PO BOX 68
SOUTH JAMESPORT, NY 11970
(631)722-4520

October 21, 2009

Town of Riverhead
Town Board
200 Howell Avenue
Riverhead, NY 11901

Re: Village at Jamesport

Dear Sirs and Madam:

I testify before you this evening as a community member and as President of the Jamesport- South Jamesport Civic Association. I also come to you with letters sent to me with the request that they be read into the public record.

This evening's Public Hearing is about the DEIS and it raises many questions in and of itself such as when was the traffic study on Route 25 done? It makes a difference as we all know. And do we really want a signal at the entrance of this project? Which also means that it will be in front of the Elbow Room? That particular restaurant may not be a certificated landmark, although it should be..... It's made from a Quonset hut and been there longer than I've been alive. Not to mention that most of long Island can't tell you where Jamesport is, but they know where the Elbow Room is. What impact would this traffic signal have on the Historic district? Would parking restrictions be needed too. What about the appropriateness of such a signal? A traffic signal would be far more important at Manor Lane to assist the Fire Department during emergencies that to have one for the convenience of shoppers!!!! But there are more than a few questions to consider. Two very important aspects of this debacle need scrutiny and immediate action if the preservation of this Hamlet and the historic prehistoric remains on the site are to be protected. This is what we hope for, and in our collective cases- demand!

C-84
C-85
C-86
C-87

This project should be summarily rejected on the basis of negatively altering this hamlet forever. So I ask you- do YOU want to forever be known as the accomplices to the murder of our beloved hamlet? The hamlet that finally has a Historic district? And the oldest structure in the town of Riverhead? The project is called Village at Jamesport- such a

misnomer- which further illustrates the developers misunderstanding of our community. It is located in a hamlet and not even in Hamlet Zoning. It is in Rural Corridor Zoning. When the Master Plan was adopted in 2003, the spirit of the Rural Corridor Zoning was to severely limit the amount of development that could take place between South Jamesport Avenue and Washington Avenue beyond what is already there. The purpose of this forward thinking was to protect and blend the businesses and residential properties that were already there with sensible and very limited growth. That is why Rural Corridor also required campus style architecture for future blending of this area and to protect the community character. C-88

So I ask you---- is that what this project represents? This project is more than 42,000 square feet of development a size comparable to 10 George Young Community Centers, a project more than three times the size of Cardinale Plaza and four acres of impervious surface, a surface area more than twelve times the size of my property. Keep in mind that my property is a good size for South Jamesport at 1/3 acre. Does this sound like extremely limited blended development in keeping with community character? This project would dwarf anything that exists east of Route 105. C-89

How did this happen? I ask myself again and again. My family has invested most of its capital wealth to live in a small rural community. We chose to come here at a time when the World Trade Towers were falling.... literally. We moved here permanently on September 11, 2001- to a community that was working on a Master Plan to protect itself from looking like the rest of Long Island to the west. We have embraced this community and life in Riverhead at large, on the North Fork, and on the precious and beautiful Bays this area has been blessed with. We feel betrayed. Our entire family is here tonight, to fight for what we know is right- and to relay to you, loud and clear, that WE, the community, expect YOU, the Board, to do what is necessary, however unpleasant it may be, to make sure the spirit of the Master Plan is implemented.

How could a project of this size even be possible? I'll tell you how..... a flaw in the codification of the Master Plan. Somehow, this parcel was given a preferential development depth allowance compared to other area parcels. Rural Corridor depth allowance for development is supposed to be 500 feet. This property has nearly 1100 feet. Some say that this property has suffered a lot of loss on what it could develop over the years..... So has everyone else who purchased vacant land..... That's the risk the owner took when he knowingly purchased vacant land during Master Planning. And if he didn't know, that's his fault and problem not the community's. Research into how it happened hasn't revealed too much, but how it happened is no longer relevant to us, the community. C-90

What is relevant now is what YOU plan to do to rectify it and protect the community from what you intended to protect us from? We want o know WHAT you intend to do and WHEN do you plan to do it?

Before I continue I would like to read the following letters to you and into the official record at the request of these particular community members, I have copies for you in the packets I will give you as soon as I'm finished. (see community letters)

This next issue has far deeper implications than we realized at first and is hardly two sentences in the DEIS. Cultural Resources. A Phase I study is not enough. The presence of what has been termed a "prehistoric mortuary complex" as a result of a 1950's archaeological study, with little to go on without precise mapping from documents in the State's museum and archive, seems worth investigating. It has come to my attention that a local ordinance is being drafted to protect the burial sites of unmarked graves, etc. from colonial and Native American origin. Would this site warrant protection under a provision such as this? Given the proximity of whatever remains are there, it would seem that the moral imperative would be to investigate and protect them. Or is it okay because hey their remains are from 10,000 years ago. Prehistoric- talk about a cultural resource. Is the Jamesport Cemetery going to be next when the State of New York realizes that a light in front of this project will need a turning lane, and then there's the traffic turning into the gas station..... Will it matter that ancestors of this hamlet if ancestors need to disinterred and moved. What is the value of a life lived. I'd like to believe that our community character is higher- much higher- than that. If we don't value our past, we have no value for our future.

C-91

C-92

In support of a Phase II study, I have a letter from the New York State Office of Parks, Recreation, and Historic Preservation and the Inter-Tribal Historic Preservation task Force to read into the Public Record. (see letters)

Additionally, I was contacted the Group for the East end and asked to read this letter to the Board. (see letters)

So again, I ask, plead, implore and demand, on behalf of our hamlet do what needs to be done- and protect us.

Sincerely,
Georgette A. Lauzier Keller

10/20/2009

To: the Town of Riverhead
From: Mindy Katz & Roger Troop
South Jamesport, NY

I think that the residents of the Hamlet of Jamesport, including South Jamesport, have been very
Progressive for a 4.4 Sq Mile piece of land. We have added or re-established restaurants & new
Businesses over the past 15 years (Junda, Della Aquila, BayView & Manor Inn).

As Wikipedia states: "Jamesport is known for its quaint downtown area including antique shops
& handful of fine restaurants".

That being said, I have a few questions for the Town:

1.How will this project, Village of Jamesport, improve my Property Value when there are several
"professional/retail" buildings in Jamesport, Mattituck & especially Riverhead that remain
Abandon/unused; And how can you sustain economic growth in this Hamlet when other areas which
are bigger, can not maintain the properties that they already have; And will the residents of this
Hamlet receive any Tax benefits or just tax increases ? C-93

2. How does the Town & the Village of Jamesport intend to comply with NYS Legislature to reduce
Greenhouse Gases and to follow, by example, President Obama's executive order to increase energy
efficiency, conserve water, reduce waste & basically, protect our environment for our future, within
this scope of this project. ? C-94

3. Additional traffic lights to "ease" the flow of traffic, what other changes or restrictions will the
Town impose on the residents & guests of this small Hamlet to "ease" this project through – at whose
expense? C-95

We are OPPOSED to the project, Village of Jamesport/Jul-Bet Ent Development. We do not see any
Positive effect personally or on the community at this time. C-96

Thank you,
Mindy Katz & Roger Troop

From: Mindy Katz <mkatz@faf.com>
Subject: **FW: Rufrano Family OPPOSES Village at Jamesport**
Date: October 20, 2009 5:50:15 PM EDT
To: Georgette Keller <gakeller@optonline.net>

From: Marianne Rufrano [marianner@punch21.com]
Sent: Monday, October 19, 2009 10:28 PM
To: gakeller@optonline.net
Cc: Mindy Katz
Subject: Rufrano Family OPPOSES Village at Jamesport

Hello Ms. Keller,
Please submit this letter at the upcoming Public Hearing scheduled for Wednesday, October 21, 2009.
We are unable to attend personally, and we appreciate your efforts.
If there is anything in our letter that might need to be changed, you may do so, and then PRINT!!
Thank you.

The Rufrano Family
145 Second Street
Riverhead, NY 11970

Re: DRAFT Environmental Impact Statement for "Village at Jamesport"

To the Riverhead Town Board,

After reviewing the Draft Impact Statement, we hereby notify the Town of Riverhead that we OPPOSE the application for the "Village at Jamesport". C-97

We have been residents of South Jamesport for 15 years. We have seen the congestion on the Main Road increase and the 'small town/open space' feeling of the North Fork change drastically. We see so many 'mall like' designs/buildings sprouting up that do not enhance the beautiful environment we enjoy.

The traffic, noise, additional restaurant odors and garbage disposal will have an environmental impact on our existing community that is NOT acceptable. We see our existing neighbors and stores in the nearby shopping center constantly changing hands. The stores are often empty. This is a clear result of our economic times. An additional shopping center with additional services will surely bring higher taxes. C-98

We do not like what is happening to the beautiful North Fork with all of the commercial building. The farms and fields disappear, and we see buildings instead, each time we take a drive. C-98 CONT.

We oppose the "Village at Jamesport" in our small town because it will not have a positive impact on our environment or our community.

Sincerely,

Marianne and Michael Rufrano

Keller, Georgette

From: Elizabeth Haile [ehaile2002@yahoo.com]
Sent: Wednesday, October 21, 2009 2:42 PM
To: Keller, Georgette
Subject: Fw: Inter-Tribal Historic Preservation Task Force

----- Forwarded Message ----
From: Elizabeth Haile <ehaile2002@yahoo.com>
To: Elizabeth Haile <ehaile2002@yahoo.com>
Sent: Wed, October 21, 2009 12:55:52 PM
Subject: Fw: georgette -DRAFT to get to her by 3:30 today - chee

THE INTER-TRIBAL HISTORIC PRESERVATION TASK FORCE

Dear Ms. Georgette Keller,

The Town Board of Riverhead has a copy of this Ordinance:
On June 9, 2005 the document "Riverhead Native American and Colonial Graves Protection and Repatriation Local Law" draft was presented to the Riverhead Town Board.

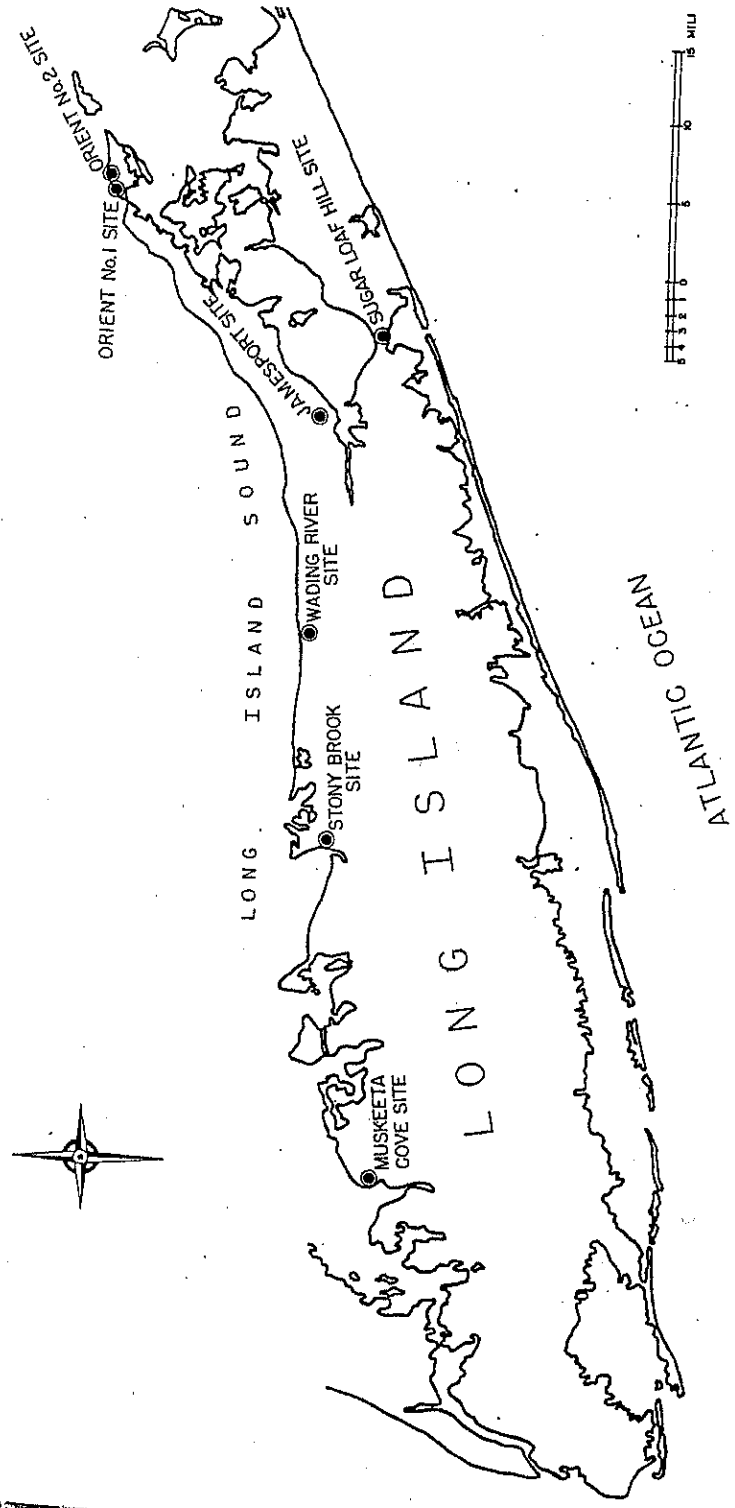
The goal was to allow Riverhead to be one of the first towns to afford such protection for sacred Native American graves, funerary objects and other associated archaeological objects.
We, the descendants of Algonquin speaking people of Long Island and New England have a responsibility and obligation passed on to us by our ancestors to protect the land and those buried underneath it. It is also our mission to educate and promote knowledge regarding the historical and cultural histories of our communities for ourselves and our future generations.

The Jamesport site: This became an example of the treasures buried under Jamesport and "Ackabogue" (one of the old spellings of this Indian name).

The Inter-Tribal Historical Preservation Task Force has notified the Town of Riverhead of the importance of protecting unmarked graves of our ancestors both Colonial and Native American burials.

When burials are undiscovered, they would be protected by the Ordinance, as they are in almost all other states. However, when when graves have been discovered, they are recognized as cemeteries and are no longer unmarked.

It is very heartening to hear that the Jamesport Civic Association is concerned with the history of their village.
Sincerely,
Elizabeth Haile, secretary, ITHPTF



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

REFER TO PAGES 52-62
JAMESPORT SITE

Source:

Ritchie, William, "The Stony Brook Site and its Relation to Archaic and Transitional Cultures on Long Island," New York State Museum and Science Service Bulletin 370

1959

senting approximately two-thirds of the original) and a narrow rounded lip. A possible sherd of this pot, recovered in our excavation at Sugar Loaf Hill in 1956, is pictured on plate 46, figure 25.

Several portions of the second Sugar Loaf Hill pot, sent by Mr. Latham for study, are shown on plate 34, figures 1, 3; plate 35, figures 1-3. They seem not to have come from a round vessel like the first, but rather from an elongate, oval pot, generally similar to the Jamesport vessel which copies a stone receptacle. A more detailed description of the total ceramic content of the two sites will be given in a subsequent section of this report.

JAMESPORT SITE (RIH 1-2)

The Jamesport site lies approximately one-fifth of a mile northwest of the intersection of Route 25 and Manor Lane, Jamesport, Suffolk County. It is nearly one mile in the same direction from the nearest shore of Great Peconic Bay, which can be seen, when the trees are not in leaf, from the highest point on the hill, where the burial pit was located. Mrs. Mary Sieminski, owner of the farm, kindly gave permission for our excavations of September 28-October 7, 1953, the work being done by the writer assisted by Professor Irving Rouse of Yale University and Peter P. Pratt.[56]

The site covers most of the southern and highest elevation of an oval rise or knoll belonging to the Harbor Hill Ridge[57] and is approximately 50 feet above sea level and 30 feet higher than the surrounding land (plate 25).

This was the last Orient burial site to be found and excavated (1940-41) by the Long Island Chapter, New York State Archeological Association. According to reports of the excavators, it comprised a big oval pit, measuring some 30 by 18 feet, the long axis running nearly east and west, with a maximum depth of 8½ feet. On the floor near the eastern end was uncovered a circle, about 5 feet in diameter, of vertically set large stone slabs approximately 3 inches in thickness. This structure enclosed a hearth containing, among the charcoal fragments, burned human bones and a deposit of artifacts consisting of many projectile points, several paintstones and portions of at least two stone pots. Elsewhere over the pit floor were found similar, but unenclosed, hearths and caches of implements, some in association with masses of powdered red ocher and decomposed iron pyrites.

[56] Valuable volunteer aid, especially with survey and mapping, was given by John H. Husing of the Long Island Chapter, New York State Archeological Association. Thanks are also due to Mrs. Dorothy Raynor, of the same chapter, for various courtesies, and to Douglas S. Byers of Phillips Academy, Andover, Mass., for assistance on a weekend visit to the site.

[57] Fleming, 1935.

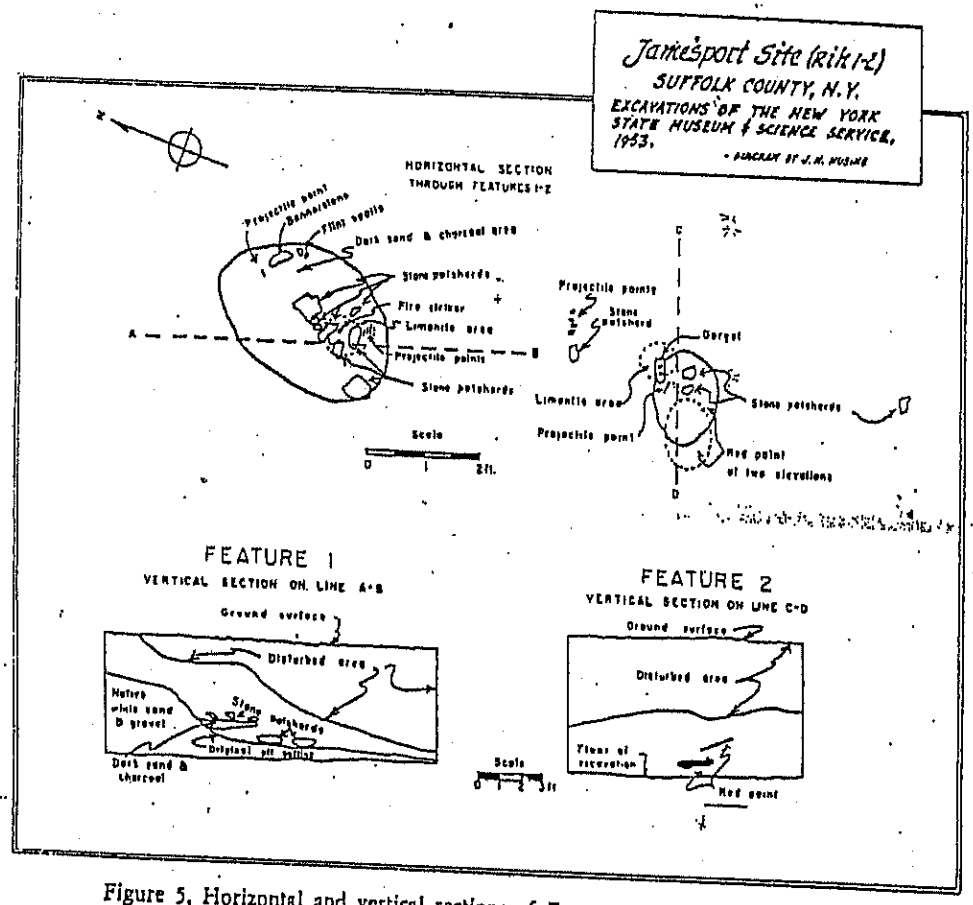


Figure 5. Horizontal and vertical sections of Features 1 and 2, Jamesport site

The State Museum and Science Service sought at this site possible additional clues to the nature of the unique Orient burial pits and the aboriginal activities which took place there, as well as for samples of charcoal to assist in dating the Orient complex. It is the writer's belief that the Orient mortuary practices were complex and were intrinsically related to an Early Woodland period burial cult in the Northeast, which formed part of a rather widely disseminated religious movement in the eastern United States during this period. In subsequent developments, this cult, or more or less formalized system of religious concepts and rites devoted to the welfare of the dead, is thought to have attained its climax in the Adena-Hopewellian manifestations of Middle Woodland times.[58]

Feature 1

The labors of the party were rewarded in the western section of the burial pit by the discovery of two features at well-separated loci, lying at levels below those reached in the primary investigations. Moreover, a quantity of charcoal obtained from Feature 1 has yielded a Carbon-14 dating for the site. These features occurred at or near the bottom of the original pit, a small segment of whose northwestern wall-floor outlines could be traced in our excavations beneath and slightly beyond the limits of the overriding disturbance of 1940-41, as may be seen in plate 26 and figure 5.

The aboriginal pit had been dug into a well-drained, fine to medium coarse white sand and quartz gravel, of a bright, clean and striking appearance. To the Indians, seeking a suitable burial place for their collected dead, these qualities may have had a similar appeal which, added to the general mound-like elevation high above all the surrounding terrain and within sight of the great bay, may have led to its selection. Very likely other indeterminable factors, both cultural and physical, were also involved.

The pit wall sloped less steeply than we would have anticipated and the arc at the western end indicated a distinctly oval structure, as described by the previous excavators. A close watch for post molds or evidence of a habitation floor revealed nothing, but several dark stains along the shoulder of the pit suggested the possibility of a partial lining of organic substance, such as bark, wood or matting. Samples of this material show, under the microscope, particles resembling wood charcoal and, as such occurred in larger quantity and fragment size in the adjacent "hearth" area, they may represent only lateral extensions thereof.

The fill of the original pit could clearly be differentiated by its yellowish or tan coloration, both from the native white sand and from the humus-spotted and otherwise darker sand of the 1940-41 disturbed overlying fill

[58] Ritchie, 1955, pp. 67-76.

(plate 26 and figure 5). Moreover, throughout the tan sand covering most of the area of Feature 1, scattered charcoal granules were observed. As the feature was approached, the amount of charcoal in the sand rapidly increased to form a hearth-like concentration with a maximum diameter of about 33 inches and up to 4 or 5 inches in thickness, largely overlying the artifacts to be described and extending on the north to the pit edge (see figure 5). This mass of stained sand and discrete wood charcoal particles, the largest pieces approximately one-fourth of an inch in length, was the principal source of the sample secured for dating purposes. To it were added some charcoal bits taken from the less concentrated scatter directly over the feature. The results of the Carbon-14 assay are reported on page 75.

Although referred to in our notes as a "hearth," this element of Feature 1 presented no convincing token of a fire kindled *in situ* in the pit. There was neither ash nor surrounding soil discoloration resulting from thermal effects. Furthermore, the wide dispersion of charcoal flecks through some 20 inches of overlying sand, and the occurrence within this superincumbent zone of apparently randomly dispersed artifacts and calcined animal bones, heighten the probability that the residue of a fire and of burned food remains were brought into the pit and intentionally scattered, together with several projectile points, stone pot fragments and a hammerstone (plate 30, figures 7-9) over the feature placed upon the floor, during the initial filling of this part of the structure. This observation was repeated in our 1956 excavation at the Sugar Loaf Hill site, presently to be described. It calls into question the validity of the identification as "hearths" of apparently similar features mentioned for all four Orient burial sites. It also has distinct parallels in certain graves of the Early Point Peninsula complex on the Indian River sites in Jefferson County, N. Y., which share the basic features of the mortuary cult, as defined by the writer.[59]

Of the 54 fragments of calcined bone mentioned as apparently associated with Feature 1, four are identifiable as deer phalanges, an equal number as representing birds of medium size, seven are of antler (one seems to be part of a tine flaking tool), one may be from the head of a radius and has human shape and size, while the remainder are long bone scraps (see plate 30, figures 1-6).

It is suggested that these osseous remains pertain to animal food consumed, perhaps with other perishable offerings to the deceased, in a funeral fire in the vicinity of the pit, and subsequently poured, as part of the mortuary ritual, over the interred contents of the feature. That the burning of animal food, dogs and artifacts figured in the rites of the mortuary

[59] Ritchie, 1955, pp. 15, 17, 28, 30-31, 32, 62-63, 64-65.

cult under consideration is attested by the writer's discoveries on other sites of this category, elsewhere described.[60]

Since calcined bone pieces in the Orient pits are apparently confined to the vicinity of the "hearths" and their associated "caches" of artifacts, it is improbable that the fortuitous inclusion of habitation refuse can be invoked in explanation, especially in view of the local absence of such habitation components.

The discovery of burned animal bone in Feature 1 raises the question of the valid identification as human cremations, at least in all cases, of calcined bone fragments found in these sites in association with the "hearths" and "caches." It is clear, however, from positive determinations of certain of these remains previously submitted by Mr. Latham to the writer, that cremated human bone was present at least on the Orient No. 2 component, and there seems little reason for doubt, on the other sites as well. But that all the calcined bone found on these sites derives from human cremations, as has been assumed, is certainly in error. The cremation of dog bones was a significant element of the burial ritualism involved here.[61]

The artifact contents of Feature 1 occurred within an oval area of stained sand, measuring about 3¼ by 2¼ feet, and for the most part they rested directly upon the virgin white sand floor of the pit, at depths ranging between 44 and 51 inches from the present surface. As illustrated in plates 26, 27, 29, 30 and figure 5, they constituted a loose cluster comprising 5 broken stone pots, 7 projectile points of fishtail form, a fire-making set consisting of a mass of decomposed iron pyrites (altered to limonite) and a quartz striker made from a point, a winged and grooved bannerstone and 2 rough core fragments of brown flint.

All the pots save one were intentionally broken, portions of two being missing, one of several facts suggesting breakage beyond the immediate precincts of the feature. In the exceptional case (plate 29, figure 1), the worn old break line and drilled lacing hole indicate the inclusion of half an accidentally broken and still-used vessel. Of very considerable significance, in linking together this group of artifacts with the scattered charcoal, burned animal bones and random projectile points found overlying the group of artifacts, between about 29 and 35 inches from the surface, were the sherds of a small stone bowl with notched lip decoration (plate 29, figure 2), which were scattered throughout the feature from 29 to 57 inches deep. It seems, therefore, unequivocal that the entire deposit of charcoal-stained sand, burned bones and artifacts, comprising Feature 1, represents a single episode.

[60] Ritchie, 1944, pp. 156, 158; 1955.
[61] Ritchie, 1944, pp. 150, 152 ff.; 1955, p. 62.

In considering the nature of this episode, I believe it can reliably be inferred from the total evidence afforded by the four Orient mortuary components, supplemented by data from other sites, particularly those on the Indian River of northern New York,[62] that a noncremated human burial was interred at this locus as the primary element of Feature 1. It is impossible to infer exactly the mode of burial, since either a tightly flexed skeleton or a bundle of disarticulated bones (but not an extended adult corpse) could readily have been accommodated within the oval area of stained sand (figure 5). The complete decay of such a skeleton is easily accounted for by the strongly acid (pH 5.0) reaction given by soil tests on samples collected from Feature 1.[63] This problem will be further explored anon.

Feature 2

Feature 2 lay slightly less than 5 feet south of the periphery of Feature 1, but at a greater depth, being between 65-72 inches from the present surface. This would seem to show, as would the 13-inch range of variation in the depths of the individual items of grave goods in Feature 1, that the pit floor was by no means level and even. Over Feature 2, the irregular basal outline of the 1940-41 digging could be clearly traced between depths of 35 inches at the west and 52 inches at the east end of the exposure, forming at this point the southern wall of our excavations (plate 28 and figure 5). As the work progressed to the east, south and west, it could be seen that the original pit walls had everywhere been effaced in the previous excavations. This proved to be the case throughout, except for the small northwestern segment, already noted.

At 65 inches from the surface, an oblique streak of red ocher, 20 inches long and one inch thick, showed in the lightly charcoal-flecked yellow sand of the undisturbed portion of the pit wall. Just beneath its southern end, at 70 inches from ground level, was an oval mass of the same material, measuring 17 inches across and about 3 inches deep, resting horizontally on the clean white sand of the original floor. Near the eastern edge of this mass were embedded a rectangular gorget and a narrow, side-notched point, 72 inches from the ground surface (plate 31, figures 27, 30, and figure 5). Directly adjacent, the sand for several inches was stained a brilliant orange by limonite resulting from the decay of iron pyrites from the fire-making kit, almost invariably a part of the burial equipment pro-

[62] Ritchie, 1955, pp. 21-22.

[63] Additional light on this matter may be afforded by chemical tests for available phosphates, expressed in percentage of phosphorus, in the sand of Feature 1, as compared with sand samples taken elsewhere in the pit. It has not yet been possible to obtain these analyses.

vided the deceased in the Orient and Early Point Peninsula cultural adherents to the mortuary cult.[64]

A mass of charcoal-stained sand, several inches thick, covered the lower paint deposit. This sand closely resembled the "hearth" described for Feature 1, and again there was no clear indication of burning *in situ*. In the upper portion of the ocher mass was found a thin, nearly flat stone potsherd (plate 31, figure 31), while just above it, in the dark surrounding sand, were several crumbling fragments of a very thick stone pot (plate 31, figures 21-23, 28). Two tiny calcined bone fragments occurred at the juncture of the sand and paint (plate 31, figure 26).

It was evident here, as in Feature 1, that a deposit, in this case including red ocher, was made upon the pit floor and covered over with material apparently scraped out of a fireplace situated at an indeterminate locus and containing burned bones and fragmentary and burned artifacts. A second, smaller deposit of ocher was spread upon the sloping surface of this stained sand. The whole deposit probably included human remains which were entirely dissolved by soil acids. Four sand samples taken from various points within and in the immediate vicinity of this feature gave pH readings varying from 4.5 (very strongly acid) to 5.5 (medium acid).[65]

ARTIFACTS FROM THE JAMESPORT SITE

Notwithstanding the fact that the Jamesport site had been extensively dug over, a rather large number of artifacts were found in our excavations, the most important source being the features, already described in detail, whose contents are fully illustrated on plates 29-31. The second significant source consisted of the previously undisturbed original pit fill, especially in the vicinity of the two features, but also in the intervening areas between them, as well as elsewhere in isolated patches of the deeper, unmolested pit dirt. This fill could readily be distinguished by its lighter tan color and greater compactness from the previously dug-over pit material. Most of the artifacts so derived are pictured on plates 31 and 32. The nature of their occurrence within the pit indicates that the Indians, in burying their dead, scattered offerings in the general fill of the pit, as well as placed them with the interments. These artifacts cannot be attributed to chance inclusion from an underlying or adjacent habitation component, since none apparently existed.

Our redigging of the darker, looser fill of the excavations of 1940 and later also brought to light a number of artifacts whose primary provenience is unknown. These are in large part shown on plate 31, figures 1-10; plate

[64] Ritchie, 1955, pp. 64-65.
[65] From Hellige Truog soil reaction tests done by the writer.

32, figures 1-7, and plate 33. The unillustrated material from the site is almost entirely from this third category of artifacts.

Since the total assemblage obviously pertains to a single cultural entity, the three groups referred to will for convenience be described together under several technical divisions.

Chipped Stone

Projectile points constitute 94.4 percent of the total of chipped stone implements. Of the 85 projectile points, 63 are complete, 15 broken but typologically identifiable and 7 too fragmentary for such identification. With only 9 exceptions, the points belong to the Orient Fishtail type, which thus comprises 88.4 percent of the identifiable point series of 78 specimens. The Jamesport site group as a whole consists of very well made examples of this type (described on pages 31-32), as may be seen from plates 30-33. As indicated in the plate captions, quartz is the dominant material. Of the 69 examples 50 are of quartz, 6 of quartzite, 6 of indurated shale, 5 of jasper and one each of flint and felsite.

There are 5 side-notched points, with narrow to medium broad blade (see plate 31, figure 27; plate 32, figure 4; plate 33, figures 18-20). The specimen shown on plate 32 is 4⅜ inches long and may be a spearpoint. Four are of shale, one of felsite. It may be significant that none is of quartz.

Narrow, stemmed points number 3, 2 of quartz, one of indurated shale, and are pictured on plate 31, figure 10, and plate 33, figures 12 and 16. Figure 12 approximates points of this category from the Wading River site; figure 10 (plate 31) may well be a drill (compare with plate 45, figure 22, from Sugar Loaf Hill, in which the edges are worn).

A single, fragmentary, broad, stemmed point, of quartz, resembling Midden B specimens from Stony Brook, was found at Jamesport, and is pictured on plate 31, figure 8.

The remainder of the chipped stone category consists of a single small drill point fragment of quartz; a large, rudely chipped blade section of compact shale (plate 31, figure 25); and 3 quartz strike-a-lights, 2 of which appear to have been made from fishtail points. Plate 30, figure 11, one of these, was found embedded in a mass of limonite from decomposed iron pyrites (plate 30, figure 18), as part of a fire-making set in Feature 1. This material still adheres to the specimen, which is characterized by the usual battered and blunted edges and point.

The longer example, depicted on plate 31, figure 2, came from the previously disturbed fill of the western part of the pit, at 29 inches below the surface. The fragment shown on plate 32, figure 14, was a random find in the same portion of the pit, at a depth of 46 inches. It seems to

have been made from a broken point and the battered end (uppermost in the photograph) is stained with limonite, indicating its original association with a fire-making set.

Chips and flakes of quartz occurred sporadically in the fill. There were 6 of the former, 2 of the latter. In addition, 2 thick spalls or core fragments of mottled tan and brown flint were included in the grave goods of Feature 1 (plate 30, figure 19).

Rough Stone

With a few possible exceptions, the chipped stone implements from Jamesport, in common with those from the other Orient culture sites, seem to have been produced by percussion, rather than pressure flaking. The occurrence at Stony Brook and Jamesport of what may be bone or antler punches (see plate 22, figure 3, and plate 30, figure 5) suggests that indirect percussion may have been employed in the manufacture of some of the specimens, especially those of flint (e. g., plate 31, figure 7). In the main, however, the chipping scars are rather coarse and irregular (e. g., figure 27, same plate), pointing to direct percussive techniques. Three hammerstones found on the Jamesport site would seem suitable implements to this end. They consist of quartz pebbles with multiple beveled edges, resulting, apparently, from use in chipping sharp-edged stone. This form of the hammerstone is unknown to me from any other archeological context and seems therefore of considerable diagnostic significance for the Orient culture.

A typical example, with four oblique bevels, was found in association with Feature 1 (plate 30, figure 7). It is 1-7/16 inches thick.

Plate 32, figure 22, is another such hammerstone found 57 inches deep in the undisturbed fill between the two features. The lower left bevel is almost notch-like. Both broad surfaces show scarification (X in plate). The thickness of the quartz pebble is 1⅜ inches.

The unillustrated third specimen, (Cat. No. 41282-2C) from 7 inches deep in the disturbed fill at the eastern end of the pit, is a quartz pebble 3-9/16 inches long, 1-15/16 inches wide and 1-5/16 inches thick, with two intersecting bevels or facets on either long edge and some scarification, perhaps from use as an anvilstone, on one face.

The sole remaining object in the rough-stone category may well be of natural origin, fortuitously incorporated in the disturbed fill near the west end of the pit. It is a circular, diskiform, claystone concretion, ¾ of an inch thick at center, one surface of which (shown in plate 31, figure 20) bears a roughly conical pit near the center.

Ground and Polished Stone

A hunting weapon, a personal ornament (perhaps two), and an assortment of domestic utensils come under this nonfunctional heading. The first mentioned is a winged atlatl weight, commonly called a bannerstone, of a simple, imperforate form, made by chipping, grinding and polishing a piece of gray slate, 5/16 of an inch thick, which may have been found in the local drift, transported from New England. Shown as figure 20 of plate 30, it was part of the grave goods of Feature 1 (see figure 5 for location in grave). A very shallow, oblique groove, 7/16 of an inch in breadth (probably the approximate diameter of the atlatl shaft which engaged it and to which the weight was attached by thongs) crosses one face (chalked in photograph). This form is closely related typologically to the simple lunate, notched bannerstone of the Laurentian tradition in the Hudson Valley[66] and in southern New England.

While this specimen is unique in the Orient complex, one example of the short, perforated, tubular form of atlatl weight was found in the Orient No. 2 cemetery. It is of fine-grained greenish sandstone and has one convex and one concave surface.[67] It seems evident, from the presence of the bannerstone of two forms in the Orient complex, that the projectile points of this culture, specifically the dominant fishtail point, functioned as dart or javelin heads rather than arrowpoints. It is probable that the bow and arrow had not yet arrived in the New World by 1,000 B. C., the period of the Orient culture.

Several styles of the polished stone gorget are known from the Orient burial sites. Most characteristic seems to be the ellipsoidal form with narrow, bluntly pointed ends,[68] but a broad, rectangular specimen was found in the Sugar Loaf Hill site in the Long Island Chapter's excavations of 1937.[69] Our excavations at Jamesport discovered still another form, shown in plate 31, figure 30. Found embedded in red ocher in Feature 2, this ornament, well made of striped greenish gray slate, is of narrow, rectangular shape with convex long edges, and has maximum measurements of 4¾ by 1-13/16 by 5/16 inches. The perforations have been drilled and slightly countersunk from both sides. A rude arrangement of broad parallel lines has been scratched into one side, and a small area near one end of the same face is cross-hatched with narrow incisions. At least two other Orient gorgets are rudely engraved in a similar way. Of considerable

[66] Ritchie, 1958, pp. 14, 20, 58, 59.

[67] Ritchie, 1944, p. 229, Plate 107, figure 12.

[68] Illustrated in Ritchie, 1944, plate 107, figures 1-3, from photographs kindly provided by Roy Latham.

[69] Seen in the Long Island Chapter collections on display in the Suffolk County Historical Society Museum at Riverhead, Long Island.

interest is the series of 11 short, shallow nocks or incisions crossing one of the narrow, straight ends (uppermost in the photograph).

Each of these three forms of the gorget established for the Orient complex has close parallels in one or more of the Early to Middle Woodland cultures of the New York area.[70]

A possible ornamental device is reproduced as figure 24 of plate 33. It resembles a reworked stone pot lug and the broadest edge exhibits a partly smoothed-over fracture plane. The larger perforation is countersunk from both sides. The maximum thickness is ½ inch.

Stone Vessels

These are so abundant and so important in the Orient complex as to merit a separate heading in the ground and polished stone category. In prior descriptions dealing with the Point Peninsula, Middlesex and Hopewellian complexes in New York I have discussed "steatite pots" under the division of rough stone artifacts because, as a group, these vessels exhibited a technique of manufacture, or at least finishing, significantly different from those of the Orient complex, in that while the latter are smoothly finished inside and out, this treatment is very largely confined in the former group only to the inside of the pot. The exterior surface usually presents varying degrees of roughness, ranging from the bold scars of the excavating pick to narrow channel grooves, apparently produced by fine subsequent tooling. I am also under the impression that a further distinguishing difference is to be found in the larger percentage of convex-bottomed forms within the Orient series, as contrasted with flat-bottomed pots in the other complexes enumerated. Since suitable materials are not presently available for reexamination, I offer the latter statement only as a tentative observation.

The remarked difference in exterior treatment suggests to me the possibility of two centers of diffusion for the stone vessels of the Northeast, those of the Orient complex and of southern New England, which has similar vessels, centering in the latter area; those of inland New York, Pennsylvania, New Jersey and certain peripheral regions related to a primary Mid-Atlantic area center and to a secondary center in southeastern Pennsylvania. I further suspect that the original center for the whole stone pot industry of the eastern United States may have been situated in the Virginia-North Carolina Piedmont region with diffusion in all directions therefrom.

Returning specifically to the stone pots of the Orient complex (although I am sure that the following statements have a much wider applicability),

[70] See Ritchie, 1944, Plate 86, figures 21-24.

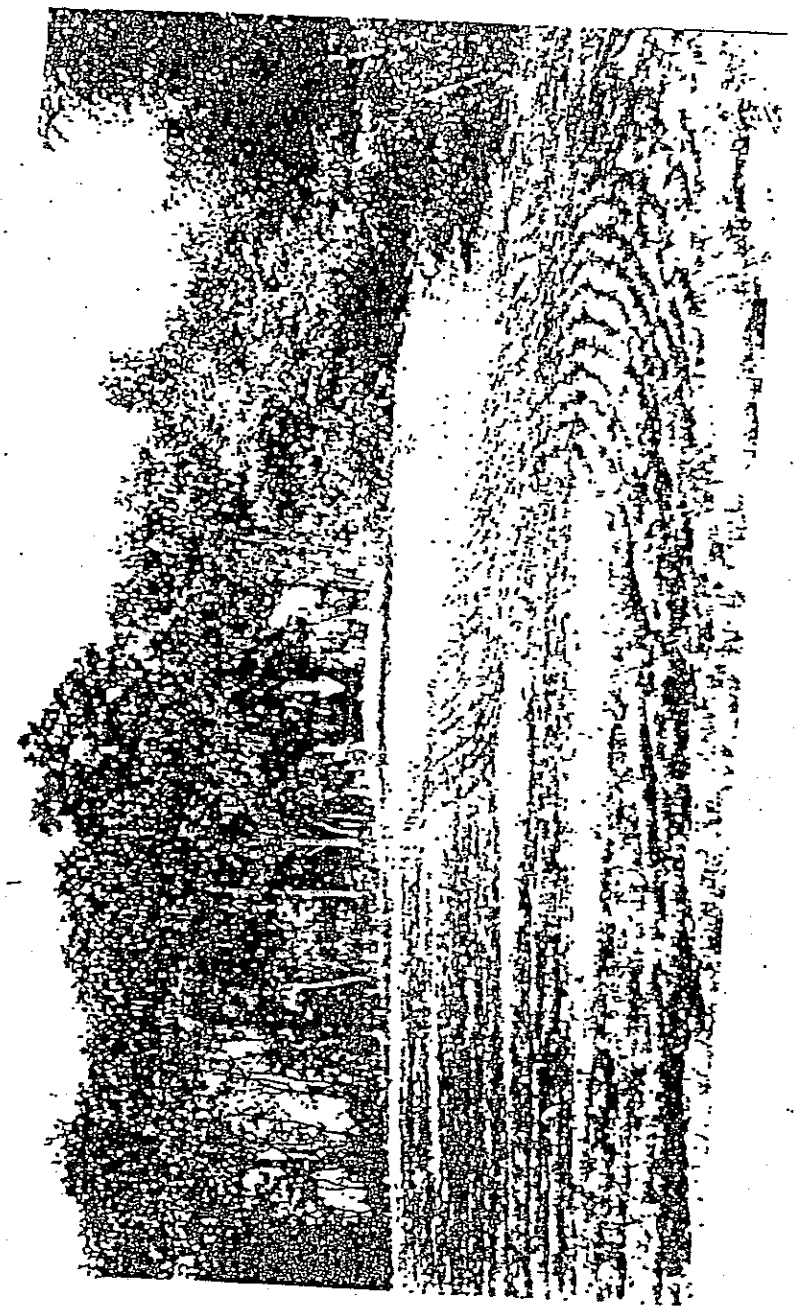


PLATE 25

Jamesport site, looking southeast. Arrow points to beginning of 1953 excavations.

P

Feature 1, Jamesport site, showing m
uncovered in back wall at X. Arrow
Note outline of original pit on left
turbed lower fill and darker up

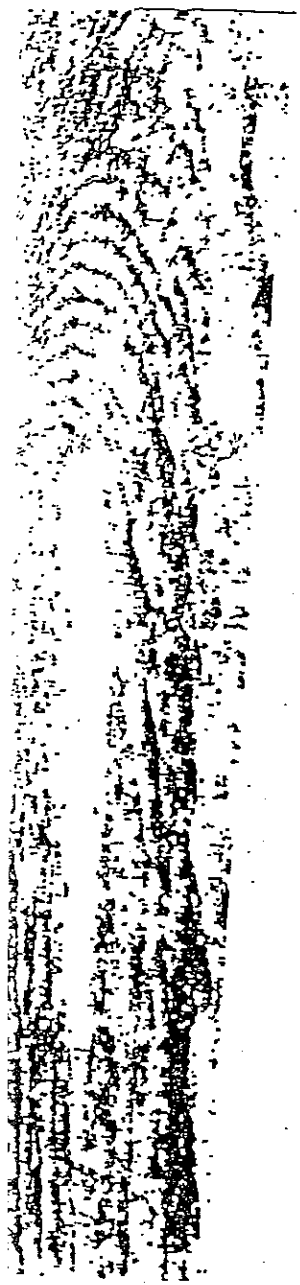


PLATE 25

Jamesport site, looking southeast. Arrow points to beginning of 1953 excavations.

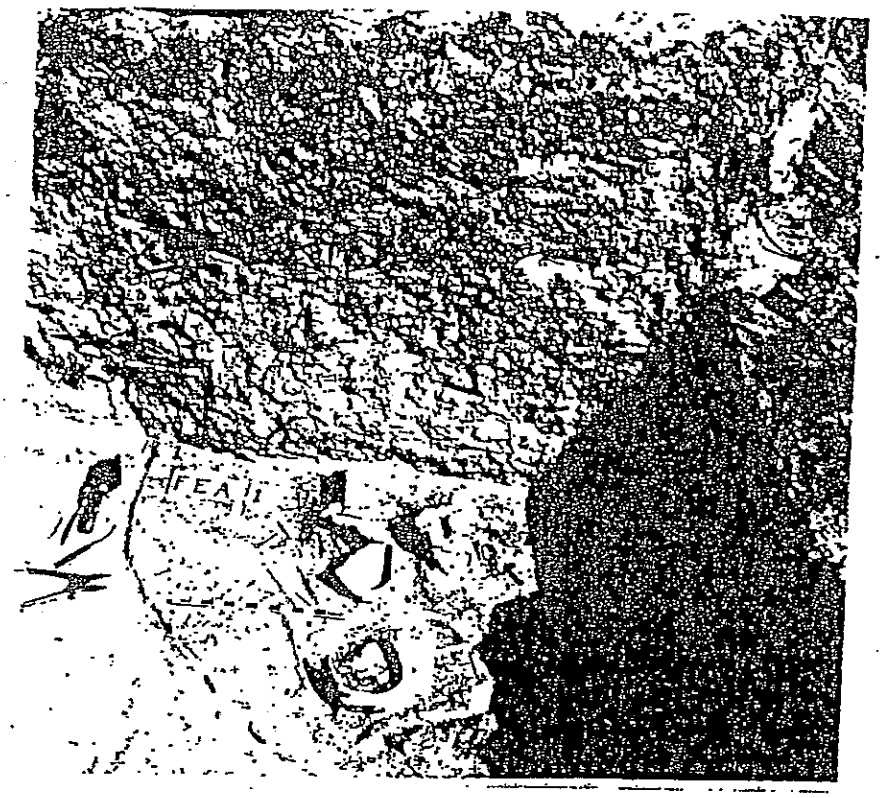


PLATE 26

Feature 1, Jamesport site, showing most of the artifacts exposed *in situ*. Few still uncovered in back wall at X. Arrow (right) points to group of projectile points. Note outline of original pit on left and soil demarcation between lighter undisturbed lower fill and darker upper fill turned by previous excavators.

BECKY

INDIAN LAW

Laws 1909, Chap. 31.

AN ACT in relation to Indians, constituting chapter twenty-six of the consolidated laws.

Became a law February 17, 1909, with the approval of the Governor. Passed, three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

CHAPTER 26 OF THE CONSOLIDATED LAWS
INDIAN LAW

Article 1.	Short title	(Sec. 1.)
2.	General provisions	(Secs. 2-19).
3.	The Onondaga tribe	(Secs. 20-28).
4.	The Seneca Indians	(Secs. 40-60).
5.	The Seneca Indians on the Allegany and Cattaraugus reservations	(Secs. 70-78).
6.	The Seneca Indians on the Tonawanda Reservation	(Secs. 80-90).
7.	The Tuscarora nation	(Secs. 95-98).
8.	The Saint Regis tribe	(Secs. 100-113).
9.	The Shinnecock tribe	(Secs. 120-122).
10.	The Poospatuck (Unkechauge) Indian Nation	(Secs. 150-153).
15.	Laws repealed; when to take effect	(Secs. 200, 201).

ARTICLE 1

Short Title Section 1. Short title.

Section.

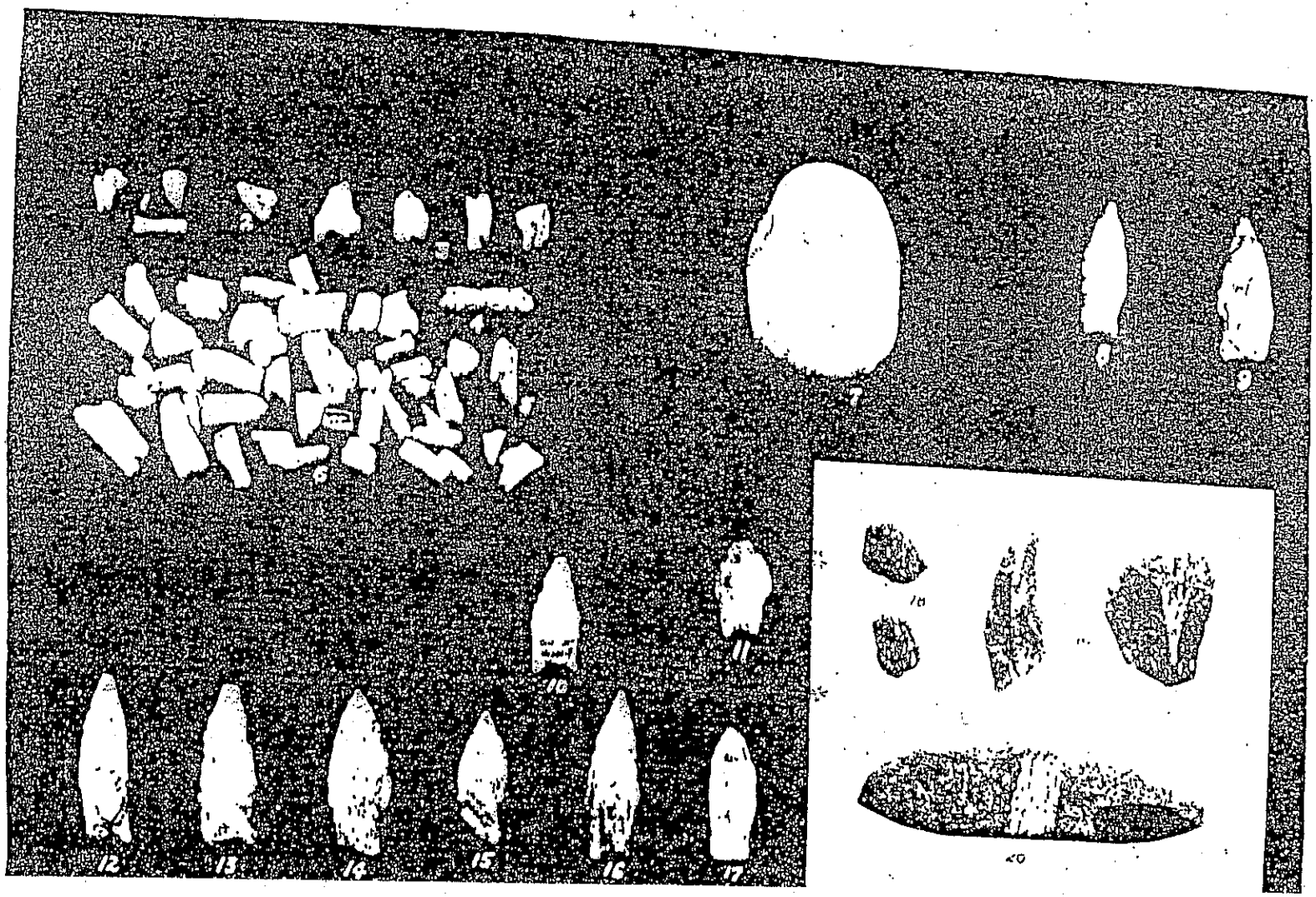
1. Short title.

This chapter shall be known as the "Indian Law."

pieces; 7, beveled pebble hammerstone; 8-17, projectile points of Orient Fishtail type, 11, has battered point and edges from use as strike-a-light; 18, lumps of decomposed iron pyrites, altered to limonite; 19, brown flint core fragments; 20, grooved bannerstone.

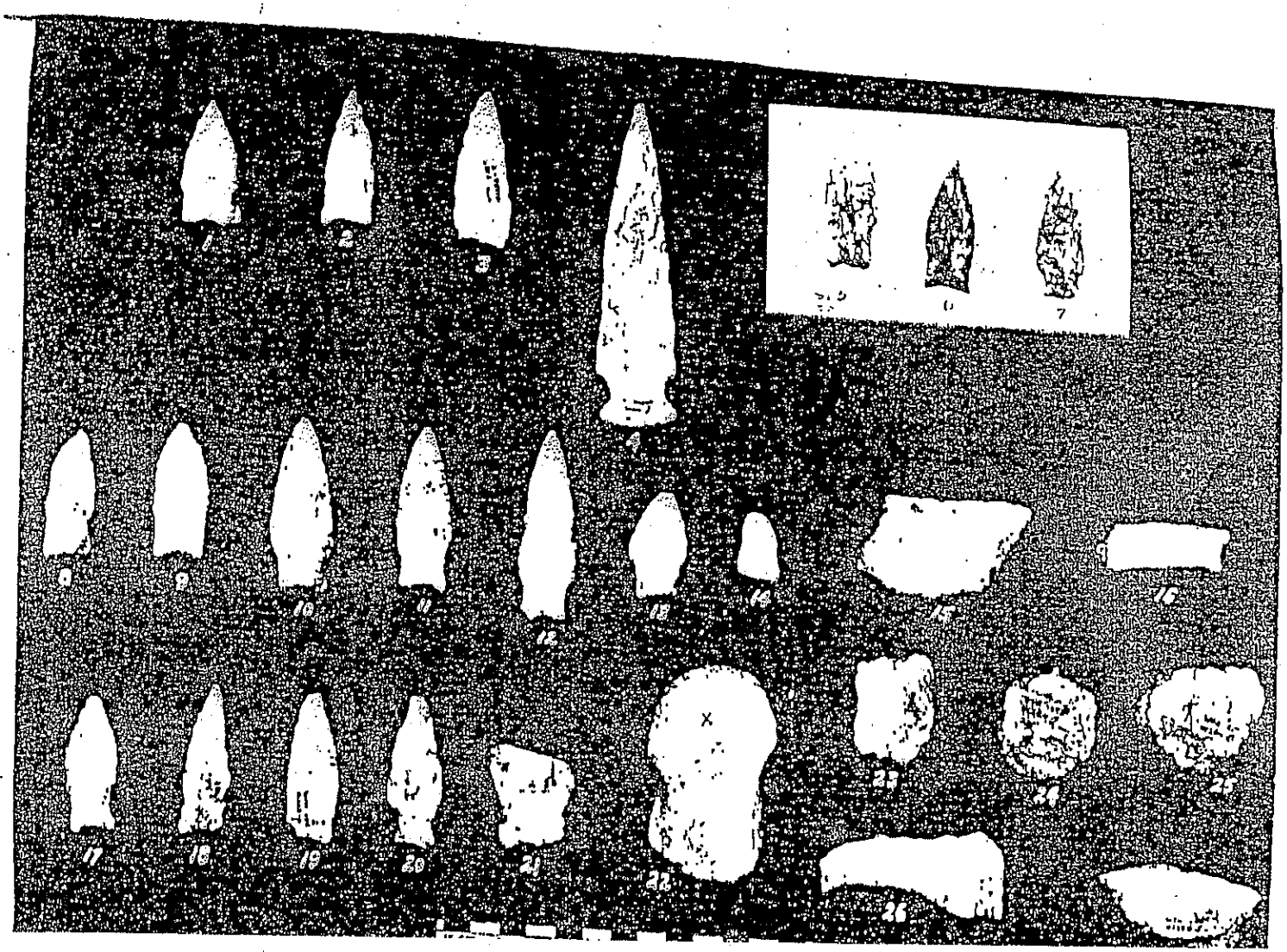
Provenience: 1-9, found over the feature proper; 10-20, found in close association with the stone pots shown in plate 29.

Materials: all white quartz except 9, 17, shale; 20, slate, or as noted above.



points; 4, narrow side-notched point; 14, strike-a-light; 15, 16, 23-27, little or no disturbance. 1-3, 5-13, 17-21, stone potsherds; 22, beveled pebble hammerstone.

Materials: 1, 3, 8-14, 17-22, quartz; 2, 4, compact shale; 5-7, tan jasper; 15, 16, 23-27, amphibole-talc.



from Indian Law NYS - Laws 1909, chap. 31

the payment of costs, as provided by this section, shall be filed, if the action is before a justice of the peace, with him, and otherwise, in the office of the county clerk. The damages recovered, after paying expenses, shall be distributed among the Indians occupying such lands.

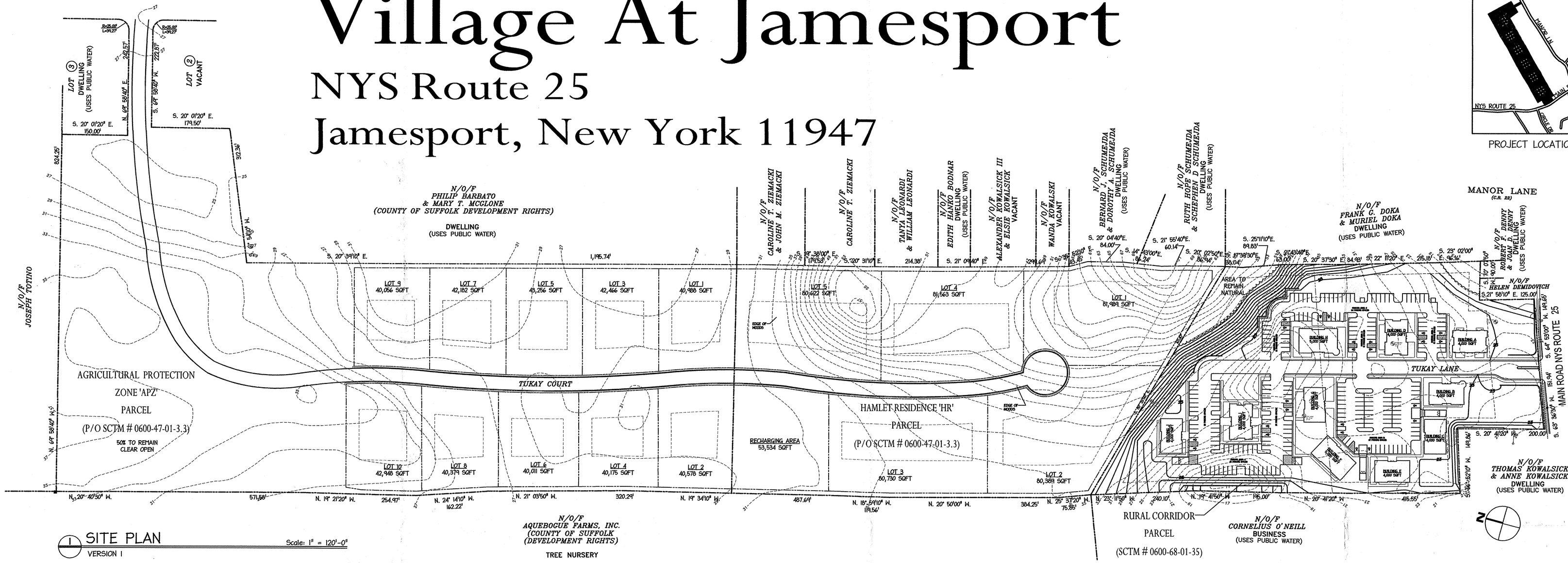
§ 11-a. Recovering possession of reservation land.
In addition to any other remedy provided by this chapter or by any other law, the council, chiefs, trustees or headmen constituting the governing body of any nation, tribe or band of Indians may in the name and on behalf of such nation, tribe or band, maintain any action or proceeding to recover the possession of lands of such nation, tribe or band unlawfully occupied by others and for damages resulting from such occupation.

§ 12. Highways on tribal lands.
Commissioners of highways of towns in which an Indian reservation is wholly or partly situated shall have the same power and jurisdiction over the portion of the reservation in their respective towns, to improve highways already laid out therein, as is conferred upon such commissioners by the highway law, except that the written decision of the commissioners shall be served upon the agent, attorney or some other officer of the nation, tribe or band occupying such reservation; from which decision, such Indians may, within sixty days after the service thereof, appeal to the county judge of the county in which such lands are situated, whose decision shall be final. Such commissioners of highways may, with the consent of the tribal or national authorities of the nation, tribe or band occupying such reservation, lay out and establish as provided by law, highways on or across such reservation, and the highway commissioners of the town shall thereafter be charged with the maintenance of such road and the bridges thereon. This section shall not authorize the taxation of an Indian who is not a citizen.

§ 12-a. Indian cemetery or burial grounds.
The office of parks and recreation shall have the power to designate any Indian cemetery or burial ground as a place of historic interest pursuant to subdivision one of section 3.09 of the parks and recreation law provided, however, that such cemetery or burial ground is not located upon any Indian reservation located wholly or partly within the state. No person shall destroy, alter, convert, or in any way impair any such cemetery or burial ground which has been so designated as a place of historic interest or any artifact or other object thereon which is or may be of relevance to the historic interest thereof without the prior express written permission of the office of parks and recreation.
The attorney general, at the request of the office of parks and recreation, is hereby authorized to institute an action in supreme court in the judicial district wherein such cemetery or burial ground is located to enjoin violations or threatened violations of this section.

§ 13. Powers of departments of charities and education in relation to Indians.
The department of charities shall hear and determine all questions which may arise in relation to moneys under the control of the state, belonging to any nation, tribe or band of Indians, or any individual Indian or his descendants, except moneys under the control of the state for the promotion of education among the Indians, and all questions which may arise between the various parties of such tribe or nation in relation to any of their lands, or the avails thereof; and shall make such treaties, contracts and arrangements with any such nation, tribe or band, or individuals, who have any claim upon any land in this state, or any money belonging to them under the control of the state, or for the purchase of any portion of such lands, as they may deem just and proper, or in relation to the expense of laying out and keeping in repair any public road passing through any lands occupied by Indians. The department of education shall hear and determine all questions which arise in relation to moneys under the control of the state, belonging to any nation, tribe or band of Indians, for the promotion of education among the Indians. This section shall not apply to Seneca or Tonawanda nations.

Proposed Multi-Use Center for
Village At Jamesport
NYS Route 25
Jamesport, New York 11947



1 SITE PLAN
VERSION I
Scale: 1" = 120'-0"

GENERAL INFORMATION

LOCATION OF SITE: TOWN OF RIVERHEAD, SUFFOLK COUNTY
ACCESS TO N.Y.S. ROUTE 25 AND MANOR LANE IN THE HAMLET OF JAMESPORT

SUFFOLK COUNTY TAX MAP NUMBER: 0600-47-01-3.3 AND 0600-68-01-35

ZONING DISTRICT: APZ (21.987 ACRES, 957,760.7527 SQFT) & HAMLET RES. (11.9 ACRES, 518,356.9673 SQFT) (0600-47-01-3.3); RURAL CORRIDOR (0600-68-01-35)

AREA OF SITE: TOTAL = 43.599 ACRES; (33.887 ACRES 0600-47-01-3.3 AND 9.712 ACRES 0600-68-01-35)

INFORMATION TAKEN FROM SURVEY DONE BY 'JOSEPH INGEGNO' LAND SURVEYOR DATED 10-20-2005

EXISTING CHARACTERISTICS (BOTH LOTS)

MEADOW OR BRUSHLAND	13,277.44 SQ FT (.304 ACRES)	UNVEGITATED (BARE EARTH OR FILL)	0
FORESTED	667,242 SQ FT (15.31 ACRES)	ROADS, BUILDINGS & OTHER PAVED SURFACES	938 SQ FT (.03 ACRES)
AGRICULTURAL	1,217,715 SQ FT (27.955 ACRES)	LANDSCAPING	0
WETLAND	0	SLOPE INFO	0%-10%: 89.3% 11%-15%: 5.3% 15%: 5.4%
WATER SURFACE AREA	0		

SITE INFORMATION

SCTM #: 0600-47-01-3.3	EXISTING	PROPOSED
ZONING	APZ & HR ZONE	APZ & HR ZONE
AREA OF SITE	33.887 ACRES (1,476,117.72 SQ FT)	15 SINGLE FAMILY RESIDENCES
AREA OF BUILDING	VACANT	TBD
AREA OF PAVEMENTS	SEE ABOVE EXISTING CHARACTERISTICS	TBD
AREA OF LAWN & LANDSCAPING	SEE ABOVE EXISTING CHARACTERISTICS	TBD
AREA OF RECHARGE BASINS	NOT APPLICABLE	53,534 SQFT
AREA OF AG. LAND	1,217,715 SQFT	1,217,715 SQFT
AREA TO REMAIN NATURAL	SEE ABOVE EXISTING CHARACTERISTICS	485,752 SQFT (51% OF APZ ZONING)
AREA OF MEADOW OR BRUSHLAND	SEE ABOVE EXISTING CHARACTERISTICS	TBD
AREA OF FOREST	258,528 SQFT	TBD
SLOPES	0% - 15% = 97.6%; 15% - 30% = 2.3%; 30% - VERT = .07%	TBD

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% = 85.99%; 15% - 30% = 12.94%; 30% - VERT = 1.07%	0% - 15% = 84.5%; 15% - VERT = 15.5%

BUILDING INFORMATION

AGRICULTURAL PROTECTION ZONE/HAMLET RESIDENTIAL PARCEL

	EXISTING	PROPOSED
AREA OF SITE	33.887 ACRES (1,476,117.72 SQ FT)	
AREA OF BUILDING	VACANT	15 SINGLE FAMILY BUILDING LOTS

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

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 IMPERVIOUS SURFACE

PROPOSED IMPERVIOUS SQ.FT.:

BRICK PAVER SIDEWALKS	= 23,927 SQ.FT.
TURKAY LANE	= 25,819 SQ.FT.
TOTAL BUILDING AREA	= 42,000 SQ.FT.
TOTAL	= 91,746 SQ.FT. (21.68%)

91,746 SQ.FT. / 423,054.72 SQ.FT. = .2168 X 100% = 21.68% ACTUAL IMPERVIOUS SURFACE

PROPOSED PERVIOUS SQ.FT.:

PARKING AREA A	= 36,139 SQ.FT.
PARKING AREA B	= 32,339 SQ.FT.
PARKING AREA C,D,E,&F	= 34,307 SQ.FT.
TOTAL	= 102,865 SQ.FT.

PARKING CALCULATION:

PAVING SPECIFICATION: 6" RCA BLEND BASE WITH 3-1/2" ASPHALT BASE AND A 1-1/2" ASPHALT TOP COURSE.

POUROUS PAVEMENT SYSTEM: 10" OF COMPACTED AGGREGATE BASE MATERIAL 1-1/4" THICK CHOKER COURSE OF AGGREGATE 1/4" - 3/8" IN SIZE THEN 3.5" OF COMPACTED FILTERPAVE BY PRESTO (ELASTOMERIC BINDER BONDED RECYCLED GLASS)

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)
8,660 SQ.FT. / 150 SQ.FT. = 58 PARKING SPACES

(4) OFFICE BUILDINGS (PROFESSIONAL OFFICE)
8,340 SQ.FT. X 5% = 417 SQ.FT. MECHANICAL/SERVICES
7,923 SQ.FT. / 150 SQ.FT. = 53 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 8660 SF = 866 GPD
0.03 GPD/SF (DRY USE) x 8340 SF = 250 GPD

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 (N9)	0.10	N/A	50	25	50	50
PROVIDED	423,054.72 SQ FT	301.59'	9.93%	N/A	N/A	21.68%	35	0.0993	N/A	N/A	111' - 11"	25'	155' -3"	50'

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Proposed
Agricultural re-grading plan
for

JUL-BET
Entrprises

NYS Route 25
Jamesport, New York

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PROJECT NO. 10-AR001

SCALE	As Noted	DATE	6/5/07
DRAWN BY	SL/GS	CHECKED BY	RS

TITLE

Site Plan
&
Project
Information

SHEET

SP-1

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)
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BUILDING INFORMATION

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PROFESSIONAL OFF.		8,340 SQ.FT.
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100 SEATS / 3 SEATS = 34 PARKING SPACES

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17,000 SQ.FT. x 5% = 850 SQ.FT. MECHANICAL/SERVICES
16,150 SQ.FT. / 200 SQ.FT. = 81 PARKING SPACES

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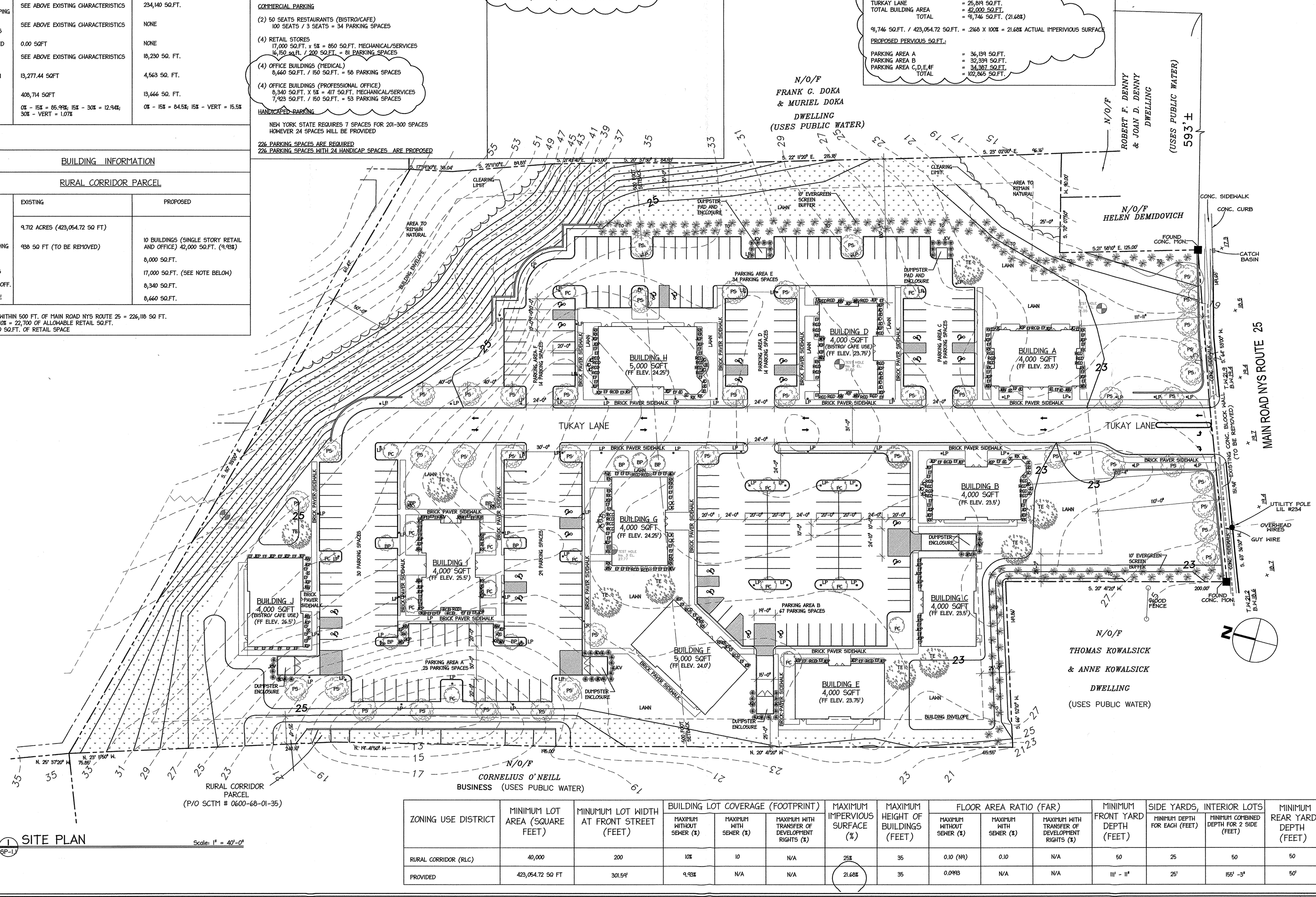
TURKAY LANE	= 25,819 SQ.FT.
TOTAL BUILDING AREA	= 42,000 SQ.FT.
TOTAL	= 91,746 SQ.FT. (21.68%)

91,746 SQ.FT. / 423,054.72 SQ.FT. = .2168 X 100% = 21.68% ACTUAL IMPERIVIOUS SURFACE

PROPOSED PERVIOUS SQ.FT.:

PARKING AREA A	= 36,139 SQ.FT.
PARKING AREA B	= 32,339 SQ.FT.
PARKING AREA C,D,E,&F	= 34,387 SQ.FT.
TOTAL	= 102,865 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 (NA)	0.10	N/A	50	25	50	50
PROVIDED	423,054.72 SQ FT	301.59'	9.93%	N/A	N/A	21.68%	35	0.0993	N/A	N/A	111' - 11"	25'	155' -3"	50'

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Proposed
Agricultural re-grading plan
for

JUL-BET Entrprises

NYS Route 25
Jamesport, New York

REVISIONS

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	PROJECT NO.	10-AR001	
SCALE	As Noted	DATE	6/5/07
DRAWN BY	SL/GS	CHECKED BY	RS

TITLE

Site Plan

SHEET

SP-1.1

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)	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	
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. RETAIL
(1) - 1,330 SQ.FT. MEDICAL

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 CONFORMS 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:

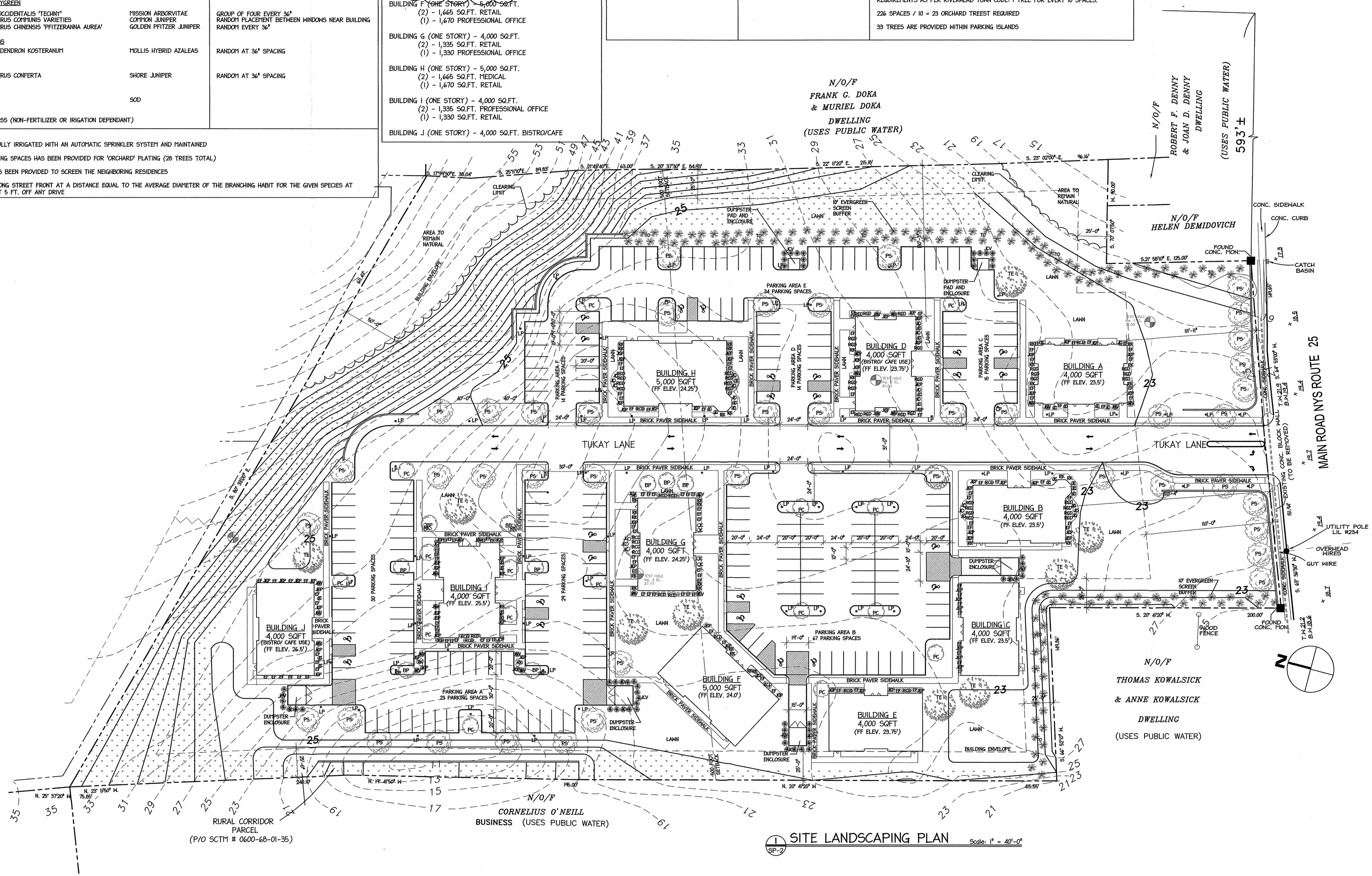
21,322 SQ.FT. (20.7%)
REFERNCED LANDSCAPING LOCATED JUST WITHIN ISLANDS AND BUILDING PADS.
ADDITIONAL LANDSCAPING IS PROVIDED WITHIN PARKING PERIMETER.

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



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REGISTERED ARCHITECT ROBERT STROMSKI 029109 STATE OF NEW YORK

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	PROJECT NO.	10-AR001	
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DRAWN BY	SL/GS	CHECKED BY	RS

TITLE

Site Landscaping Plan

SHEET

SP-2

SITE DRAINAGE

ZONE ONE:

TOTAL AREA SERVED: 142,706 SQUARE FEET

IMPERVIOUS PAVED AREA: 12,069 SQUARE FEET
12,069 SF x 0.17 (2" RAIN FALL) x 100% = 2,052 CUBIC FEET

PREVIOUS PAVED AREA: 34,066 SQUARE FEET
34,066 SF X 0.17 (2" RAIN FALL) X 50% = 2,896 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 100% = 1,339 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 = 9,784 CUBIC FEET

PROPOSED CONTAINMENT = 9,997.4 CUBIC FEET
(11) 10'-0" DIAMETER SOLID DOMES
(11) 10-0" DIAMETER 12'-0" HIGH STORM DRAIN RINGS (821.8 CU FT)
(14) 10'-0" DIAMETER STORM BASIN (68.4 CU FT)

ZONE TWO:

TOTAL AREA SERVED: 132,026 SQUARE FEET

IMPERVIOUS PAVED AREA: 5,723 SQUARE FEET
5,723 SF x 0.17 (2" RAIN FALL) x 100% = 973 CUBIC FEET

PERVIOUS PAVED AREA: 35,659 SQUARE FEET
35,659 SF X 0.17 (2" RAIN FALL) X 50% = 3,031 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 100% = 1,305 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 = 8,632 CUBIC FEET

PROPOSED CONTAINMENT = 9,518.6 CUBIC FEET
(11) 10'-0" DIAMETER SOLID DOMES
(11) 10-0" DIAMETER 12'-0" HIGH STORM DRAIN RINGS (821.8 CU FT)
(7) 10'-0" DIAMETER STORM WATER BASIN (68.4 CU FT)

ZONE THREE:

TOTAL AREA SERVED: 102,817 SQUARE FEET

IMPERVIOUS PAVED AREA: 8,027 SQUARE FEET
8,027 SF x 0.17 (2" RAIN FALL) x 100% = 1,365 CUBIC FEET

PERVIOUS PAVED AREA: 33,140 SQUARE FEET
33,140 SF X 0.17 (2" RAIN FALL) X 50% = 2,817 CUBIC FEET

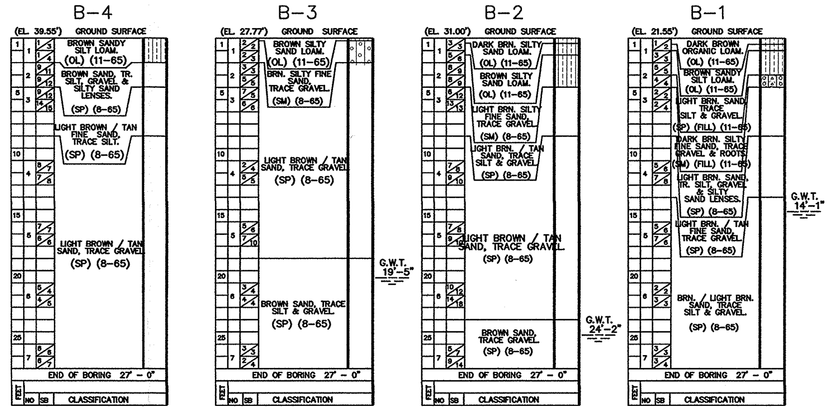
ROOF SURFACE AREA: 16,500 SQUARE FEET
16,500 x 0.17 (2" RAIN FALL) x 100% = 2,805 CUBIC FEET

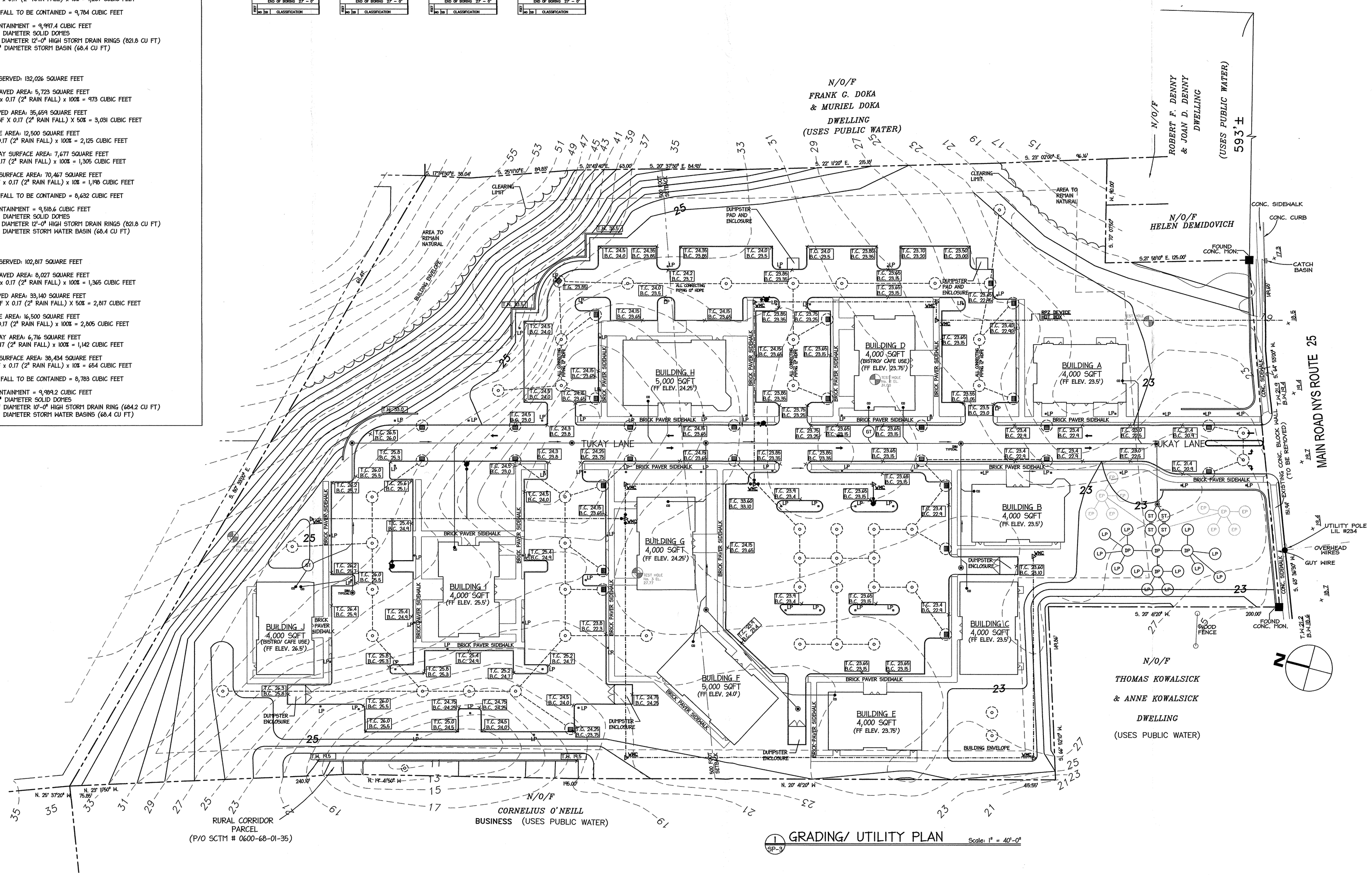
BRICK WALKWAY AREA: 6,716 SQUARE FEET
6,716 x 0.17 (2" RAIN FALL) x 100% = 1,142 CUBIC FEET

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 = 8,783 CUBIC FEET

PROPOSED CONTAINMENT = 9,989.2 CUBIC FEET
(14) 10'-0" DIAMETER SOLID DOMES
(14) 10-0" DIAMETER 10'-0" HIGH STORM DRAIN RING (684.2 CU FT)
(6) 10'-0" DIAMETER STORM WATER BASINS (68.4 CU FT)




N/O/F FRANK G. DOKA & MURIEL DOKA DWELLING (USES PUBLIC WATER)
N/O/F ROBERT F. DENNY & JOAN D. DENNY DWELLING (USES PUBLIC WATER)
593'±
N/O/F HELEN DEMIDOVICH
MAIN ROAD NYS ROUTE 25
TUKAY LANE
CLEARING LIMIT
AREA TO REMAIN NATURAL
BUILDING LINE
DUMPSTER PAD AND ENCLOSURE
BUILDING A 4,000 SQFT (FF ELEV. 23.5')
BUILDING B 4,000 SQFT (FF ELEV. 23.5')
BUILDING C 4,000 SQFT (FF ELEV. 23.5')
BUILDING D 4,000 SQFT (BISTRO/ CAFE USE) (FF ELEV. 23.75')
BUILDING E 4,000 SQFT (FF ELEV. 23.75')
BUILDING F 5,000 SQFT (FF ELEV. 24.0')
BUILDING G 4,000 SQFT (FF ELEV. 24.25')
BUILDING H 5,000 SQFT (FF ELEV. 24.25')
BUILDING I 4,000 SQFT (FF ELEV. 25.5')
BUILDING J 4,000 SQFT (BISTRO/ CAFE USE) (FF ELEV. 26.5')
BRICK PAVER SIDEWALK
CONC. SIDEWALK
CONC. CURB
CATCH BASIN
UTILITY POLE LIL #23-4
OVERHEAD WIRES
GUY WIRE
FOUND CONC. MON.
WOOD FENCE
BFP DEVICE HOT BOX
DUMPSTER ENCLOSURE
BUILDING ENVELOPE
TEST HOLE No. 3 EL. 27.77
TEST HOLE No. 8 EL. 31.00
N/O/F THOMAS KOWALSICK & ANNE KOWALSICK DWELLING (USES PUBLIC WATER)
N/O/F CORNELIUS O'NEILL BUSINESS (USES PUBLIC WATER)
RURAL CORRIDOR PARCEL (P/O SCTM # 0600-68-01-35)
N. 25° 37'20" W. 75.86'
N. 23° 1'50" W.
N. 19° 41'50" W. 240.10'
N. 20° 41'20" W. 195.00'
S. 20° 41'20" W. 200.00'
S. 21° 58'10" E. 125.00'
S. 23° 02'00" E. 96.16'
S. 17° 49'30" E. 38.04'
S. 25° 11'40" E. 89.83'
S. 21° 43'40" E. 63.00'
S. 20° 37'30" E. 84.93'
S. 22° 11'20" E. 215.19'
S. 16° 07'50" W. 90.00'
S. 63° 36'50" W. 200.00'
S. 5° 41' 30'00" W. 151.54'
S. 5° 41' 30'00" W. 145.05'
S. 5° 41' 30'00" W. 141.95'
S. 5° 41' 30'00" W. 145.55'
N. 20° 41'20" W. 485.55'
100 FOOT SETBACK
T.W. 19.5
T.W. 21.2 B.W. 13.6
T.W. 21.9 B.W. 13.4
T.W. 19.7 B.W. 15.4
T.W. 18.4
T.W. 17.2
T.W. 18.5
T.W. 19.7
T.W. 18.4
T.C. 24.5 B.C. 24.0
T.C. 24.35 B.C. 23.85
T.C. 24.0 B.C. 23.5
T.C. 23.85 B.C. 23.35
T.C. 23.70 B.C. 23.20
T.C. 23.50 B.C. 23.00
T.C. 24.2 B.C. 23.7
T.C. 24.15 B.C. 23.65
T.C. 23.75 B.C. 23.25
T.C. 23.65 B.C. 23.15
T.C. 23.55 B.C. 23.05
T.C. 23.45 B.C. 22.95
T.C. 23.4 B.C. 22.9
T.C. 23.25 B.C. 22.75
T.C. 23.0 B.C. 22.5
T.C. 21.4 B.C. 20.9
T.C. 24.3 B.C. 23.8
T.C. 24.25 B.C. 23.75
T.C. 24.5 B.C. 24.0
T.C. 24.5 B.C. 23.65
T.C. 24.3 B.C. 23.8
T.C. 24.5 B.C. 23.0
T.C. 26.5 B.C. 26.0
T.C. 25.8 B.C. 25.3
T.C. 26.0 B.C. 25.5
T.C. 25.6 B.C. 25.1
T.C. 26.2 B.C. 25.7
T.C. 25.4 B.C. 24.9
T.C. 26.2 B.C. 25.7
T.C. 26.0 B.C. 25.5
T.C. 26.4 B.C. 25.9
T.C. 25.4 B.C. 24.9
T.C. 25.8 B.C. 25.3
T.C. 25.4 B.C. 24.9
T.C. 25.8 B.C. 25.3
T.C. 25.2 B.C. 24.7
T.C. 26.3 B.C. 25.8
T.C. 24.5 B.C. 24.0
T.C. 24.75 B.C. 24.25
T.C. 26.0 B.C. 25.5
T.C. 25.0 B.C. 24.5
T.C. 24.5 B.C. 24.0
T.C. 24.25 B.C. 23.75
T.C. 24.5 B.C. 24.0
T.C. 24.15 B.C. 23.65
T.C. 24.5 B.C. 24.0
T.C. 24.15 B.C. 23.65
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T.C. 24.15 B.C. 23.65
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T.C. 24.15 B.C. 23.65
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T.C. 23.65 B.C. 23.15
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T.C. 23.9 B.C. 23.4
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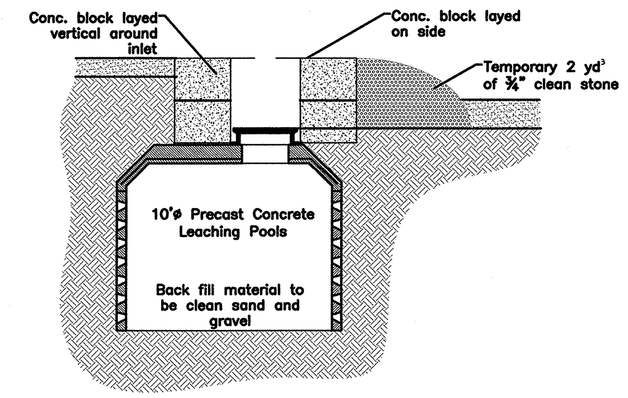


Section F-F
Sediment Traps @ Selected Drainage Structures

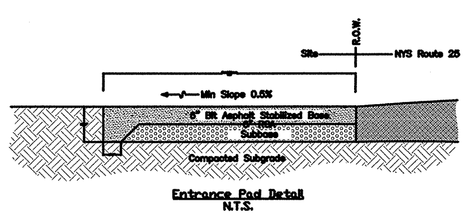
Soil Erosion & Sediment Control Legend

Note 1 — Proposed Sediment Fence (See Detail)

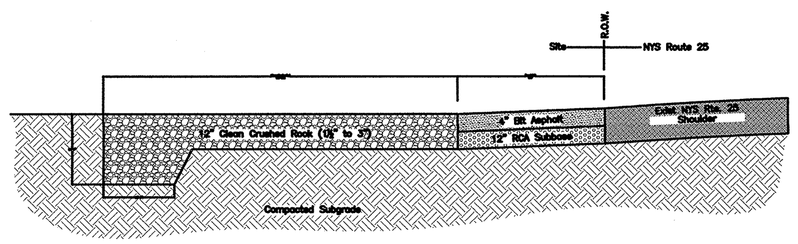
Note 2 — Proposed Perversion Berm/Swale (Vegitated @ tops & bottoms of proposed slopes)

Note 3 — Proposed Vegetated Level Spreader

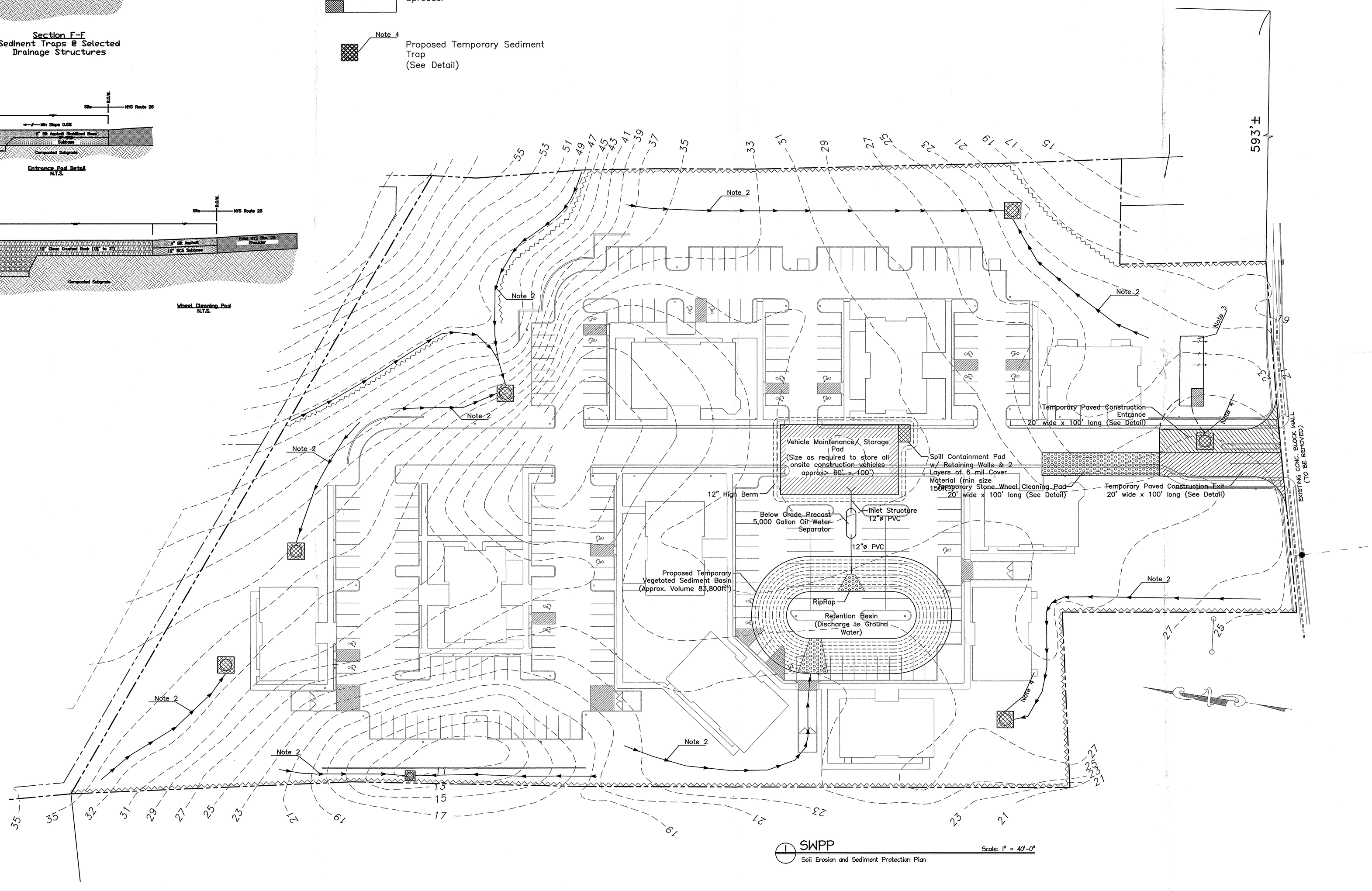
Note 4 — Proposed Temporary Sediment Trap (See Detail)



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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Proposed
Agricultural re-grading plan
for

JUL-BET Entrprises

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
7	06-14-10	Revised for FEIS

SEAL

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	PROJECT NO.	10-AR001	
SCALE	As Noted	DATE	6/5/07
DRAWN BY	SL/GS	CHECKED BY	RS

TITLE

Stormwater Protection Plan

SHEET

SWPP-1

C:\Documents and Settings\All Users\Documents\Stromski Architecture PC\A Projects - ARCH\Lakeview at Jamesport-0525\Drawings\Village of Jamesport\0525-7 WPP-4-17-09.dwg, 9/2/2010 9:22:04 AM, Adobe PDF.pc3

PLANNED EROSION AND SEDIMENTATION CONTROL PRACTICES

A. Project Description

The purpose of the project is to construct a mixed use retail and office center with associated paved roadways and parking areas. Approximately 9.3 acres will be disturbed. The site is 9.712 acres located along New York State Route 25 between Circle Drive and South Jamesport Avenue in the Town of Riverhead (See location map).

1. Site Description

The site is currently vacant with remains of building structures on the southern portion of the site. These structures will be removed during the project construction. There is no evidence of severe erosion patterns under present site conditions. Portions of the existing wooded area on the northeast corner of the property will remain natural. The existing topography will be regraded to allow for a more uniform grade increasing in elevation from the entrance to the north.

2. Adjacent Properties

Land use in the vicinity is a mixture of commercial, retail, restaurant, general office, cemetery, agricultural, and residential. West of the property are commercial and agricultural uses. North of the property is primarily agricultural. The adjacent uses directly east are retail and residential. Across NYS Route 25 to the south is a mixed use area consisting of commercial, restaurant, and general office.

3. Soils

The site is well suited to percolate storm water intensity of greater than 2-inches per hour. The soil beneath the site is well graded sands and gravels and will be an ideal receptor of storm water events. No groundwater problem is anticipated due to the depth to groundwater being greater than 19-feet in the developed area.

B. Planned Erosion and Sedimentation Control Practices

1. Sediment Basins

Single sediment basin will be constructed in the southwest corner of the property. All water from the cleared site will be directed to the basin and storm drains. Do to the existing grades of the site and the high porosity of the on site soils, no storm water runoff is expected to leave the site, but will percolate into the soils within the basin or the constructed diversion swales leading to the basin.

2. Temporary Construction Entrance/Exit

a. A temporary paved construction entrance will be installed along the south boundary of the property to provide temporary access to the site from existing NYS Route 25. A twenty-foot wide, separate, entrance and exit road are proposed with a minimum 100-foot length. The roads will be graded to slope so that storm water runoff will be directed back to the site were a land spreader will dispose of the water into subsurface soils. No truck washing will be permitted in this area.

b. The pad will be constructed of 12" minimum thickness washed, clean, crushed rock of sizes 1 ½" to 3". Mud and soils attached to construction vehicles will be removed by the stone composition of the pad. Maintenance of the pad will be provided and the soils that are removed will generally be washed into the stone during rainfall events. The purpose of this portion of the project is to construct a temporary construction entrance and exit, hereafter referred to as "entrance" to provide safe access to site as shown on the Soil Erosion and Sediment Control Plan (SWPPI), including a wheel cleaning pad. The entrance/exit road and wheel cleaning pad shall be in compliance with the standards and specifications of the New York State Department of Transportation (NYSDOT) and the Town of Riverhead.

c. The area of the entrance shall be cleared of all vegetation, roots, construction debree, stones, and all other objectionable materials.

d. The entrance shall be graded to provide a road foundation so that the entrance shall slope northerly from the existing northerly edge of pavement at NYS Route 25. This will allow storm runoff to drain to the on-site temporary and or permanent drainage structures.

e. The entrance and exit pavement widths shall be a minimum of 20 feet each, separated by 10 feet. The pavement shall extend a minimum of 100 feet onto the site and connect to the edge of existing NYS Route 25 shoulders with 25 foot radius returns.

f. The Contractor shall maintain the construction entrance through the entire construction period including daily cleaning of the road and tracking pad as required to prevent mud or sediment from leaving the construction site. Should mud or sediment be tracked or washed onto NYS Route 25, it shall be immediately removed.

3. Temporary Block and Crushed Rock Drop Inlet Protection

a. Temporary block and crushed rock inlet protection shall be installed on selected new on site storm water inlets through out the site. Runoff from the site that is not directed to the proposed sediment basin or level spreaders will be directed through temporary diversions to the selected catch basins during the phase of development were the proposed drainage system is constructed.

b. All inlet structures shall be provided with temporary drop inlet protection as shown on the SWPP.

c. Protection shall include installing two (2) rows of concrete blocks on firm, smooth foundation, excavated a minimum of 3" below the storm inlet top. Blocks shall be placed against the inlet for lateral support.

d. One (1) concrete block shall be placed on each side of the structure on its side on the bottom row of blocks to permit drainage to flow into the structure. ½" wire mesh shall be installed on the inlet side of each such block.

e. ¾" washed, crushed rock collars shall be installed around the blocks at a maximum slope of 2 horizontal to 1 vertical measurement, to within 3" of the top of the upper row of blocks (see detail).

f. All holes in the top row of concrete block shall be filled with stone.

4. Temporary Diversion

a. Temporary diversions will be constructed on the tops and bases of all slopes, principaly along the perimeter of the site to prevent surface runoff from eroding slope embankments and to collect the runoff from the slopes and direct the runoff and sediment to level spreaders.

b. The Contractor shall construct at locations shown on the SWPPI temporary diversion berms of the minimum size shown on the SWPPI and/or as directed by the Engineer or as required to properly direct storm water runoff to the appropriate storage or disposal systems.

c. Prior to construction of the berms the Contractor shall renove all trees, brush, stumps and debris from the vicinity of the diversion foundation.

d. The ridges of the berms shall be constructed to the full dimensions shown on the SWPPI including a 10% allowance for compaction and settling.

e. The top of the diversion berm must be at the design grades or higher at all points along the berm.

f. The diversion berms shall be fine graded immediately after construction, seeded and mulched.

5. Level Spreaders

a. Temporary level spreaders will be constructed at the ends of each diversion and utilized until temporary and or permanent soil stabilition is completed.The area below the spreaders will be relatively flat smooth and vegetated at a maximum slope of 4%

b. The Contractor shall construct at locations shown on the Soil Erosion and Sediment Control Plan (SPPI) temporary level spreaders berms of the minimum size and lengths shown on the Soil Erosion and Sediment Control Plan (SPPI) and/or as directed by the Engineer or as required to properly dispose of storm water runoff.

c. Prior to construction of the level spreaders the Contractor shall renoved all trees, brush, stumps and debris from the vicinity of the spreader.

d. Level spreaders shall be constructed on undisturbed soils.

e. The cross section of the spreader shall be as shown on the SWPPI and the spreader lips shall be level throughout their lengths.

f. Transition section shall be constructed from the diversion to blend smoothly to the width and depth of the spreader.

g. Immediately after construction of the spreader, the Contractor shall seed and mulch the entire disturbed spreader area as provided for in the vegetative plan.

6. Tree Preservation and Protection

a. The nature of the site and the proposed development of the site is not conducive to preservation of trees. The existing trees are of little value and consist mostly of scrub oak and pine trees.

7. Land Grading

a. Almost the entire site will be regraded. The general flat to slightly sloped area of the site and the highly permeable sandy soils reduce the overall erosion potential.

b. All cut slopes will be 3 on 1 or flatter to avoid instability and to provide vegetated slopes that can be properly mowed and maintained. Cut slopes will be fine graded immediately after rough grading. Either topsoil will be provided or the area hydro-seeded and mulched, or mulched seed mats may be installed on the slopes in accordance with the Vegetative Plan.

c. Filled slopes will also be 3 on 1 or flatter, with fill depths varying from a few feet to as much as 7 feet at the property lines. Fill will be placed in not to exceed 12" depths and compacted. Detail compaction specifications will be included in the overall site development plan and are not part of the Soil Erosion and Sediment Control Plan (SPPI).

8. Clearing, Grubbing and Land Grading

a. The Contractor shall furnish all labor equipment and supplies required to clear, grub and grade the project site to the approximate rough grades shown on the SWPPP and or the final Site Development Plan. The intent of the project is to balance cuts and fills within the boundaries of the property, if possible to eliminate or minimize the quanty of material required to be removed or imported to the site.

b. Slopes shall be cut to a 3 on 1 or flatter slope unless otherwise noted on the SWPPI or Site Development Plan. All slopes shall be contoured to provide for maintenance by mowing and roughened for permanent vegetative establishment.

c. Grading in the vicinity of the property lines shall be performed in such a manner so as not to disturb adjacent properties unless a temporary construction easement is obtained and not to discharge any storm water or sediment, silt, sand etc. OFF of the project site. Where shown on the SWPPP the Contractor shall provide silt fences and diversion swales to intercept storm water and sediment.

d. In general, the project site does not contain any significant anount of top soil or loam. Therefore, unless otherwise directed the Contractor will not be required to strip and stockpile topsoil on site. Existing silt or clay deposits and unsuitable soils if encountered are to be stripped or excavated and utilitized as fill materials in areas of the site were structures, utilities or pavements are not to be constructed.

e. Existing concrete, masonry, asphalt materials located in certain areas of the site are to be excavated and moved to a designated location on the site where then will be crushed into suitable aggregate for use as a pavement subbase.

f. Fill is to be placed in layers not to exceed 12" and compacted at optimun moisture content with compaction equipment as required in the specifications for the Site Development Plan. Compaction specifications and requirements are not a part of the SWPPI.

g. Frozen, compressible, organic, soft materials shall not be used as fill materials.

h. Fill will not be permitted to be installed on frozen surfaces.

i. Diversion swales and or berms shall be installed above cuts prior to land clearing and grading.

j. Diversion swales and or berms shall be maintained at all times above fill sections to prevent overflow on to steep slopes or adjacent properties.

k. Cutting and filling will be done in a continuous operation until final grades are reached. If grading is temporarily discontinued, temporary diversions shall be constructed were required to contain runoff and sediment discharge to the general area of the disturbance.

l. Temporary diversions may be required to be constructed as final pavement grades are constructed.

n. Temporary sediment and erosion control measures shall be maintained until the site has been properly permanently stabilized. Upon completion of the permanent stabilization, all temporary erosion and sediment control measures shall be removed and disturbed areas graded, were necessary, to blend with the surrounding area and new landscaping.

9. Sediment/Silt Fencing

a. The Contractor shall, prior to the start of any land disturbance such as clearing, grubbing, excavation, filling or grading, furnish and install temporary silt fencing at locations shown on the SWPPI and for site development pane and at any other location required to contain sediment within the project site during construction.

b. Sediment fencing shall be provided on the down gradient or low side of any temporary soil stockpile areas and at the base of any filled or cut areas to prevent sediment from being washed into drainage structures, or off site to adjacent prosperities.

c. Fence posts shall be provided downslope of the filter fabric of the fence, to provide for proper support of the fence. Posts are to be a minimun of 4" diameter pine with a minimun length of 4 feet.

d. The bottom of the fence fabric shall be anchored in a minimun of 6" of soil at the base of the fence to prevent undercutting.

e. Where necessary joints or splices in the fabric can be provided were necessary by securing the fabric at a fence post, and then overlapping the second piece of fabric to the previous fence post.

f. Filter fence fabric shall be of polyester, propylene or ethylene yarn with extra strength (nb 50 lb/in inch) and with a flow rate of at least 0.3 gal/ft²/minute. Fabric should contain ultraviolet ray inhibitors and stabilizers.

10. Temporary Sediment Traps/Scour Holes

a. The Contractor shall construct at locations shown on the SVPPI temporary sediment traps and or scour holes of the minimun size and lengths shown on the SVPPI and/or as directed by the Engineer or as required to properly dispose of storm water runoff and retain sediment.

b. Prior to construction of the sediment traps or scour holes the Contractor shall renoved all trees, brush, stumps and debree from the vicinity of the traps or holes.

c. All fill required shall be free of roots, woody vegetation and organic matter. Fill shall be placed in 12" compacted lifts.

d. Inlets shall be protected against erosion with properly sized riprap.

e. Stabilize the enbankments and all disturbed areas above the traps or holes as specified in the Vegetative Plan.

VEGETATIVE PLAN

A. Seedbed Preparation & Temporary Slope Stabilization

1. All fill or cut slopes are to be immediately stabilized with either temporary seeding, hydraulic seeder (hydro-seeding). The method to be used will depend on locations of the slopes, the time of the year and the construction sequencing of the installation of retaining wall concrete curbs, etc.

2. In general fill and cut slopes are to be constructed with slopes of 3:1 or flatter.

3. Slopes shall be rough graded to the specified slopes shown on the site development and or Soil Erosion and Sediment Control Plan (SPPI).

4. Renove all rocks and debris as required to permit the slope to be fine graded to a contour to permit future mowing and proper and safe maintenance.

5. Apply line and fertilizer to the soil at rates recommended by soil testing, spread evenly and incorporate to a depth of 2 to 4 inches with a farm disk or soil tiller.

6. Loosen the substrate immediately prior to spreading topsoil by disking or scarifying to a depth of at least 2 inches.

7. Disk or till and rake to produce a uniform and well-pulverized surfaces.

8. Loosen surface prior to applying seed.

B. Seedbed Preparation & Permanent Slope Stabilization and Other Vegetated Areas

1. Renove all rocks and debris as required to permit the slope to be fine graded to a contour to permit future mowing and proper and safe maintenance.

2. Apply line and fertilizer to the soil at rates recommended by soil testing, spread evenly and incorporate to a depth of 2 to 4 inches with a farm disk or soil tiller.

3. Loosen the substrate immediately prior to spreading topsoil by disking or scarifying to a depth of at least 2 inches.

4. Spread loan/topsoil either from the site is any or import topsoil as required to a depth of 4".

5. Disk or till and rake to produce uniform and well-pulverized surfaces.

6. Loosen surface prior to applying seed.

C. Seeding Methods

1. Temporary Seeding:

a. Broadcast seed of the types and rates as recommended for the various seasons of the year indicated below with a rotary seeder, drop spreader.

Spring Rye @ 120 lbs./acre plus Kobe Lespedeza @ 50 lbs./acre

Summer: German Millet @ 40 lbs./acre

Fall & Winter: Rye @ 150 lbs./acre plus Kobe Lespedeza @ 75 lbs./acre

b. Rake seed into soil and tightly pack to establish good contact with a light landscape roller or tamper.

c. Water lightly immediately after seeding at rate sufficient to support germination but not strong enough to cause erosion of the slopes or to move seeds.

2. Permanent Seeding:

a. Broadcast seed of the types and rates as recommended for the various seasons of the year indicated below with a rotary seeder, drop spreader.

Spring or Fall: Rye @ 40 lbs./acre plus Tall Fescue @ 100 lbs./acre plus Winston or Alpha Blue Grass @ 40 lbs./acre.

b. Rake seed into soil and lightly pack to establish good contact with a light landscape roller or tamper.

c. Water lightly immediately after seeding at rate sufficient to support germination but not strong enough to cause erosion of the slopes or to move seeds. Water weekly as required at a minimun rate of ¾ to 1" of combined water (irrigation plus rainfall/week). Continue irrigation until first mowing).

D. Mulch

1. Temporary Seeding:

a. Apply 90 lbs./1,000 square feet of grain straw and tack with a minimun of 0.1 gals./square yard asphalt (11 gals/1,000 square feet)

2. Permanent Seeding:

a. In mid-summer, late fall or winter, apply 100 lbs./1,000 square feet of grain straw, cover with netting and staple to slope areas.

b. In spring (march, April and may) or fall (septenber, October and November) use 45 lbs./1,000 square feet wood fiber in a hydro seeder slurry.

E. Maintenance - Temporary and Permanent Seeded Areas:

1. Refertilize in early spring and early fall of each year during construction at a rate of 80 lbs./acre of nitrogen using 50% 10-6-4 organic fertilizer.

2. Line in early spring and early fall of each year during construction at a minimun rate of 500 lbs./acre of granular limestone.

3. Keep all areas mowed to a height of 2 to 3 inches.

4. Inspect and repair mulch and lining.

5. Top-dress seeded areas and slopes with 10-10-10 50% organic fertilizer where growth is not fully adequate

6. Top-dress with 50 lbs./acre (1 lbs./1,000 square feet nitrogen (10-6-4 50% organic) fertilizer in march. If cover is required through the sunmer, overseed with 50 lbs. Kobe lespedeza.

CONSTRUCTION SCHEDULE

1. The Owner will contact adjacent property Owners to discuss and obtain temporary construction easements in areas were retaining walls maybe required, as shown on the Site Development Plan.

2. The Owner shall obtain approval of all required Town of Riverhead, Suffolk County, New York State departments of Health and Environmental Conservation approvals and related permits, prior to construction operations.

3. The surveyor for the Owner will arrange to have all property lines, entrance and roads staked and flagged, including installation of grade stakes for the use of the Contractor in constructing the site improvements. A pre-construction conference with various site Contractors shall be held at least one week prior to construction, at which all Contractors will be explained the required measures to be taken in order to comply with the approved SVPPI.

4. Clearing, grubbing, grading and paving of the construction entrance and the construction of the crushed stone "Wheel Cleaning Pad" including the vehicle storage and maintain areas, shall be the first construction activities.

5. Clearing and grubbing the existing property lines and installation of required silt/sediment fencing will be the second construction activity.

6. Next, the site will be reshaped to provide an overall site sedimentation basin.

7. Next, level spreader areas will be constructed and contoured at the ends of the proposed swales and diversions in the vicinity of the proposed slopes at the perimeter of the property.

8. Next, temporary diversions shall be constructed above and at the bases of specific cuts and fills proposed along certain property lines, including connecting these diversions to the preconstructed and stabilized level spreader areas. Included in this work will be vegetating all areas disturbed by this construction. Diversion swales will not be necessary around proposed structures as grades within the site will be generally flat.

9. Site Contractor shall connence regrading the site in a pattern that will be dictated by construction sequence of the structures and site utilities. Runoff during site clearing is not expected to be significant due to the porosity of the site soils (which are generally sands and gravels). Any runoff during clearing and grading operations will be retained on site and diverted to the sedimentation basin at the center of the site.

10. Site Contractor shall complete rough grading of the entire site including stock piling any on site loan or topsoil (if any). Commence installation of on site drainage systems, water and sewer systems. As inlets are constructed, they shall be protected with crushed rock and concrete block sediment protection, as shown.

11. Next, construction of building foundations and super structures shall commence.

12. Next, commence final grading of selected portions of the site as utilities and drainage systems and building foundations are completed.

13. Complete installation of site inprovements.

14. Complete final grading of parking area.

15. Complete permanent restoration of landscaped areas of site.

16. Inspect erosion and sediment control practices weekly and after rainfall events. Make needed repairs immediately, if necessary or directed by the Engineer.

17. After completion of final restoration and the site is stabilized, renove all remaining temporary measures and install permanent vegetation on disturbed landscaped areas.

18. The estimated the before final site stabilization is 16 months.

MAINTENANCE PLAN

1. All erosion and sediment control practices will be checked for stability and operation following every significant runoff producing event (precipitation volume of 1" or more with durations less than 24 hours). The site will be checked for compliance with the SVPPI once per month by the Engineer of record. Any needed repairs will be made within 24 hours of notice to the Site Contractor.

2. Sedimentation basins or scour holes will be cleaned when the level of sediment reaches accumulates to 1/2 above the original bottom of the basin or hole.

3. Sediment will be removed from all sediment traps and block and stone inlet protection devices when the storage capacity behind these devices is reduced by more than 50%.

4. Sediment will be removed from behind sediment fences when it accumulates to 6 inches or more at the base of the fence. Sediment fencing shall be inspected and repaired and or re-supported as required to insure a continuous sediment barrier.

5. All stabilized seeded areas and stabilized slopes are to be inspected daily by the Contractor. All areas shall be continuously maintained during construction, to include daily inspection, periodic watering and mowing and where necessary re-seeded, fertilized and mulched, in accordance with the approved Vegetative Pan. The Site Contractor will be responsible to maintain vigorous, healthy dense cover of all exposed areas specified on the SVPPP which are to be vegetated. This includes and is generally limited to, all slopes, swales, temporary diversions, land spreaders and other areas specified by the Engineer.

VEHICLE STORAGE/VEHICLE MAINTENANCE AND SPILL CONTAINMENT PLAN

1. Prior to commencement of construction and in conjunction with the construction of the temporary construction entrance and exit driveways, the Site Contractor shall construct a paved, adequate sized, construction vehicle storage and maintenance pad, suitable to park and maintain all the vehicles to be utilized on site during construction. The pad shall be constructed of bituminous asphalt with a minimun thickness of 4 inches, constructed on 12" of RCA subbase. The pad shall be surrounded by a 12-inch high asphalt berm. The pad shall be sloped to drain to a 5,000 gallon, below grade, precast concrete oil/water separator, the outlet of which shall be connected to the proposed on-site Retention Basin.

2. The site contractor shall also construct a 150 square foot paved and bermed spill containment pad, for use as temporary storage of hazardous materials, which may occur from accidental spills on the site during construction progress. The pad shall be provided with berm walls, suitable in height, to contain 150% of the effective volume of the pad, which shall be equal to 45 cubic feet.

3. Site will be checked periodically for the presence of any significant spillage of motor fuels, lubricants, hydraulic fluids and other materials that may have been accidentally discharged onto the site as a result of construction activities.

4. The on-site construction manager must be notified of any spill, and who in turn, report the spill to the NYSDEC, as required by the environmental laws of the State of New York.

5. Immediate and appropriate action must be taken to contain any spill, to include; applying absorbent materials, if the spill is located on paved areas; or, excavation of all contaminated soils, if the spill is located on surface soils within the site. Excavated materials, if of a small quantity, shall be placed in special containment drums, which shall be sealed and placed on the pre-constructed impervous containment pad for immediate removal and disposal by a NYSDEC approved, hazardous waste disposal firm. If the volume of soil exceeds one cubic yard the material shall be excavated and deposited on the containment pad and covered with two layers of 6 mil plastic. For immediate removal from the site by the hazardous waste hauler. Any spill, resulting in contaminated materials greater than the capacity of the on site containment pad, shall be excavated and removed from the site by the NYSDEC licenced, hazardous waste removal firm.

6. The vehicle maintenance and storage and containment pad shall be maintained throughout the construction phase, where shown on the plans.

7. No construction vehicle maintenance is to be performed on-site, except in the designated impervious maintenance and vehicle storage pad, shown on the plan.

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727 Union Avenue - Riverhead, NY 11901
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Proposed
Agricultural re-grading plan
for

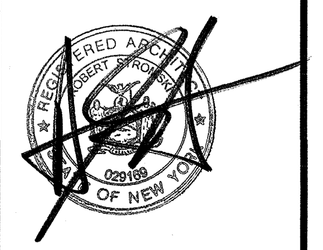
JUL-BET Entrprises

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
7	06-14-10 Revised for FEIS

SEAL



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PROJECT NO.	10-AR001		
SCALE	As Noted	DATE	6/5/07
DRAWN BY	RS	CHECKED BY	RS

TITLE

Stormwater Protection Plan Notes

SHEET

SWPP-2

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Transportation
Land Development
Environmental
Services

VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

June 29, 2011

Mr. Mark Wolfgang
NYSDOT - Region 10 Permit Section
250 Veterans Memorial Highway
Hauppauge, N.Y. 11788

Re: Historic Village at Jamesport
NYS Route 25, Jamesport
SCTM 0600-68-01-35
NYSDOT Case No. 06-391P

Dear Mr. Wolfgang:

In response to Shaik A. Saad's comment letter dated June 15, 2011, we are very pleased to hear that your department finds the Conceptual Plan depicting the proposed site access and associated roadway improvements satisfactory. We certainly understand there are items outlined in that letter that must be addressed as plans are further developed in order to obtain a Highway Work Permit from your department. Those items will be addressed and forwarded to your attention upon completion of the SEQRA process, and in conjunction with the Town of Riverhead's Site Plan review process.

If you have any questions or require additional information, please do not hesitate to contact me.

Thank you for your continued assistance.

Very truly yours,

VHB Engineering, Surveying and Landscape Architecture, P.C.

Daniel H. Winkelman, PE
Project Manager

DHW/pr

cc: Mr. Kenneth Testa, P.E., Town Engineer
Mr. George Woodson, Superintendent of Highways
Ms. Sharon Klos
Mr. Robert Stromski, AIA,

DHW/27288.01 Proj. File

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

SUBIMAL CHAKRABORTI, P.E.
REGIONAL DIRECTOR

JOAN MCDONALD
COMMISSIONER

June 15, 2011

Mr. Daniel H. Winkelman, EIT
Project Manager
VHB Engineering
2150 Joshua's Path, Suite 300
Hauppauge, NY 11788

Your April 5 & April 29, 2011 Submissions
Historic Village at Jamesport
NY 25, Jamesport
SCTM# 0600-06800-0100-035000
Our Case No. 06-391P

Dear Mr. Winkelman:

This letter is in regard to the site plans for the referenced project which were submitted to us for review. Based on our review the conceptual plan appears to be satisfactory.

Prior to an approval of the site's access and issuance of a New York State Highway Work Permit, the following items must be addressed along with all other relevant comments from our March 1, 2011 letter:

1. Existing westbound shoulder is proposed to be changed to travel lane. Please verify if it has full depth asphalt. If not, it should be called out for reconstruction to include a full depth pavement section.

2. All traffic control signs along the NY 25 site frontage should be replaced to meet current standards. All Signs shall be shown on the plans along with their size, MUTCD designation number and orientation.

3. A No Stopping Anytime restriction should be installed instead of the No Parking Anytime restriction. Please revise the plans accordingly.

4. The 30-minute parking restriction to the east should be shown with the appropriate orientation of the end arrows on each terminus sign. In addition, the center sign should have a double-headed arrow.

5. Please consider including a pedestrian refuge (bull nose) for the proposed driveway crossing along NY 25. Painted bull nose is preferred over curb and ramps in crosswalk.

6. Please show the installation of the staggered "piano key" style crosswalk for the proposed driveway crossing along NY25.

7. Please show that sod will be maintained within the utility corridor between the curb and sidewalk to preserve the rural/village character of the corridor.

8. In order to maintain the existing tree line character of the corridor, please specify major deciduous trees. Currently the plans include Prunus serralata 'Kwanzan'. This is non-native and a minor tree. We recommend species native to Long Island and larger trees since there does not appear to be any proposed utility lines that would limit the height of proposed trees.

9. The existing retaining wall along NY25 is to be removed. Please identify the limits of work and if they will extend on to the adjacent western property as well. If not, please show how will the sidewalk transition to the western neighboring property.

10. Please provide the appropriate pedestrian accommodations as per NYSDOT and ADA standards.

Please submit nine (9) sets of revised plans. In your response letter, please state how the above comments, along with all other relevant comments from our March 1, 2011 letter, are addressed, item by item.

Mr. Mark Wolfgang is coordinating review of the subject material. He can be contacted at (631) 952-7973 if you have any questions regarding this matter. Please send all correspondence to his attention at the above address. In all future correspondence, please refer to the subject Case Number and County Tax Map number.

Thank you for your cooperation concerning this matter.

Very truly yours,

SHAIK A. SAAD, P.E.
Civil Engineer III
Traffic Engineering and Safety

cc: Mr. Richard Hanley, Planning Director, Town of Riverhead Planning Department
Mr. Kenneth Testa, P.E., Town Engineer, Town of Riverhead
Mr. George Woodson, Superintendent of Highways, Town of Riverhead

SAS:MDW:ajf

Transportation
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Environmental
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April 29, 2011

Mr. Mark Wolfgang
NYSDOT - Region 10 Permit Section
250 Veterans Memorial Highway
Hauppauge, N.Y. 11788

Re: Historic Village at Jamesport
NYS Route 25, Jamesport
SCTM 0600-68-01-35
NYSDOT Case No. 06-391P

Dear Mr. Wolfgang:

As per your request, please find attached ten sets of reference Site Plans so you can continue the review of the plans our office submitted to you on April 5, 2011. The attached Site Plans have been revised to accommodate the site access being shifted to the west along Route 25 and also depicts the incorporation of left turns lanes into our site and the site along the south side of Route 25.

If you have any questions or require additional information, please do not hesitate to contact me.

Thank you for your continued assistance.

Very truly yours,

VHB Engineering, Surveying and Landscape Architecture, P.C.

Daniel H. Winkelman, EIT
Project Manager

cc: Mr. Kenneth Testa, P.E., Town Engineer
Mr. George Woodson, Superintendent of Highways
Ms. Sharon Klos
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DHW/27288.01 Proj. File

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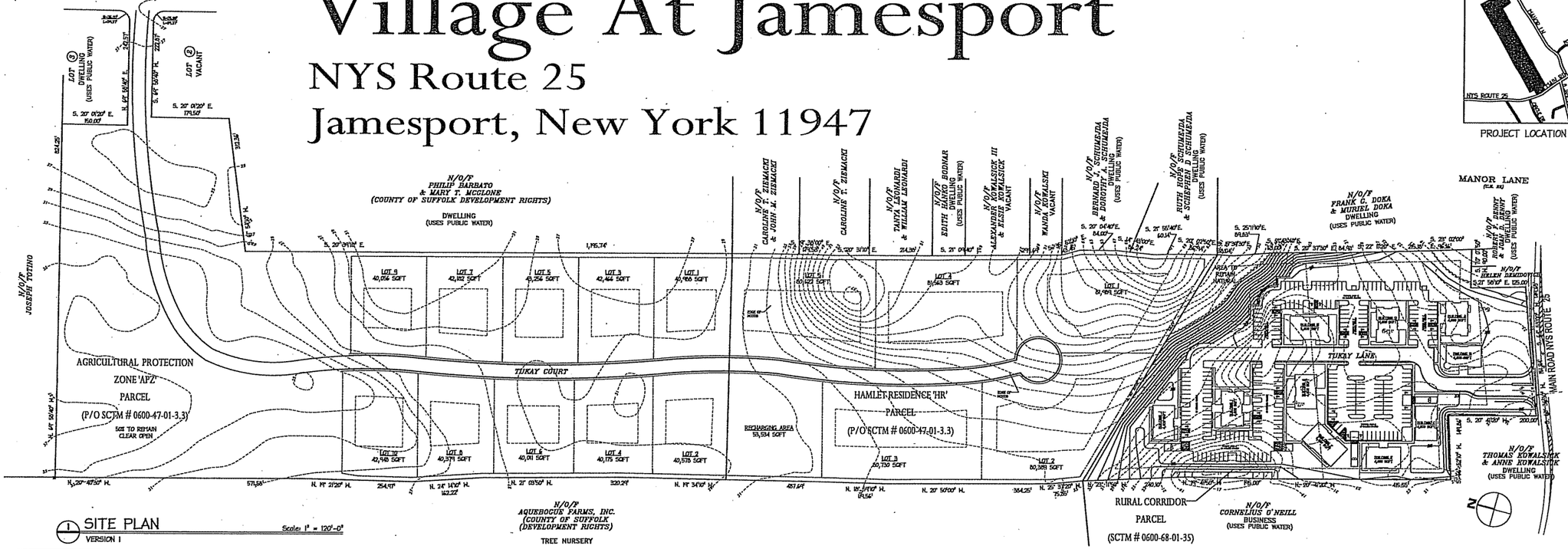
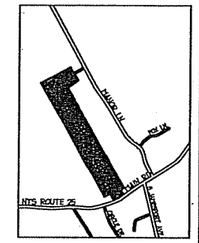
Proposed Multi-Use Center for
Village At Jamesport
NYS Route 25
Jamesport, New York 11947



1 SITE PLAN
VERSION 1
Scale: 1" = 120'-0"



PROJECT LOCATION

GENERAL INFORMATION

LOCATION OF SITE: TOWN OF RIVERHEAD, SUFFOLK COUNTY
ACCESS TO N.Y.S. ROUTE 25 AND MANOR LANE IN THE HAMLET OF JAMESPORT

SUFFOLK COUNTY TAX MAP NUMBER: 0600-47-01-3.3 AND 0600-68-01-35

ZONING DISTRICT: APZ (21.987 ACRES, 957,760.7527 SQFT) & HAMLET RES. (11.9 ACRES, 518,356.9673 SQFT) (0600-47-01-3.3); RURAL CORRIDOR (0600-68-01-35)

AREA OF SITE: TOTAL = 43.591 ACRES; (33.887 ACRES 0600-47-01-3.3 AND 9.712 ACRES 0600-68-01-35)

INFORMATION TAKEN FROM SURVEY DONE BY JOSEPH INGEGNO LAND SURVEYOR DATED 10-20-2003

EXISTING CHARACTERISTICS (BOTH LOTS)

MEADOW OR BRUSHLAND	13,277.44 SQ FT (.304 ACRES)	UNVEGITATED (BARE EARTH OR FILL)	0
FORESTED	667,242 SQ FT (15.31 ACRES)	ROADS, BUILDINGS & OTHER PAVED SURFACES	836 SQ FT (.03 ACRES)
AGRICULTURAL	1,217,715 SQ FT (27.955 ACRES)	LANDSCAPING	0
WETLAND	0		
WATER SURFACE AREA	0	SLOPE INFO	0%-10%: 69.3% 11%-15%: 5.3% 15%+: 5.4%

SITE INFORMATION

SCTM #: 0600-47-01-3.3	EXISTING	PROPOSED
ZONING	APZ & HR ZONE	APZ & HR ZONE
AREA OF SITE	33.887 ACRES (1,476,117.72 SQ FT)	15 SINGLE FAMILY RESIDENCES
AREA OF BUILDING	VACANT	TBD
AREA OF PAVEMENTS	SEE ABOVE EXISTING CHARACTERISTICS	TBD
AREA OF LAWN & LANDSCAPING	SEE ABOVE EXISTING CHARACTERISTICS	TBD
AREA OF RECHARGE BASINS	NOT APPLICABLE	53,534 SQFT
AREA OF AG. LAND	1,217,715 SQFT	1,217,715 SQFT
AREA TO REMAIN NATURAL	SEE ABOVE EXISTING CHARACTERISTICS	405,752 SQFT (50% OF APZ ZONING)
AREA OF MEADOW OR BRUSHLAND	SEE ABOVE EXISTING CHARACTERISTICS	TBD
AREA OF FOREST	256,526 SQFT	TBD
SLOPES	0% - 15% = 917.64; 15% - 30% = 2.33; 30% - VERT = .078	TBD

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	836 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	4,543 SQ. FT.
AREA OF FOREST	408,714 SQFT	13,644 SQ. FT.
SLOPES	0% - 15% = 85.95%; 15% - 30% = 12.94%; 30% - VERT = 1.07%	0% - 15% = 84.5%; 15% - VERT = 15.5%

BUILDING INFORMATION

AGRICULTURAL PROTECTION ZONE/HAMLET RESIDENTIAL PARCEL

	EXISTING	PROPOSED
AREA OF SITE	33.887 ACRES (1,476,117.72 SQ FT)	
AREA OF BUILDING	VACANT	15 SINGLE FAMILY BUILDING LOTS

RURAL CORRIDOR PARCEL

	EXISTING	PROPOSED
AREA OF SITE	9.712 ACRES (423,054.72 SQ FT)	
AREA OF BUILDING	836 SQ FT (TO BE REMOVED)	10 BUILDINGS (SINGLE STORY RETAIL AND OFFICE) 42,000 SQ.FT. (9.7%)
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

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 IMPERVIOUS SURFACE

PROPOSED IMPERVIOUS SQ.FT.:

PARKING AREA A	= 36,194 SQ.FT.
PARKING AREA B	= 32,334 SQ.FT.
PARKING AREA C,D,E,&F	= 34,367 SQ.FT.
TURKAY LANE	= 25,693 SQ.FT.
TOTAL BUILDING AREA	= 82,000 SQ.FT.
TOTAL	= 170,684 SQ.FT. (40%)

170,684 SQ.FT. / 423,054.72 SQ.FT. = .4034 X 100% = 40% ACTUAL IMPERVIOUS SURFACE

PROPOSED PERVIOUS SQ.FT.:

ALL SIDEWALKS WILL BE SURFACED IN BRICK PAVERS TOTALING AN AREA OF 23,927 SQ.FT.

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 - 20 GALLONS PER DAY/ SEAT
DRY USE - 0.03 GALLONS PER DAY/ SQUARE FEET OF BUILDING AREA

PROPOSED SANITARY FLOW:
20 GPD/SEAT (BISTRO/ CAFE) x 100 SEATS = 2000 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

ZONING USE DISTRICT	MINIMUM LOT AREA (SQUARE FEET)	MINIMUM 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'	9.9%	N/A	N/A	40%	35	0.099	N/A	N/A	111' - 11"	25'	155' -3"	50'

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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
7	04-28-11 Changes as per
	NYSDOT request

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PROJECT NO. 0323
SCALE As Noted DATE 6/5/07
DRAWN BY SL/GS CHECKED BY RS

TITLE
Site Plan & Project Information

SHEET
SP-1

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	408,774 SQFT	13,646 SQ. FT.
SLOPES	0% - 15% = 85.99%; 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. (9.9%)
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 IMPERVIOUS SURFACE

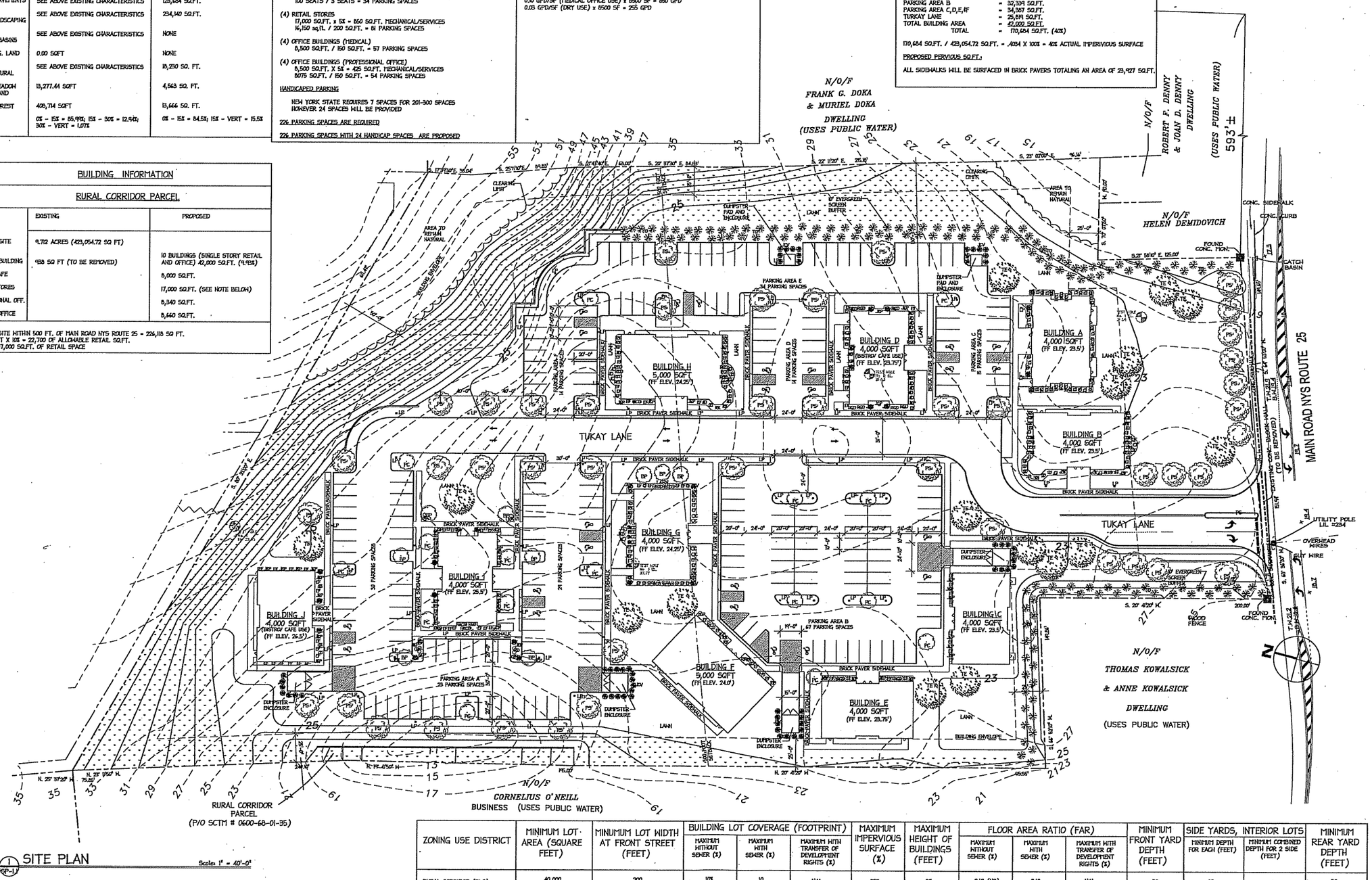
PROPOSED IMPERVIOUS SQ.FT.:

PARKING AREA A	=	36,191 SQ.FT.
PARKING AREA B	=	32,334 SQ.FT.
PARKING AREA C,D,E,&F	=	34,367 SQ.FT.
TURKAY LANE	=	25,691 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 IMPERVIOUS SURFACE

PROPOSED PERVIOUS SQ.FT.:

ALL SIDEWALKS WILL BE SURFACED IN BRICK PAVERS TOTALING AN AREA OF 23,927 SQ.FT.



1 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 WITHOUT SEWER (%)	MAXIMUM WITH SEWER (%)	MAXIMUM WITH TRANSFER OF DEVELOPMENT RIGHTS (%)	MAXIMUM IMPERVIOUS SURFACE (%)	MAXIMUM HEIGHT OF BUILDINGS (FEET)	FLOOR AREA RATIO (FAR) MAXIMUM WITHOUT SEWER (%)	MAXIMUM WITH SEWER (%)	MAXIMUM WITH TRANSFER OF DEVELOPMENT RIGHTS (%)	MINIMUM FRONT YARD DEPTH (FEET)	SIDE YARDS, INTERIOR LOTS MINIMUM DEPTH FOR EACH (FEET)	MINIMUM COMBINED DEPTH FOR 2 SIDE (FEET)	MINIMUM REAR YARD DEPTH (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	0.099	N/A	N/A	111' - 11"	25'	155' -3"	50'

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	PROJECT NO.	0323	
SCALE	As Noted	DATE	6/15/07
DRAWN BY	SL/GS	CHECKED BY	RS

TITLE

Site Plan

SHEET

SP-1.1

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
7,674 x 0.17 (2" RAIN FALL) x 40% = 936 CUBIC FEET

LANDSCAPED SURFACE AREA: 75,647 SQUARE FEET
75,647 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 = 12,081.1 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

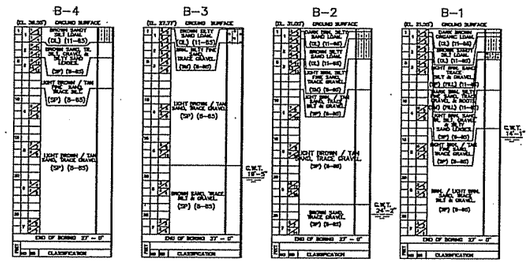
ROOF SURFACE AREA: 16,500 SQUARE FEET
16,500 x 0.17 (2" RAIN FALL) x 100% = 2,805 CUBIC FEET

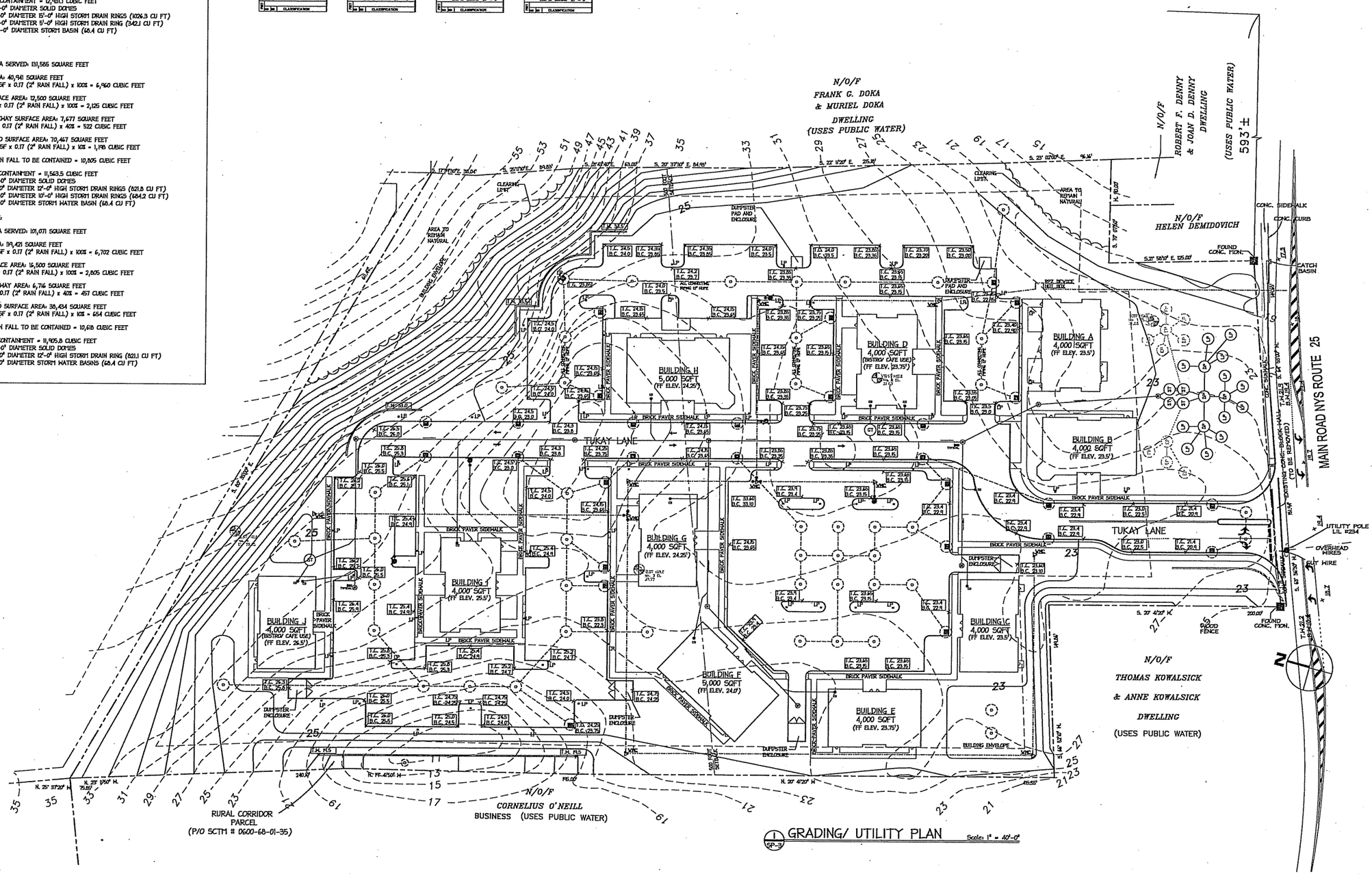
BRICK WALKWAY AREA: 6,716 SQUARE FEET
6,716 x 0.17 (2" RAIN FALL) x 40% = 457 CUBIC FEET

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)





GRADING/ UTILITY PLAN Scale: 1" = 40'-0"

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	PROJECT NO.	0323	
SCALE	As Noted	DATE	6/1/07
DRAWN BY	SL/GS	CHECKED BY	RS

TITLE

Grading, Utility, and Drainage Plan

SHEET

SP-3

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)	P.J.M RHODODENDRON	RANDOM AT 36" SPACING
○EF	EUONYMUS FORTUNEI	EMERALD GAIETY WINTERCREEPER	RANDOM AT 36" SPACING
COINIFEROUS EVERYGREEN			
⊛TO	THUJA OCCIDENTALIS 'TECNY'	MISSION ARBORVITAE	GROUP OF FOUR EVERY 36"
⊛JCV	JUNIPERUS CONTINUS VARIETIES	COSTSON 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 (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

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 CONFORMS TO THE TOWN'S STANDARD SPECIFICATIONS.

REQUIRED ISLANDS (MINIMUM):	PROPOSED ISLANDS:
226 SPACES X 20 SQ.FT. = 4520 SQ.FT.	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:

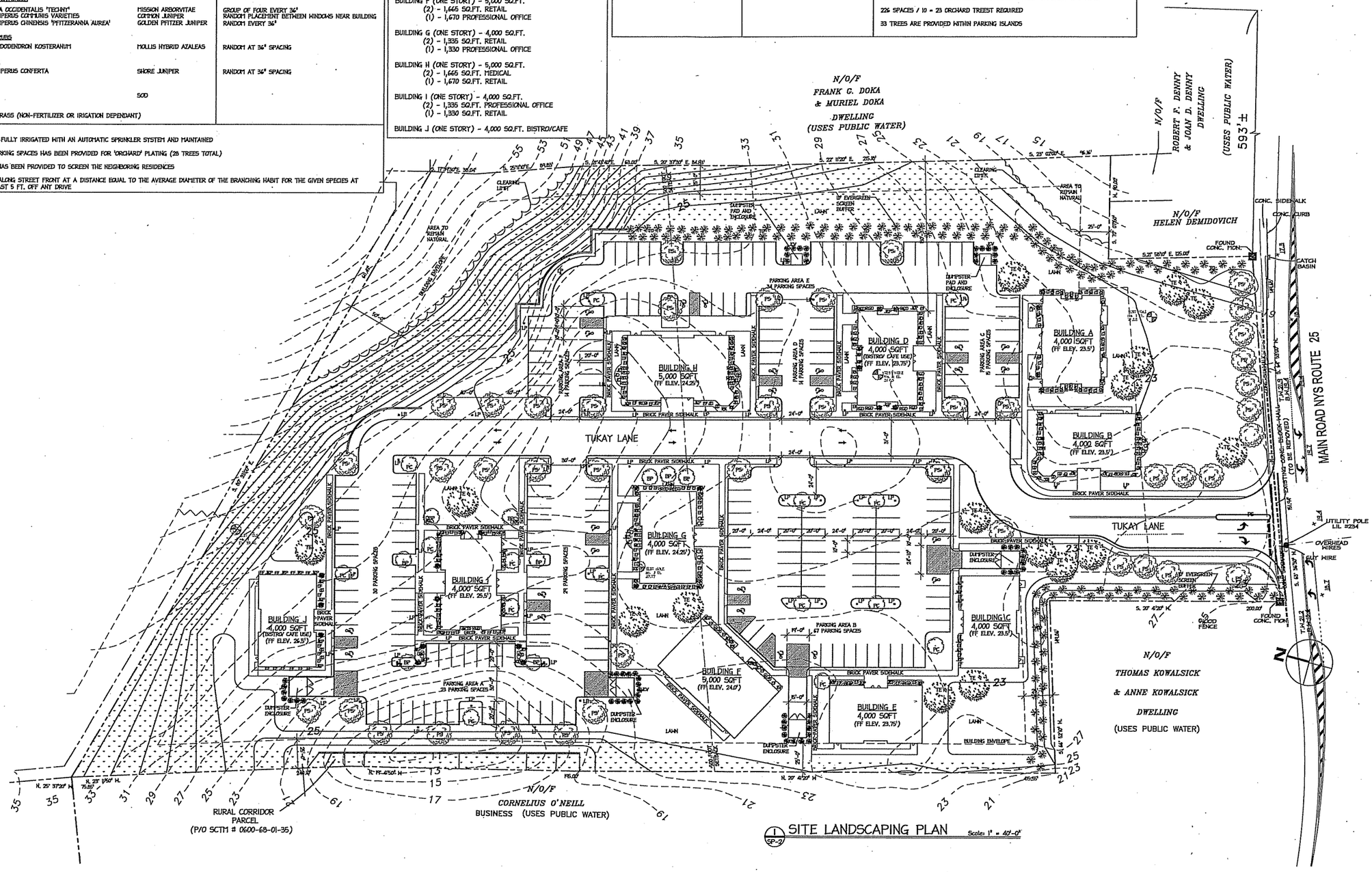
21,322 SQ.FT. (20.7%)
REFERENCED LANDSCAPING LOCATED JUST WITHIN ISLANDS AND BUILDING PADS.
ADDITIONAL LANDSCAPING IS PROVIDED WITHIN PARKING PERIMETER.

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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	PROJECT NO.	0323	
SCALE	As Noted	DATE	6/1/07
DRAWN BY	SL/GS	CHECKED BY	RS

TITLE

Site Landscaping Plan

SHEET

SP-2

Transportation
Land Development
Environmental
Services

VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

April 5, 2011

Mr. Mark Wolfgang
NYSDOT - Region 10 Permit Section
250 Veterans Memorial Highway
Hauppauge, N.Y. 11788

Re: Historic Village at Jamesport
NYS Route 25, Jamesport
SCTM 0600-68-01-35
NYSDOT Case No. 06-391P

Dear Mr. Wolfgang:

Thank you very much for meeting with our Client on March 7, 2011 to discuss our access alternatives for the above project.

Based on your input, we have refined our plans. Please find attached an Existing Conditions Plan overlaid on an aerial with the existing signs and pavement markings depicted (drawing EC-1). Additionally, we have included our Proposed Conditions Plan, which depicts the site access shifted to the west, new left turn lanes into both our site and the site on the south side of NY 25 and the proposed modifications to the existing signage and pavement markings.

Additionally, as discussed at our meeting, our office conducted a field study to verify the required intersection sight distance for an exiting vehicle making a left turn and a right turn from the proposed stop controlled site access to eastbound and westbound NY 25. In order to calculate the intersection sight distance, we performed a speed study to verify the 85th percentile speed in both the eastbound and westbound directions. The speed study revealed that the 85th percentile speed for vehicles traveling in the eastbound and westbound direction is 39 and 43 mph, respectively. According to the 2004 Geometric Design of Highways and Streets, the intersection sight distance required for a vehicle making a left turn from a stop (Case B1) is 458.6 feet. As per our field visit, the actual intersection sight distance measured from approximately 12 feet behind the proposed lane edge line is 484 feet. Therefore, the required intersection sight distance has been exceeded. It is important to note that the existing free standing sign on the adjacent property to the west does obstruct the view between the obtained sight distance in the field and the required sight distance depicted on the plan. In order to further increase the driver's visibility when making this maneuver, we have recommended that the area immediately to the west of our site access be cleared of all vegetation and regraded to the furthest extent possible to increase the driver's visibility. The area to be cleared and regraded has been conceptually shown on the attached plan, see drawing PC-1.

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Hauppauge, New York 11788
631.234.3444 ▫ FAX 631.234.3477
email: info@vhb.com
www.vhb.com

The required intersection sight distance for a vehicle make a right turn (Case B2) from the proposed site was calculated at 411 feet. As per our field measurements, the actual sight distance measured is well beyond 700 feet. Therefore, the required intersection sight distance for a right turning vehicle has been satisfied.

For a better understanding of the sight distance descriptions above, calculations and field measured distances have been provided on the Proposed Conditions Plan, drawing PC-1.

As discussed at our meeting, at this time we are only requesting your conceptual approval of the proposed layout at this time. (At a later time, after the other approvals have been granted, we will submit detailed plans incorporating responses to all of your design comments.) The Town of Riverhead has requested we provide a letter of conceptual approval from the NYSDOT in order to conclude the State Environmental Quality Review Act process. We would greatly appreciate it if you could review this submission and if acceptable, please provide such letter at your earliest convenience.

Attached for your department's review and consideration are ten sets of the Existing Conditions Plan and Proposed Conditions Plans.

Thank you for your continued assistance.

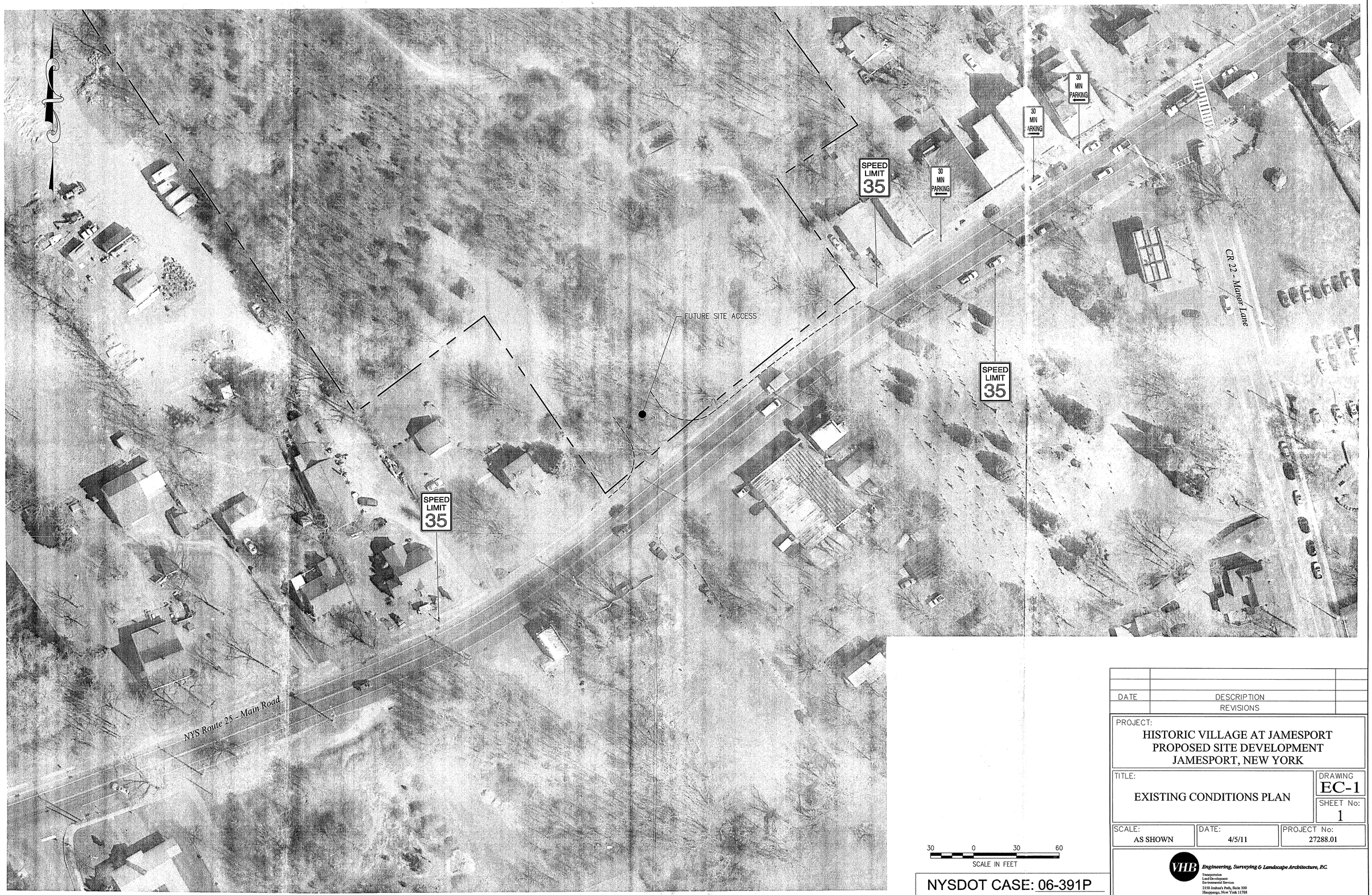
Very truly yours,

VHB Engineering, Surveying and Landscape Architecture, P.C.

Daniel H. Winkelman, EIT
Project Manager

cc: Mr. Kenneth Testa, P.E., Town Engineer
Mr. George Woodson, Superintendent of Highways
Ms. Sharon Klos
Mr. Robert Stromski, AIA,
DHW/27288.01 Proj. File

P:\27288.01\cad\ts\planset\concepts\27288.01-Off-site Improvements2.dwg



30 0 30 60
SCALE IN FEET

NYSDOT CASE: 06-391P

DATE	DESCRIPTION	
	REVISIONS	

PROJECT:
HISTORIC VILLAGE AT JAMESPORT
PROPOSED SITE DEVELOPMENT
JAMESPORT, NEW YORK

TITLE:
EXISTING CONDITIONS PLAN

DRAWING
EC-1

SHEET No:
1

SCALE:	DATE:	PROJECT No:
AS SHOWN	4/5/11	27288.01

VHB Engineering, Surveying & Landscape Architecture, P.C.
Transportation
Land Development
Environmental Services
2150 Joshua's Path, Suite 300
Hauppauge, New York 11788
631.234.3444 • FAX 631.234.3477

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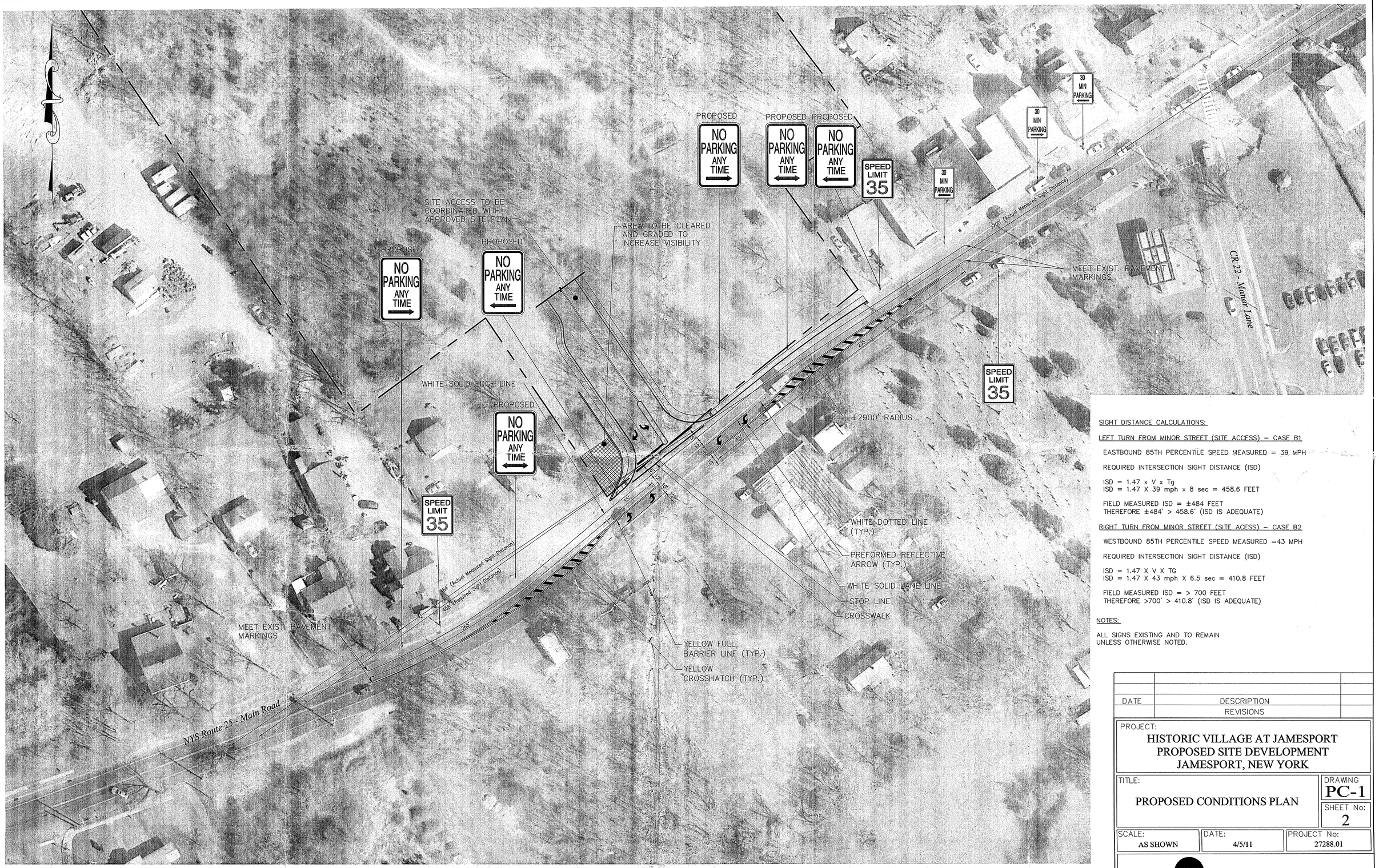

40 0 40 80
SCALE IN FEET

SIGHT DISTANCE CALCULATIONS:

LEFT TURN FROM MINOR STREET (SITE ACCESS) – CASE B1

EASTBOUND 85TH PERCENTILE SPEED MEASURED = 39 MPH

REQUIRED INTERSECTION SIGHT DISTANCE (ISD)

ISD = 1.47 x V x Tg
ISD = 1.47 X 39 mph x 8 sec = 458.6 FEET

FIELD MEASURED ISD = ±484 FEET
THEREFORE ±484' > 458.6' (ISD IS ADEQUATE)

RIGHT TURN FROM MINOR STREET (SITE ACESS) – CASE B2

WESTBOUND 85TH PERCENTILE SPEED MEASURED =43 MPH

REQUIRED INTERSECTION SIGHT DISTANCE (ISD)

ISD = 1.47 X V X TG
ISD = 1.47 X 43 mph X 6.5 sec = 410.8 FEET

FIELD MEASURED ISD = > 700 FEET
THEREFORE >700' > 410.8' (ISD IS ADEQUATE)

NOTES:

ALL SIGNS EXISTING AND TO REMAIN UNLESS OTHERWISE NOTED.

NYSDOT CASE: 06-391P

DATE	DESCRIPTION
	REVISIONS

PROJECT:
HISTORIC VILLAGE AT JAMESPORT
PROPOSED SITE DEVELOPMENT
JAMESPORT, NEW YORK

TITLE:
PROPOSED CONDITIONS PLAN

DRAWING
PC-1

SHEET No:
2

SCALE:	DATE:	PROJECT No:
AS SHOWN	4/5/11	27288.01

VHB Engineering, Surveying & Landscape Architecture, P.C.
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STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
STATE OFFICE BUILDING
250 VETERANS MEMORIAL HIGHWAY
HAUPPAUGE, N.Y. 11788-5518
www.nysdot.gov

RECEIVED
MAR - 4 2011

SUBIMAL CHAKRABORTI, P.E.
REGIONAL DIRECTOR

JOAN MCDONALD
ACTING COMMISSIONER

March 1, 2011

Mr. Daniel H. Winkelman, EIT
Project Manager
VHB Engineering
2150 Joshua's Path, Suite 300
Hauppauge, NY 11788

Your November 10, 2010 Submission
Historic Village at Jamesport
NY 25, Jamesport
SCTM# 0600-06800-0100-035000
Our Case No. 06-391P

Dear Mr. Winkelman:

This is in regard to the site plans for the referenced project which were submitted to us for review.

Prior to an approval of the site's access and issuance of a New York State Highway Work Permit, the following items must be addressed:

1. A note shall be added to the plans stating that all work will be coordinated with our Capital Improvement Project PIN 080858, "Drainage Improvements."

2. In recent years, many states have employed access management as a major technique to address conflicts between through traffic and that generated by developments. The goals of access management are to limit the number of access points, separate conflict points and remove turning traffic from through movements. New York State is utilizing this technique to minimize impacts to State highways. We recommend, therefore, that cross access to this site be obtained from adjacent property. If this is not presently possible, it should be shown on the plans for implementation as part of future redevelopment. We also recommend providing pedestrian cross access to Tukay Court.

3. The plans should show in cross section the depth and location of retaining wall along with right-of-way line. Please show the extent of excavation, along with slope protection and backfill specifications. Include NYSDOT Item Numbers for all work within the NYSDOT ROW (e.g. Retaining Wall removal – Item 202.19 – Removal of Substructure, NYSDOT Items for Reconstruction of Retaining Wall at western end within NYSDOT ROW, etc.).

4. The project is located within the Historic Village of Jamesport. We recommend that the new retaining wall have a texture that compliments the historic character of the area (NYSDOT Item 555.72950010 - Architectural Treatment Vertical Stained Concrete Surfaces). Use Item 555.72950010 (see attached) for the section of the re-built retaining wall within the NYSDOT ROW. The transition at the west end of the property should not leave a blunt end facing traffic.

5. On Dwg. GP-1, the list of References should use the latest versions of American Association of State and Highway Transportation Officials (AASHTO) and the National Manual of Uniform Traffic Control Device (MUTCD) with NYS Supplement.

6. On Dwg. WZTC-1 if the non-working hours scheme is used at night, the barrels should be shown with lights.

7. WZTC plans shall also accommodate bicyclists through the work zone.

8. A left turn lane should be installed for eastbound NY 25. This may require full depth pavement structure along existing shoulder sections to accommodate traffic loads. A shoulder section shall also be maintained after construction to accommodate bicycle traffic along State Bike Route 25.

9. Mitigation shall be provided to address the head in parking shown opposite the proposed site access.

10. A detail plan for Erosion and Sediment Control is needed, especially for the area where the retaining wall will be removed.

11. Consideration should be given to coordinating with Suffolk County Transit to establish a bus stop with a bus shelter.

12. We recommend that all cold joints be sealed with appropriate item number.

13. The proposed asphalt item for top course appears to be incorrect.

14. A note should be added to the plans stating that any damage to the underlying NY 25 concrete pavement will require the contractor to replace it in accordance with current NYSDOT Calcium Chloride / High Early Strength Concrete Pavement Repair Details.

15. We recommend a "Superpave" Asphalt six (6) inch base course pavement thickness, in two (2), three (3) inch layers.

Please submit nine (9) sets of revised plans. In your response letter, please state how the above comments are addressed, item by item.

Mr. Mark Wolfgang is coordinating review of the subject material. He can be contacted at (631) 952-7973 if you have any questions regarding this matter. Please send all correspondence to his attention at the above address. In all future correspondence, please refer to the subject Case Number and County Tax Map number.

Thank you for your cooperation concerning this matter.

Very truly yours,

SHAIK A. SAAD, P.E.
Civil Engineer III
Traffic Engineering and Safety

Attachment: Architectural Treatment Vertical Stained Concrete Surfaces

cc: Mr. Richard Hanley, Planning Director, Town of Riverhead Planning Department
Mr. Kenneth Testa, P.E., Town Engineer, Town of Riverhead
Mr. George Woodson, Superintendent of Highways, Town of Riverhead

SAS:MDW:ajf

ITEM 555.72950010 - ARCHITECTURAL TREATMENT VERTICAL STAINED CONCRETE SURFACES

DESCRIPTION

This work shall consist of architecturally treating and staining the vertical surfaces of integrally colored concrete retaining walls, structures, pilasters, piers or other similar vertical surfaces with designated patterns and textures. All work shall be in accordance with these specifications and in reasonably close conformity to the lines, grades, patterns and textures shown on the plans.

MATERIALS

Form Liner and Rustication Strips. Commercially produced Form Liner and Rustication Strip shall meet the requirements of Section 555-3. The form liners and Rustication Strips shall:

1. Produce the patterns, textures and joints indicated on the plans.
2. Be composed of a material(s) that will not bond to concrete.
3. Be attachable to standard plywood, steel, or concrete forms, such that no distortions, or stray markings occur within the concrete surfaces.
4. Be fabricated with care so that all strips are equal in cross-section so that the ends of the strips can be matched during installation.

Concrete. Concrete shall meet the requirements of Section 501 and 555 of the Standard Specifications except for the following. The class of concrete will be as specified elsewhere in the Contract Documents.

Color Admixture. All concrete which is visible above the finished grade shall be integrally colored using pigment admixture, Federal color as noted on drawings and as approved by the Regional Landscape Architect. The color admixture for integrally colored concrete shall be certified by the manufacturer as meeting the requirements of ASTM 979, Standard Specifications for Pigments for Integrally Colored Concrete and be packaged such that one dose is the proper dosage for one cubic meter of concrete.

Releasing Agents. If the form liner manufacturer requires the use of an agent to facilitate the release of the form liner panel from the concrete, or when its use is specified on the plans, such agent shall appear on the Departments Approved List – Form Coatings for Structural Concrete, be non-staining and evenly spread over the entire liner surface. Formwork shall also be treated as needed.

Concrete Penetrating Stain. To unify minor variations in color, a concrete penetrating stain shall be applied in the field on all surfaces of the integrally colored concrete. The color of the concrete penetrating stain shall match the integrally colored concrete.

The penetrating stain shall be a single component water-based thermoplastic acrylic emulsion which carries its color and water repellent protection into the concrete. The stain shall be delivered in original, sealed plastic pails clearly labeled with the manufacturer's name and batch number of the material.

The penetrating stain shall conform to the following performance requirements:

PHYSICAL PROPERTIES

CONDITION	RESULTS	TEST METHOD
Dry-through time	25 minutes maximum	ASTM D 1640

ITEM 555.72950010 - ARCHITECTURAL TREATMENT VERTICAL STAINED CONCRETE SURFACES

Dry-to-recoat time	1 hour maximum	ASTM D 1640
Oil, Wax & Silicone Content	None	
Adhesion to Concrete (Average of 5 Tests)	200 lb/sq.in	ASTM D 4541-Elcometer Test
Weather-Q-Meter Tests (500 Hours)	No Visible Degradation	ASTM G 23-Atlas Carbon Arc
Solids by Weight	57% ± 2%	
Viscosity	70-75 KU	ASTM D 562

The unpigmented, clear, non-volatile portion of the stain shall match the infrared spectrograph on file at the central laboratory. The penetrating concrete stain shall comply with New York State Laws regulating the use of volatile organic compounds and solvents.

Caulking Compounds. When a caulking compound is required to seal any necessary concrete joints in the surface, such caulking compounds shall be color matched to the adjacent concrete and meet the material requirements of U.S. Federal Specification TT-S-00227E (COM-NBS) as a multi component, Class A, Type II sealant with ASTM C 920, Standard Specification for Elastomeric Joint Sealants as a Type M, Grade NS, Class 25 joint sealant for uses NT, A, M, and O.

SUBMITTALS

The Contractor shall submit the following for approval:

1. A separate 3ft x 3ft x 4 inch thick completely finished sample of integrally colored, stained concrete with form liner/rustication joint treatment shall be cast on-site using the methods, materials and finishes stated in this specification and on the plans for the approval of the Engineer and the Regional Landscape Architect. When approved, this sample shall be used as the standard for all Architecturally Treated Stained Concrete work on the project.
2. Form Liner and Rustication Strip samples with manufacturer's specifications shall be submitted to the Regional Landscape Architect for approval.
3. Shop drawings of layouts for vertical stained concrete surfaces on retaining walls, abutment walls, parapets, piers and pier caps, including all dimensions and radii.

CONSTRUCTION DETAILS

All provisions of Section 555-3 shall apply with the following modifications:

To integrally color the concrete, use a color admixture dosage rate recommended by the manufacturer to achieve the Federal color as noted on drawings. This rate is to remain constant for all batches of concrete produced. Introduce color admixtures into the mixer drum in a manner recommended by the manufacturer. The quantity of concrete being delivered shall be no less than one-third the capacity of the mixer drum. Batch the concrete in full cubic meter increments. Once a portion of the batch has been placed, no additional mixing water shall be added to the remaining batch.

ITEM 555.72950010 - ARCHITECTURAL TREATMENT VERTICAL STAINED CONCRETE SURFACES

Special care shall be taken after installation to ensure that all form liner surfaces are thoroughly clean of all stray material of any nature. No concrete shall be placed prior to the Engineer's inspection and approval of form liner surfaces.

Approximately 5/64 in of the form liner panel shall overlap on either side of the formwork panel so that when the formwork sections are forced together, the form liners compress at the edges to form a tight joint. Joints between panels shall be sealed, taped or fused to form a watertight seam, according to the manufacturer's instructions. Unless specified on the plans, texturing is not required on surfaces which will be below finished grade. Plastic snap tie cones are to be of the non-leaking type. Metal form ties are not to be placed closer than 1.5 inch to the interior surface.

Construction joints shall extend to the full depth of the concrete at the locations shown on the plans. When construction joints are needed but are not shown on the plans, the Contractor and the Engineer shall agree on the proper locations of such joints so as not to detract from the appearance of the imprinted pattern and to minimize the possibilities of cracking. Unless otherwise directed by the Engineer, all horizontal and vertical construction joints and contraction joints shall be rusticated with the use of chamfer strips of the size indicated on the plans installed on the formwork.

The rustication strips shall be carefully installed true to line and grade. The rustication strips shall be so installed as to leave a neat regular groove in the concrete at all construction joints, along the vertical and horizontal showing edges of contraction joints and at all exposed corners and edges of the concrete.

When used to form the showing edge of construction joints or at the top edges of pours, the concrete shall be placed even with the top of the strip to provide a formed groove with the same dimensions as that of the strip. To avoid inclusion of dust and debris beneath chamfer strips located at construction joints, the strips at the bottom of the form shall not be positioned until the joint surface has been washed or blown clean of all debris and accepted by the Engineer.

After formwork removal the Engineer will inspect architecturally patterned concrete surfaces. All such surfaces which do not exhibit the required architectural pattern shall be repaired in a manner satisfactory to the Engineer at no cost to the State. The repair shall match the concrete surface. Concrete repair material, if used, shall meet the requirements of Subsection 701-04, Concrete Repair Material of the Standard Specifications.

Under Subsection 555-3.08, clear (fugitive dye) membrane curing compound shall not be used.

Surfaces to receive the penetrating stain shall be structurally sound, fully cured, clean, dry and free from dust, curing agents, oil, grease, efflorescence and any other contaminants that could prevent proper adhesion. After the concrete has cured 28 days, power wash at a minimum of 2,900 lb/sq inch the surface of the area to receive stain. Sandblasting will not be permitted.

Prior to use, the stain shall be thoroughly mixed using the appropriate mechanical means and shall be remixed during spraying operations as required to maintain uniformity. Penetrating stain shall be applied in strict accordance with the manufacturer's written instructions and precautions.

At the time of stain application, both the concrete and air temperatures must be between 45° F and 90° F. Stain shall not be applied unless weather conditions will permit complete drying of material prior to rain, fog, dew or temperatures beyond the prescribed limits.

ITEM 555.72950010 - ARCHITECTURAL TREATMENT VERTICAL STAINED CONCRETE SURFACES

The penetrating concrete stain shall be spray applied using conventional or airless spray. The stain shall be applied in two thin coats providing a uniform appearance. The first coat must be applied to become tack free before the second coat is applied. The final coat shall be consistent with the quality and appearance of the approved sample area. The rate of applications shall be in accordance with the manufacturer's recommendations. Area of coverage may vary depending on absorption rates of the various surface materials and textures.

Stain may be brushed or roller applied only at locations where overspray would affect adjacent materials and where not practical for spray application. Adequate protection shall be provided to protect adjacent persons, vehicles and property from overspray during staining operations.

Prior to any staining operations, the Contractor shall be required to complete a test staining program for color acceptance and surface area coverage. This work shall be performed on a portion of the erected structure, location of which to be determined by the Engineer. The Contractor shall apply stain to one complete section of the structure, which, when approved, shall serve as a standard of acceptance for all further work.

The completed stain surfaces shall be consistent with the quality and appearance of the approved sample area. If unevenness in color, lines or the work termination, etc. exist, the Engineer may have all such surfaces resprayed at the Contractor's's expense. Respraying, if required, shall be carried to a natural break-off point.

METHOD OF MEASUREMENT

Architectural Treatment Vertical Stained Concrete Surfaces will be measured by the number of square feet of concrete treated to the satisfaction of the Engineer. The quantity will be as computed from payment lines shown on the plans or as established by the Engineer in writing. Measurement will be taken as the vertical plane projection of the treated location. No measurement will be taken of actual concrete surfaces.

BASIS OF PAYMENT

The unit price bid per square foot shall include the cost of the form liners, rustication strips, color admixture, concrete penetrating stain, releasing agent, caulking compound, concrete repair material and all other materials, equipment and labor necessary to complete the work as specified, as well as the cost associated with all submittals and samples required. Structural concrete will be paid for separately.

Transportation
Land Development
Environmental
Services

VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

November 10, 2010
Ref: 27288.01
Mr. Mark Wolfgang
NYSDOT - Region 10 Permit Section
250 Veterans Memorial Highway
Hauppauge, N.Y. 11788

Re: Historic Village at Jamesport
NYS Route 25, Jamesport
SCTM 0600-68-01-35
NYSDOT Case No. 06-391P

Dear Mr. Wolfgang:

This letter is in response to your attached email with comments pertaining to our May 20, 2010 submission for the above referenced project. In accordance with your request, we have developed detailed Roadway Improvement Plans for the area along the Site's frontage so the NYSDOT can conduct a detailed review of the proposed improvements within the State's Right-of-Way. Additionally, we have included the requested Work Zone Traffic Control Plan and internal Drainage Plans to insure all storm-water runoff is being maintained on-site. All plans have been prepared in accordance with the provided Site Plan Checklist. In order to conclude the State Environmental Quality Review Act process, the Town of Riverhead is requiring that we obtain a letter from the NYSDOT indicating that the proposed plans are acceptable. We would greatly appreciate it if you could review this submission, and provide such letter at your earliest convenience

Attached for your department's review and consideration are ten sets of Roadway Improvement Plans and reference Site Plans and Drainage Plans.

Thank you for your continued assistance.

Very truly yours,

VHB Engineering, Surveying and Landscape Architecture, P.C.

Daniel H. Winkelman, EIT
Project Manager

Cc: Mr. Kenneth Testa, P.E., Town Engineer
Mr. George Woodson, Superintendent of Highways
Ms. Sharon Klos
Mr. Robert Stromski, AIA,
DHW/27288.01 Proj. File

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email: info@vhb.com
www.vhb.com

GENERAL NOTES:

REFERENCES

1. SPECIFICATIONS: "NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) CONSTRUCTION AND MATERIALS", OFFICE OF ENGINEERING, DATED MAY 4, 2006.
2. "NEW YORK STATE DEPARTMENT OF TRANSPORTATION HIGHWAY DESIGN MANUAL" VOLUMES I & II, LATEST EDITION.
3. "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS", 2004.
4. NATIONAL MUTCD (2003) EDITION AND THE NEW YORK STATE SUPPLEMENT.

GENERAL

5. THE LOCAL FIRE DEPARTMENTS, EMERGENCY SQUADS, AND THE SUFFOLK COUNTY POLICE DEPARTMENT SHALL BE NOTIFIED A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO THE CONTRACTOR COMMENCING CONSTRUCTION. THE ABOVE LISTED AGENCIES OR DEPARTMENTS SHALL BE NOTIFIED A MINIMUM OF ONE (1) WORKING DAY IN ADVANCE OF THE CONTRACTOR CONDUCTING WORK THAT WILL HAVE AN IMPACT ON THE TRAVEL ROUTES OR RESPONSE ROUTES.
6. ALL WORK SHALL BE IN ACCORDANCE WITH THE NYSDOT HIGHWAY WORK PERMIT. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING NECESSARY PERMITS.
7. ALL WORK WITHIN THE N.Y.S. RIGHT-OF-WAY (ROW), AS SHOWN ON THE PLANS, SHALL CONFORM TO THE NYSDOT STANDARD SPECIFICATION, STANDARD DETAILS, AND PERMITS, OR AS ORDERED BY THE NYSDOT ENGINEER.
8. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT, DUE TO THE NATURE OF RECONSTRUCTION PROJECTS, THE EXACT EXTENT OF RECONSTRUCTION WORK CANNOT ALWAYS BE ACCURATELY DETERMINED PRIOR TO THE COMMENCEMENT OF WORK. THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON FIELD INSPECTION AND OTHER INFORMATION AVAILABLE AT THE TIME. ACTUAL FIELD CONDITIONS MAY REQUIRE THE CONTRACTOR TO PERFORM WORK IN ACCORDANCE WITH FIELD CONDITIONS.
9. THE CONTRACTOR SHALL VISIT THE PROJECT SITE BEFORE BIDDING TO BECOME FAMILIAR WITH PRESENT CONDITIONS AND TO JUDGE FOR THEMSELVES THE EXTENT AND NATURE OF WORK TO BE DONE UNDER THIS CONTRACT.
10. THE CONTRACTOR SHALL TAKE PRECAUTIONS NOT TO LEAVE DEBRIS, MATERIALS AND TOOLS, ETC. ON THE ROADWAY SURFACE WHEN LEAVING THE WORK AREA. IN ADDITION, THE CONTRACTOR SHALL TAKE PRECAUTIONS THAT NO DEBRIS, ETC., INTERFERES WITH ADJACENT OPEN TRAFFIC LANES AND PEDESTRIAN WALKS.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS, FEES AND PERMITS TO COMPLETE THE WORK.
12. ALL EXISTING SIGNS ARE TO BE MAINTAINED, OR RELOCATED AS REQUIRED.
13. ALL WORK AT SITE ACCESS POINTS SHALL BE COORDINATED WITH THE APPROVED SITE PLAN.
14. ANY NECESSARY RE-ESTABLISHMENT OF NEW WHITE EDGE LINE SHALL APPROX. EXISTING MARKING.
15. ARCHITECTURAL PLANS PREPARED BY ROBERT STROMSKI ARCHITECTURE, PC AND TOPOGRAPHIC SURVEY BY NATHAN TAFT CORWIN III LAND SURVEYOR WERE UTILIZED FOR THE BASE MAPPING OF THESE PLANS.
16. THE CONTRACTOR SHALL CLEAN ALL EXISTING CATCH BASINS ALONG AND IMMEDIATELY ADJACENT TO THE ROUTE 25 SITE FRONTAGE AT THE COMPLETION OF CONSTRUCTION AS DIRECTED BY THE NYSDOT ENGINEER-IN-CHARGE.
17. THE CONTRACTOR SHALL REPAIR THE EXISTING SHOULDER, SIDEWALK, AND CURBING WITHIN THE PROJECT LIMITS, AS ORDERED BY THE NYSDOT ENGINEER.

UTILITIES

18. CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES FOR MARK-OUT OF ALL FACILITIES PRIOR TO CONSTRUCTION. THE UTILITY COMPANIES SHALL BE NOTIFIED A MINIMUM OF FIVE (5) WORKING DAYS BEFORE THE CONTRACTOR COMMENCES WORK. ANY UTILITY RELOCATIONS OR CROSSINGS SHALL BE COORDINATED WITH THE UTILITY COMPANY OWNING THE FACILITY.
19. EXISTING UTILITY FACILITIES REMOVAL, RELOCATION OR MODIFICATION SHALL BE COMPLETED PRIOR TO COMMENCING PAVEMENT WORK. CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF THE MODIFICATION OF ALL UTILITIES.
20. EXISTING UNDERGROUND AND OVERHEAD UTILITIES AS SHOWN HEREIN HAVE BEEN DETERMINED BY STANDARD SURVEYING METHODS AND AVAILABLE RECORDS. NEITHER THE EXACT LOCATION NOR THE INFORMATION OF THESE EXISTING UTILITIES IS GUARANTEED TO BE COMPLETE OR CORRECT. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AND SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

SURVEY

21. THE CONTRACTOR IS TO EMPLOY A LICENSED SURVEYOR TO PERFORM ANY REQUIRED LAYOUT, ESTABLISHMENT OF ELEVATIONS AND GRADES, PRIOR TO CONSTRUCTION. ALL LAYOUT OF PROPOSED WORK SHALL BE DONE IN CONFORMANCE WITH ITEM 634.01 – SURVEY AND STAKEOUT.
22. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NOT TO DISTURB ANY MONUMENTS AND BENCH MARKS WITHIN PROJECT LIMITS PRIOR TO THE START OF ANY EXCAVATION.
23. ANY EXPENSE INCURRED IN REPLACING MONUMENTS OR BENCHMARKS THAT THE CONTRACTOR, OR ANY EMPLOYEE, MAY HAVE FAILED TO PRESERVE SHALL BE CHARGED TO THE CONTRACTOR AND DEDUCTED FROM THE AMOUNT TO BE PAID FOR DOING THE WORK UNDER THIS CONTRACT.
24. PERMANENT SURVEY MARKERS SHALL BE INSTALLED AT THE PROPERTY LIMITS ALONG THE STATE HIGHWAY FRONTAGE AND ROW MARKERS SHALL BE INSTALLED AT ANY INTERMEDIARY TURNING POINTS ALONG THE STATE FRONTAGE ROW IN ACCORDANCE WITH NYSDOT STANDARD SHEETS M625-1R1.

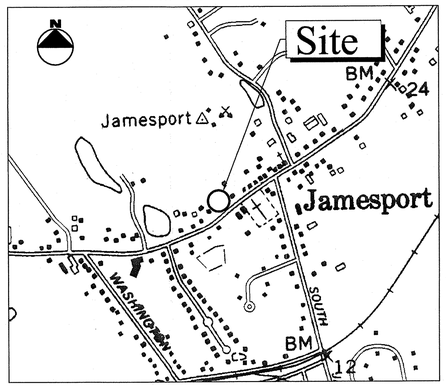
ROADWAY IMPROVEMENT PLANS
ON
NEW YORK STATE ROUTE 25
(MIDDLE COUNTRY ROAD)

Between Reference Markers 25 0704 1495 & 25 0704 1496

JAMESPORT, NEW YORK

CASE No. 06-391P

S.C.T.M.# 0600 - 68 - 01- 35



KEY MAP

NOT TO SCALE

Index

Sheet No.	Drawing Title	Drawing
1	Title, General Notes, Legend & Key Map	
2	General Plan	GP-1
3	Pavement Marking and Signage Plan	PMP-1
4	Miscellaneous Details	MD-1
5	Work Zone Traffic Control Plan	WZTC-1

NYSDOT Reference Sheets

-	Sidewalk Curb Ramp Details (Sheet 1 of 4)	608-01
-	Sidewalk Curb Ramp Details (Sheet 2 of 4)	608-01
-	Sidewalk Curb Ramp Details (Sheet 3 of 4)	608-01
-	Sidewalk Curb Ramp Details (Sheet 4 of 4)	608-01

LEGEND

- EXISTING CURB TO BE REMOVED
- EXISTING WALL TO BE REMOVED
- PROPOSED CURB
- EXISTING CURB TO REMAIN
- EXISTING WATER MAIN
- EXISTING GAS MAIN
- EXISTING UNDERGROUND TELEPHONE LINE
- PROPOSED DRAINAGE LINE (BY OTHERS)
- EXISTING OVERHEAD WIRES
- EXISTING UTILITY POLE
- EXISTING HYDRANT
- EXISTING GAS VALVE
- EXISTING HIGHWAY BOUNDARY LINE
- EXISTING CATCH BASIN
- TC18.30 / BC17.80 PROPOSED ELEVATION
- 30.69 EXISTING ELEVATION

SPECIFICATIONS NOTE: NYSDOT ITEMS INDICATED WITHIN THE PLANS ARE FROM THE LATEST 2008 U.S. CUSTOMARY STANDARD SPECIFICATIONS, AND ARE REFERENCED FOR MATERIALS AND METHODS OF CONSTRUCTION.

NYSDOT INITIAL SUBMISSION DATE: 11/10/10

DATE	DESCRIPTION / REVISIONS	BY

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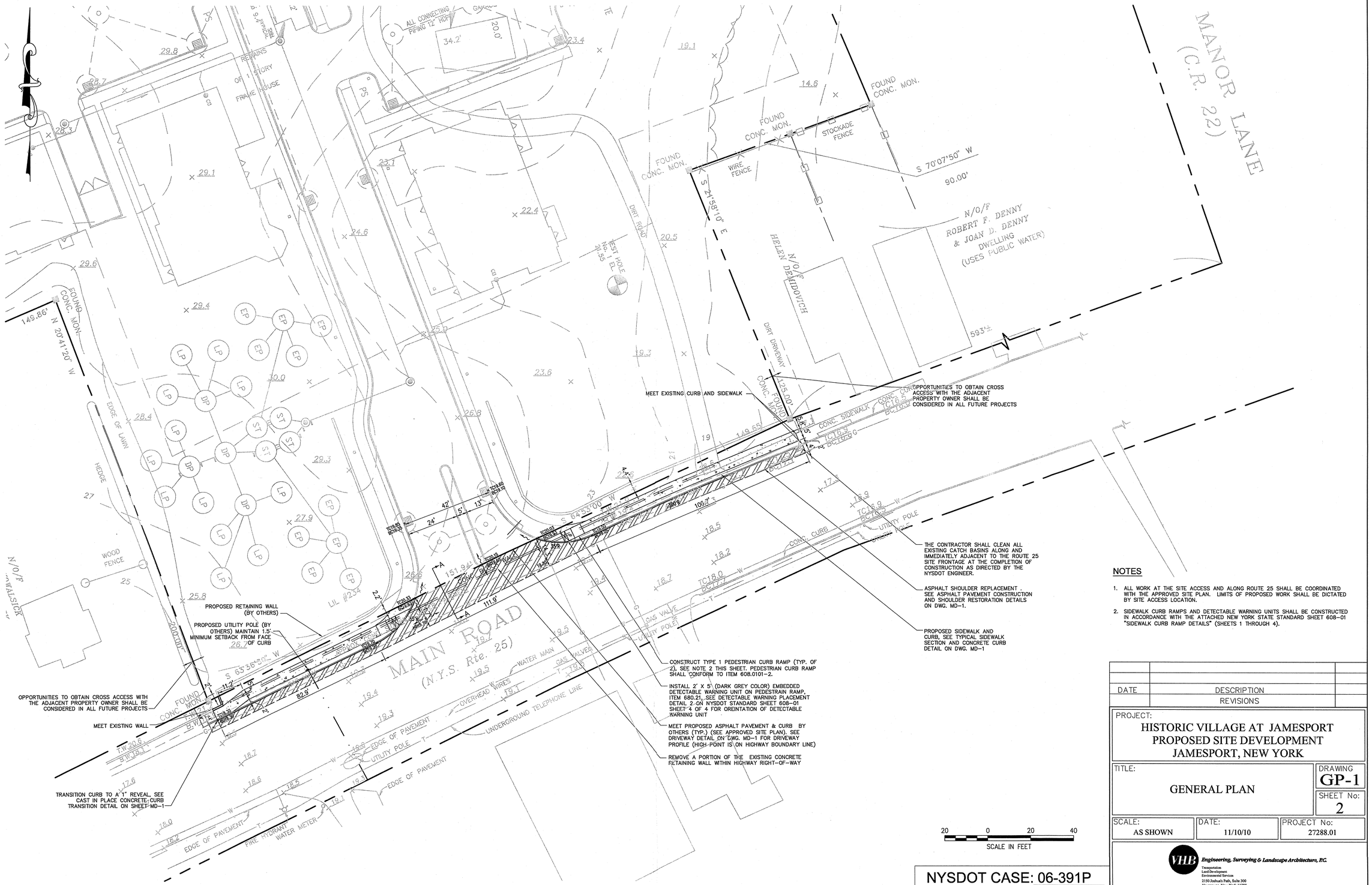

NOTES

1. ALL WORK AT THE SITE ACCESS AND ALONG ROUTE 25 SHALL BE COORDINATED WITH THE APPROVED SITE PLAN. LIMITS OF PROPOSED WORK SHALL BE DICTATED BY SITE ACCESS LOCATION.
2. SIDEWALK CURB RAMPS AND DETECTABLE WARNING UNITS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ATTACHED NEW YORK STATE STANDARD SHEET 608-01 "SIDEWALK CURB RAMP DETAILS" (SHEETS 1 THROUGH 4).

DATE	DESCRIPTION
	REVISIONS

PROJECT:
HISTORIC VILLAGE AT JAMESPORT
PROPOSED SITE DEVELOPMENT
JAMESPORT, NEW YORK

TITLE: GENERAL PLAN

DRAWING: GP-1

SHEET No: 2

SCALE:	DATE:	PROJECT No:
AS SHOWN	11/10/10	27288.01

NYSDOT CASE: 06-391P

VHB Engineering, Surveying & Landscape Architecture, P.C.
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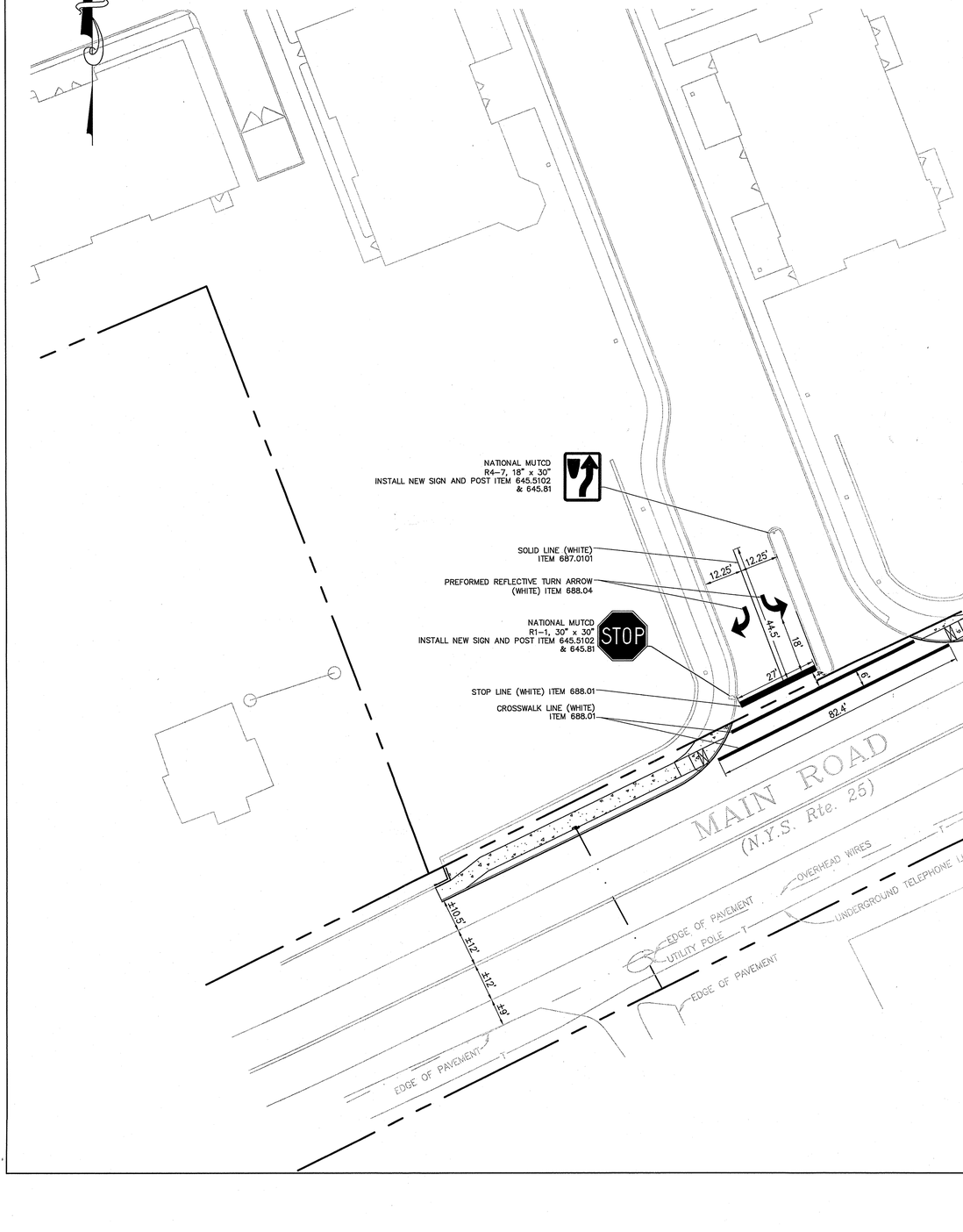
N/F: NEW YORK STATE
(RECHARGE BASIN)



MARKING	DESCRIPTION	NYSDOT ITEM NO.
4" (TYP.)	SOLID LINE (WHITE)	687.0101
24" TYP.	STOP LINE (WHITE)	688.01
12" TYP.	CROSSWALK LINE (WHITE)	688.01
	PREFORMED REFLECTIVE TURN ARROWS (WHITE)	688.04

PAVEMENT MARKING LEGEND

N.T.S.

Source: VHB

NOTE:

1. ITEM 645.81 TYPE A SIGN SUPPORTS SHALL CONFORM TO THE N.Y.S.D.O.T. APPROVED LIST FOR MATERIALS AND STANDARD SPECIFICATIONS, SUBSECTION 730-24, BREAKAWAY SUPPORTS FOR ROADWAY SIGNS. THE INSTALLATION SHALL CONFORM TO N.Y.S.D.O.T. STANDARD SHEET 645-55.

20 0 20 40
SCALE IN FEET

NYSDOT CASE: 06-391P

DATE	DESCRIPTION
	REVISIONS

PROJECT:
HISTORIC VILLAGE AT JAMESPORT
PROPOSED SITE DEVELOPMENT
JAMESPORT, NEW YORK

TITLE:
PAVEMENT MARKING
AND SIGNAGE PLAN

DRAWING
PMP-1

SHEET No:
3

SCALE:	DATE:	PROJECT No:
AS SHOWN	11/10/10	27288.01

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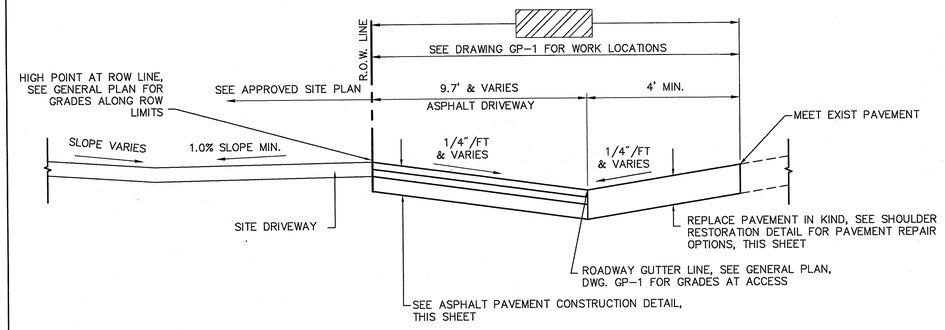
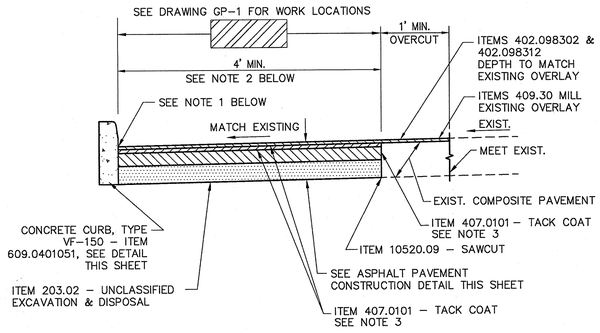


Section A-A

Driveway Detail

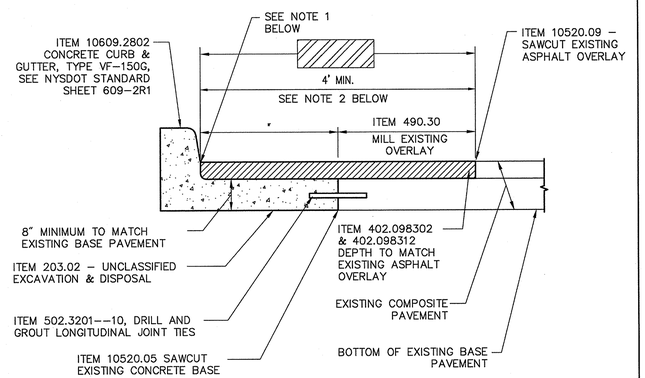
10/07

N.T.S.



ASPHALT PAVEMENT

NOT TO SCALE



COMPOSITE PAVEMENT

NOT TO SCALE

Shoulder Restoration Details

N.T.S.

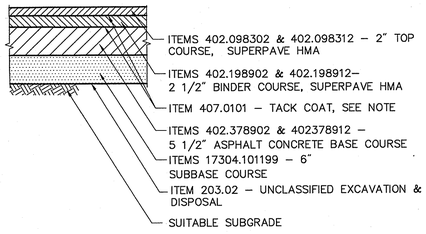
SHOULDER RESTORATION NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING EXISTING FLOWLINE GRADES AND RE-ESTABLISHING THESE GRADES IN THE PROPOSED CURB/FLOWLINE WORK.
2. CONTRACTOR SHALL RECONSTRUCT THE EXISTING ASPHALT SHOULDER TO THE EXISTING ADJACENT LONGITUDINAL COMPOSITE PAVEMENT WITH FULL STRENGTH ASPHALT SHOULDER PAVEMENT.
3. PLACE TACK COAT BETWEEN EVERY ASPHALT LIFT AND AT THE JOINTS BETWEEN NEW AND EXISTING ASPHALT PAVEMENT EDGES.

SPECIAL NOTE FOR SUPERPAVE

The Contractor shall be aware that this is a performance-related specification in which the Contractor is responsible for compacting the pavement within a specified density range. The Contractor must be prepared to select, operate, and control the paving and compaction equipment, to monitor the results, and to make necessary adjustments (without direction from the Engineer) to achieve the specified density results. Written instructions for determining pavement density and core locations are available from the Regional Materials Engineer or the Director, Materials Bureau.

The Performance Grading Binder used in the production of SUPERPAVE Hot Mix Asphalt mixtures shall be a PG 70-22 as defined by AASHTO Provisional Standard MP1 - Standard Specifications for Performance Graded Asphalt Binder. A PG 76-22 may be substituted for the PG 70-22 at the Contractor's discretion. The mixture designs must be developed in accordance with the criteria specified in the SUPERPAVE Hot Mix Asphalt Items that are appropriate for an "Estimated Traffic" level of 5.3 "Million 80kN ESALs". Under no circumstances shall the Performance Graded Binder content in the hot mix asphalt be less than 5.6% for a 9.5 mm design, 5.0% for a 12.5 mm design, 4.3% for a 19.0mm design, or 4.0% for a 25 mm design."

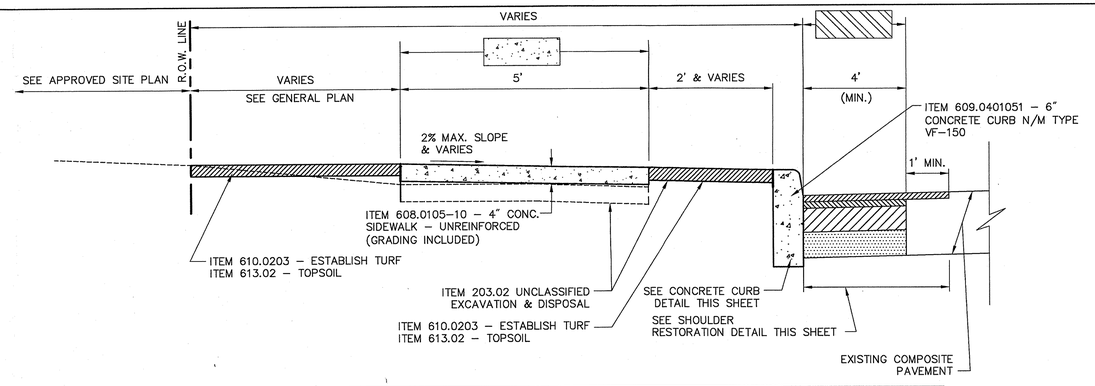


Asphalt Pavement Construction Detail

N.T.S.

NOTE:

PLACE TACK COAT BETWEEN EVERY ASPHALT LIFT AND AT THE JOINTS BETWEEN NEW AND EXISTING ASPHALT PAVEMENT EDGES.

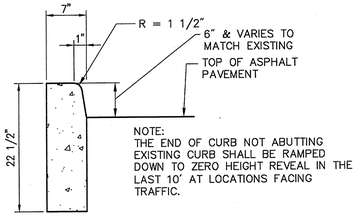


NOTE:

TOPSOIL AND SEED SHALL BE PLACED AT THE END OF SIDEWALK TO RESULT IN NO TRIPPING HAZARD FOR PEDESTRIANS.

Typical Sidewalk Section

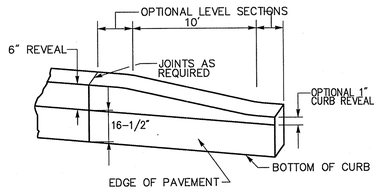
N.T.S.



Concrete Curb Detail

Item 609.0401051, Type VF-150

N.T.S.



Cast In Place Concrete Curb Transition Detail

N.T.S.

NYSDOT CASE: 06-391P

DATE	DESCRIPTION
	REVISIONS

PROJECT:

HISTORIC VILLAGE AT JAMESPORT
PROPOSED SITE DEVELOPMENT
JAMESPORT, NEW YORK

TITLE:

MISCELLANEOUS DETAILS

DRAWING: MD-1

SHEET No: 4

SCALE:	DATE:	PROJECT No:
NOT TO SCALE	11/10/10	27288.01

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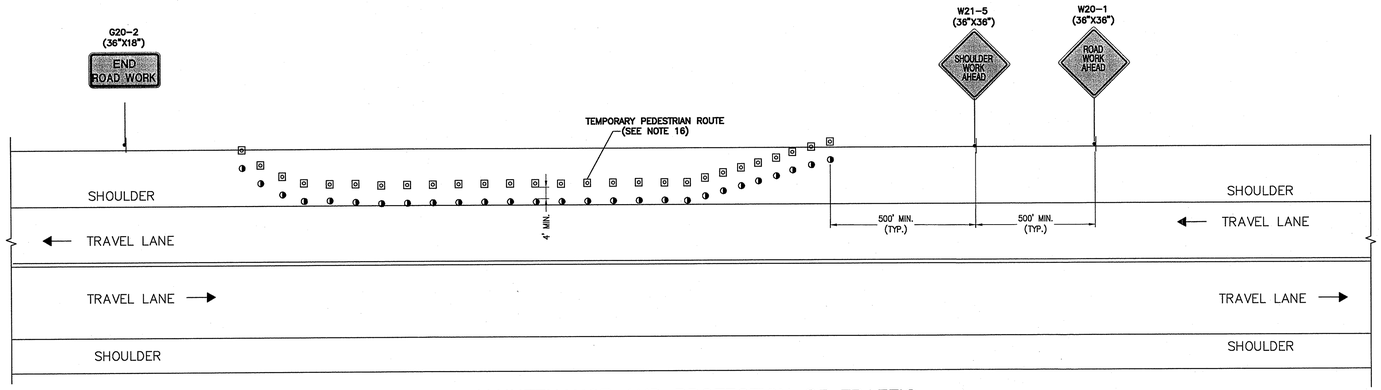
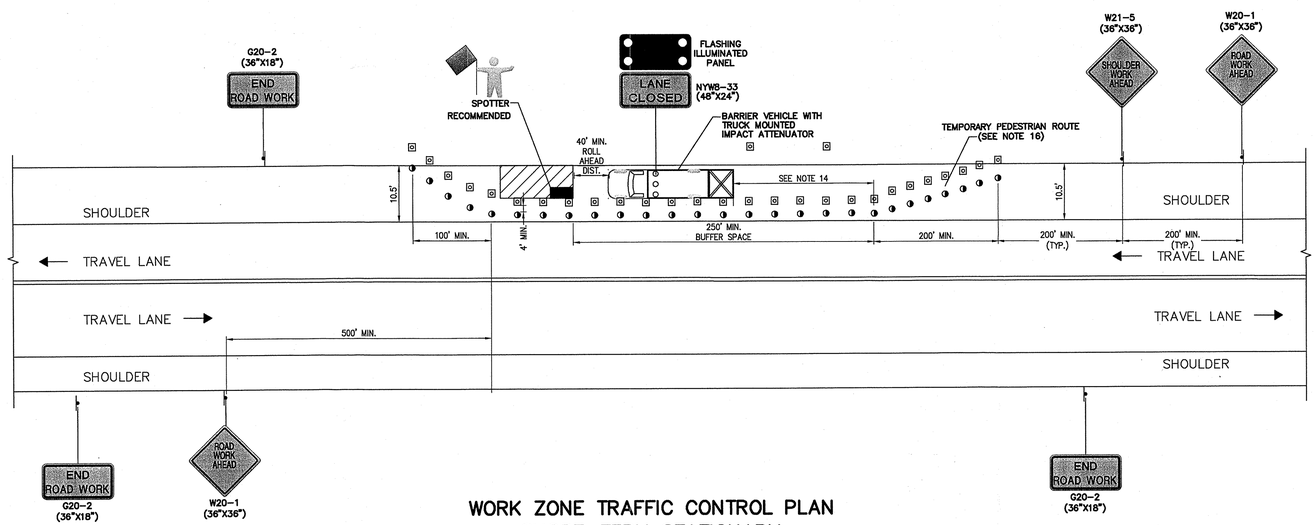


MAINTENANCE AND PROTECTION OF TRAFFIC
NON-WORKING HOURS
NOT TO SCALE



WORK ZONE TRAFFIC CONTROL PLAN
SHORT-TERM STATIONARY
SHOULDER CLOSURE
(PAVED SHOULDER 8 FEET OR WIDER)
DAYTIME SHOULDER LANE CLOSURE
NOT TO SCALE

CONE

DRUM

WORK AREA

DIRECTION OF TRAFFIC

LEGEND

N.T.S.

Source: VHB

WORK ZONE TRAFFIC CONTROL NOTES:

1. BASIC WZTC SHALL CONFORM TO ITEM 619-1.01 AND TO THE NATIONAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (FHWA) AND THE NEW YORK STATE SUPPLEMENT.
2. ALL WORK ZONE RELATED SIGNS SHALL HAVE ORANGE BACKGROUND WITH BLACK LETTERING OR SYMBOLS. ALL SIGNS MUST CONFORM TO SECTION 730-05, REFLECTIVE SHEETING TYPE D, OF THE NYS STANDARD SPECIFICATIONS.
3. AS PER 619-3.02 (A) ALL TRANSVERSE BUMPS, VERTICAL FACES, UNPAVED SURFACES, MILLED OR GROOVED PAVEMENT AND OTHER SURFACE IRREGULARITIES 1 INCH OR MORE IN HEIGHT SHALL BE ADEQUATELY SLOPED OR TAPERED IN ACCORDANCE WITH TABLE 619-1 OR APPROPRIATE WARNING SIGNS SHALL BE POSTED IN ADVANCE OF THE CONDITION.
4. PAVEMENT MARKING LOCATIONS, SIZES AND LENGTHS ON NYS ROUTE 25 SHALL BE AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE NYSDOT REPRESENTATIVE.
5. ALL TEMPORARY SIGNS FOR WZTC SHALL BE COVERED AS PER ITEM 619-3.02 (H) (3) - SIGN COVERINGS AND ALL EXISTING NON CURRENT OR CONFLICTING SIGNS SHALL BE COVERED AS PER ITEM 645-3.09 -COVERING SIGNS.
6. ALL LANES MUST BE OPEN TO TRAFFIC BEFORE 10 AM AND AFTER 3 PM. NO LANE CLOSINGS ARE PERMITTED ON WEEKENDS OR HOLIDAYS. NIGHTTIME LANE CLOSINGS WILL NOT BE PERMITTED WITHOUT PRIOR APPROVAL FROM THE STATE PERMIT INSPECTOR.

   ALSO NO LANE CLOSINGS WILL BE PERMITTED:
   - FROM NOON ON THE FRIDAY BEFORE MEMORIAL DAY THROUGH MEMORIAL DAY;
   - INDEPENDENCE DAY;
   - LABOR DAY;
   - VETERANS DAY;
   - FROM NOON THE DAY BEFORE THANKSGIVING THROUGH THE SUNDAY FOLLOWING THANKSGIVING DAY;
   - THE DAY PRECEDING CHRISTMAS DAY;
   - CHRISTMAS DAY;
   - THE DAY BEFORE NEW YEARS DAY;
   - NEW YEARS DAY;
7. ALL WORK AT THE SITE ACCESS SHALL BE COORDINATED WITH THE APPROVED SITE PLAN. THE PROPOSED SITE ENTRANCE MUST BE CLOSED WITH DRUMS, BARRICADES, AND "ROAD CLOSED" SIGNAGE IN AN APPROVED MANNER UNTIL THE NYSDOT ENGINEER-IN-CHARGE ACCEPTS ALL THE ROADWORK, SIGNING, AND PAVEMENT MARKINGS DEPICTED ON THESE PLANS.
8. PRIOR TO INSTITUTING ANY WORK ZONE TRAFFIC CONTROL SCHEME, THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE SUFFOLK COUNTY POLICE DEPARTMENT.
9. THE CONTRACTOR SHALL SCHEDULE WORK OPERATIONS TO MINIMIZE THE INTERRUPTION OF PEDESTRIAN TRAFFIC. THE SIDEWALK ON ONE SIDE OF THE ROADWAY SHALL REMAIN OPEN AND PASSABLE AT ALL TIMES. DURING THE CONSTRUCTION OF SIDEWALKS, PEDESTRIAN SAFETY, PEDESTRIAN ROUTES AND PROPERTY ACCESS MUST BE MAINTAINED AT ALL TIMES TO THE SATISFACTION OF THE NYSDOT ENGINEER. THE CONTRACTOR SHALL INSTALL ALL UNDERGROUND APPURTENANCES/ UTILITIES PRIOR TO CONSTRUCTION OF SIDEWALK, PAVEMENT AND CURBING.
10. ALL DELETERIOUS MATERIAL WITHIN THE NYSDOT RIGHT OF WAY SHALL BE REMOVED DAILY OR AS ORDERED BY THE NYSDOT ENGINEER. THE MEANS OF REMOVAL SHALL BE ACCOMPLISHED BY A SWEEPING MACHINE.
11. DRUM PLACEMENT SHALL NOT EXCEED 40 FEET (1 SKIP LINE).
12. THE BARRIER VEHICLE SHALL BE AN UNOCCUPIED LARGE DUMP TRUCK WITH THE PARKING BRAKE SET AND THE FRONT WHEELS TURNED AWAY FROM EMPLOYEES IN THE WORK AREA. A TRUCK MOUNTED IMPACT ATTENTUATOR SHALL BE ATTACHED TO THE REAR END OF THE BARRIER VEHICLE.
13. THERE SHALL BE NO WORKERS, EQUIPMENT OR OTHER VEHICLES IN THE ROLL AHEAD DISTANCE OR BUFFER SPACE.
14. ANY BUFFER DISTANCE PROVIDED IN ADVANCE OF THE BARRIER VEHICLE SET-UP WILL ADD TO THE SAFETY OF THE WORK AREA. THE BUFFER SPACE IS FROM THE END OF THE LANE TAPER TO THE BEGGINING OF THE WORK AREA.
15. THE FIRST THREE DRUMS SHALL BE LIGHTED DURING NIGHT TIME HOURS.
16. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PEDESTRIAN ROUTE ADJACENT TO THE WORK ZONE AREA DURING CONSTRUCTION ACTIVITIES. THE PEDESTRIAN ROUTE SHALL BE A MINIMUM OF 48 INCHES WIDE AND SHALL BE A FLAT LEVEL SURFACE AND CLEAN FROM DEBRIS AT ALL TIMES. THE ROUTE SHALL BE BORDERED ON THE INSIDE BY CONES AND DRUMS SHALL BE USED ADJACENT TO THE TRAVELWAY. THE PEDESTRIAN ROUTE SHALL HAVE DETECTABLE EDGING AS OUTLINED CHAPTER 6F, SECTION 6F.74 OF THE NATIONAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
17. IN THE EVENT THE TRAFFIC QUEUES UP PRIOR TO THE ADVANCE WARNING SIGNS THE "BE PREPARED TO STOP" SIGN CAN BE ADDED TO THE SIGN SERIES AT THE LOCATIONS SHOWN ON THE PLAN OR THE ENTIRE ADVANCE WARNING SIGN SERIES SHALL BE MOVED TO A LOCATION PRIOR TO THE QUEUED TRAFFIC.
18. FLAGGER SYMBOL SIGN (W20-7A) AND "ONE LANE ROAD AHEAD" SIGN (W20-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURING.

PROVISIONS FOR ICE AND SNOW REMOVAL OPERATIONS:

IN ORDER TO ALLOW FOR SNOW AND ICE CONTROL BY STATE FORCES ON THE STATE HIGHWAYS AND BY LOCAL MUNICIPALITIES ON LOCAL ROADS, THE CONTRACTOR SHALL SCHEDULE HIS WORK IN ACCORDANCE WITH THE FOLLOWING:

A. INTERFERENCE WITH SNOW PLOWING OPERATIONS BY DRUMS, BARRICADES AND OTHER TRAFFIC CONTROL EQUIPMENT SHALL BE KEPT TO A MINIMUM. ANY DEVICES DISTURBED OR DAMAGED BY SNOW AND ICE CONTROL OPERATIONS SHALL BE REPLACED AND OR RESET AS NECESSARY AND AS SOON AS POSSIBLE BY THE CONTRACTOR.

B. DRAINAGE FRAMES, GRATES AND COVERS AND OTHER CASTINGS SHALL NOT BE ADJUSTED IN A TRAVEL LANE UNLESS THE FINAL PAVEMENT COURSE IS TO BE PLACED PRIOR TO THE ONSET OF SNOW AND ICE WEATHER. STEEL PLATES, ETC. SHALL NOT PROTRUDE ABOVE THE ADJACENT PAVEMENT, IF ANY OF THESE PROTRUSIONS EXIST IN A NON-TRAVEL LANE PRIOR TO A SNOW AND ICE CONDITION, THEN TEMPORARY ASPHALT RAMPS MUST BE PLACED SO THAT FOR EVERY ONE MILLIMETER OF RISE, THERE IS AN EIGHTY MILLIMETER RUN OF RAMP.

C. ALL PAVEMENT CUTS SHALL BE RESTORED TO THE ADJACENT PAVEMENT GRADE TO ELIMINATE RECESSED AREAS WHERE SNOW CANNOT BE PLOWED OR WHERE PLOWS MAY SNAG.

D. WHERE THE MAINTENANCE AND PROTECTION OF TRAFFIC SCHEMES REQUIRE INSTALLATION OF SINGLE OR MULTIPLE RUNS OF TEMPORARY CONCRETE BARRIER, THE CONTRACTOR SHALL REMOVE ANY SNOW REMAINING ALONG A TEMPORARY BARRIER EVEN IF IT THE RESULT OF SNOW PLOWING OPERATIONS BY STATE FORCES OR OTHERS. THE INTENT IS TO PREVENT ACCUMULATED SNOW FROM MELTING ONTO TRAVEL LANES WITH POSSIBLE REFREEZING.

E. THE CONTRACTOR SHALL BEGIN SNOW REMOVAL WITHIN REASONABLE TIME AFTER NOTIFICATION BY THE ENGINEER.

DATE	DESCRIPTION
	REVISIONS

PROJECT:
HISTORIC VILLAGE AT JAMESPORT
PROPOSED SITE DEVELOPMENT
JAMESPORT, NEW YORK

TITLE:
WORK ZONE TRAFFIC CONTROL PLAN

DRAWING: WZTC-1

SHEET No: 5

SCALE: NOT TO SCALE

DATE: 11/10/10

PROJECT No: 27288.01

NYSDOT CASE: 06-391P

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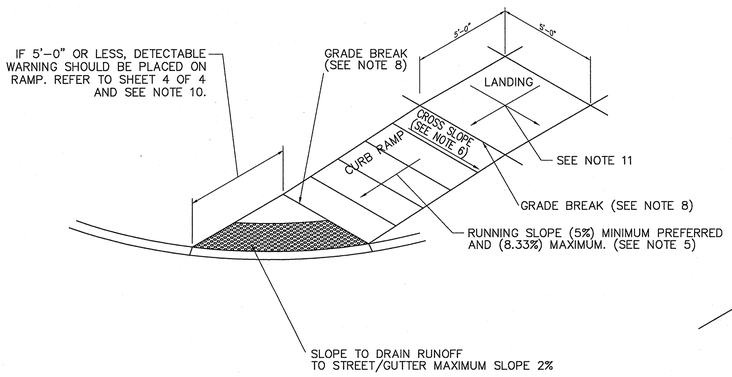
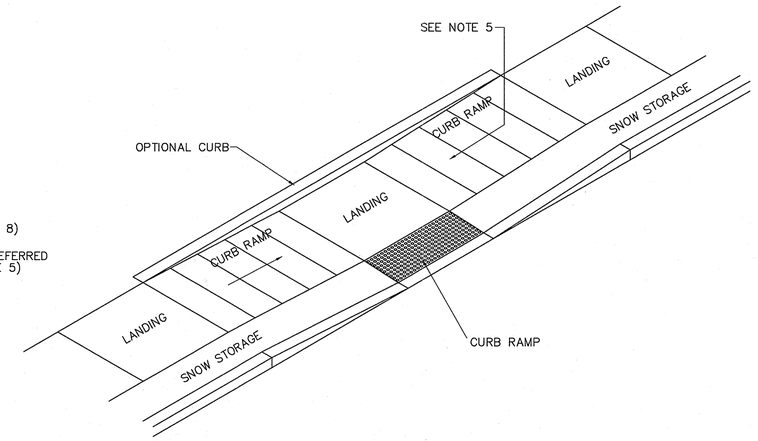


CURB RAMP WITHOUT SIDE FLARES
TYPICAL DIMENSIONING



MID-BLOCK CROSSING CURB RAMP
TYPICAL DIMENSIONING

GENERAL NOTES:

1. THE DIMENSIONS AND SLOPES PRESENTED IN THE DETAILS ARE THE MINIMUM NECESSARY TO COMPLY WITH THE ADA AND DOT STANDARDS. ANY DEVIATION LESS THAN THE MINIMUM WIDTH OR GREATER THAN THE MAXIMUM SLOPE FROM THESE STANDARDS MUST BE DOCUMENTED WITH THE STANDARDS BEING MET TO THE GREATEST EXTENT PRACTICABLE AND CONSISTENT WITH THE MOST CURRENT ADAAG.
2. CURB RAMPS, LANDINGS AND BLENDED TRANSITIONS MAY REQUIRE THE USE OF DETECTABLE WARNINGS. DETECTABLE WARNINGS ON THIS SHEET ARE SHOWN FOR ILLUSTRATION ONLY. REFER TO THE DETECTABLE WARNING DETAILS ON SHEET 4 OF 4 FOR DETAILS ON PLACEMENT, ORIENTATION & DIMENSIONS. REFER TO CHAPTER 18 OF THE HIGHWAY DESIGN MANUAL FOR MORE INFORMATION.

CURB RAMP NOTES:

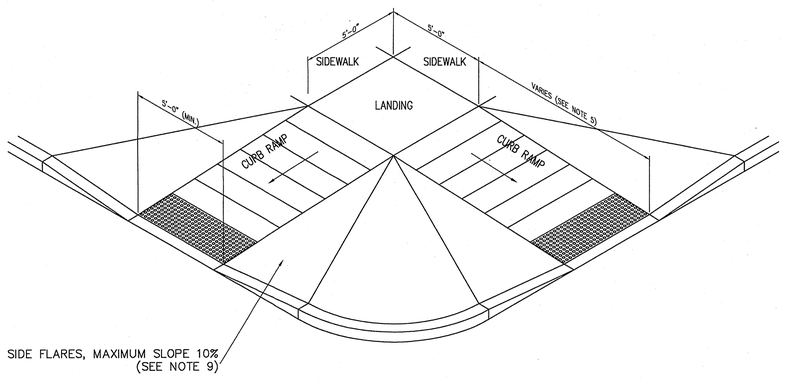
3. THE MINIMUM WIDTH FOR SIDEWALK CURB RAMPS IS 5'-0".
4. THE RUNNING SLOPE OF A CURB RAMP SHALL BE 1:20 (5%) MINIMUM (PREFERRED) AND 1:12 (8.33%) MAXIMUM.
5. WHERE THE SLOPE OF THE ROADWAY EXCEEDS 8.33% THE CURB RAMP LENGTH IS THE LENGTH NECESSARY TO MEET THE EXISTING SIDEWALK. IT IS NOT NECESSARY THAT THE RAMP LENGTH EXCEED 15'-0".
6. THE CROSS SLOPE OF CURB RAMPS SHOULD BE AS FLAT AS POSSIBLE, NOT TO EXCEED 1:50 (2%). THE CROSS SLOPE AT MIDBLOCK CROSSINGS MAY BE WARPED TO MEET STREET OR HIGHWAY GRADE.
7. THE VERTICAL ALIGNMENT OF A CURB RAMP, EXCLUDING THE FLARES, SHALL BE PLANAR. GRADE BREAKS SHALL BE FLUSH AND PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN.
8. RAMP TRANSITIONS BETWEEN WALKS, LANDINGS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT VERTICAL CHANGES (1/4" MAX).
9. WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP, FLARED SIDES WITH A SLOPE OF 10% MAXIMUM, MEASURED PARALLEL TO THE CURB LINE, SHALL BE PROVIDED.

LANDING NOTES

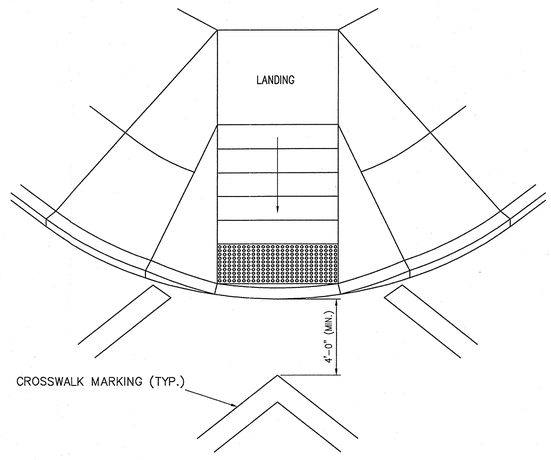
10. LANDINGS SHALL HAVE A MINIMUM CLEAR DIMENSION OF A 5'-0" BY 5'-0" EXCEPT AT THE BOTTOM OF RAMPS TYPE 1 & 2 ON SHEET 2 OF 4.
11. THE RUNNING AND CROSS SLOPES ON LANDINGS AT INTERSECTIONS IS 1:50 (2%) MAXIMUM. THE RUNNING AND CROSS SLOPES AT MIDBLOCK CROSSINGS MAY BE WARPED TO MEET STREET OR HIGHWAY GRADE.

RESTORATION

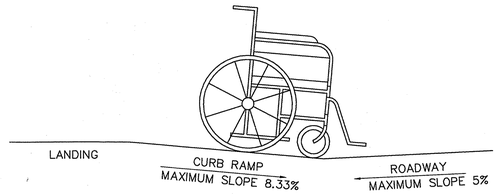
12. FOR RESTORATION OF ROADWAY PAVEMENT ADJACENT TO NEW PEDESTRIAN RAMPS SEE NEW CURB, SIDEWALK AND PAVEMENT RESTORATION DETAIL ON DWG. NO. MD-1.



CURB RAMP WITH SIDE FLARES
TYPICAL DIMENSIONING



DIAGONAL SIDEWALK CURB RAMP



NOTE: THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, LANDING, OR BLENDED TRANSITION SHALL BE 5% MAXIMUM

COUNTER SLOPE CONDITIONS

DETAILS TAKEN FROM NYSDOT STANDARD SHEET 608-1 (SHEET 1 OF 4)

AS BUILT REVISIONS DESCRIPTION OF WORK: SIGNATURE DATE		PIN PS&E DATE	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED PROJECT: NEW YORK STATE ROUTE 25 (MIDDLE COUNTRY ROAD) JAMESPORT, NEW YORK DRAWING TITLE: SIDEWALK CURB RAMP DETAILS (SHEET 1 OF 4)	CONTRACT NUMBER DRAWING NO. 608-1 SHEET NO. 1
	COUNTY: SUFFOLK					

DOCUMENT NAME: P:\27288.01\cad\ts\planset\27288.01-Off-site Improvements.dwg

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 10

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JOB MANAGER
USER = DGN:USERNAME
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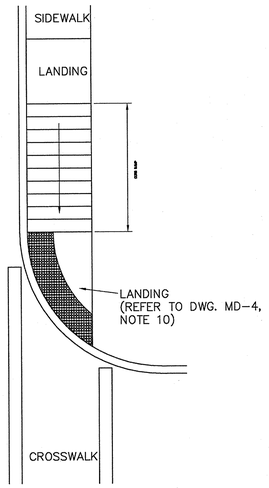
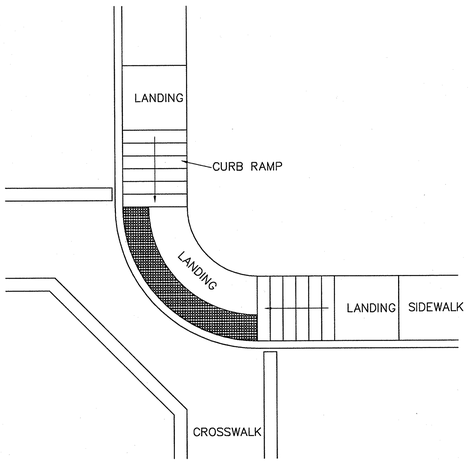
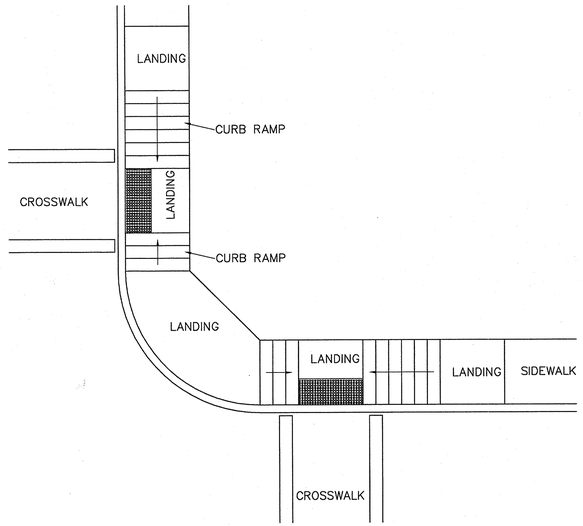


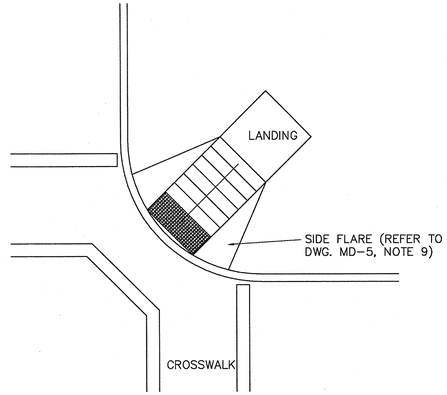
CURB RAMP CONFIGURATION: TYPE 2



CURB RAMP CONFIGURATION: TYPE 4

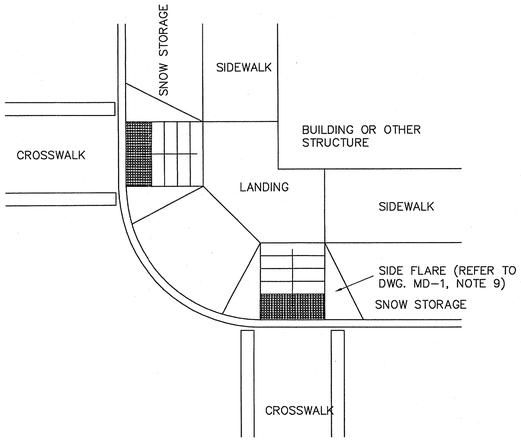


CURB RAMP CONFIGURATION: TYPE 6

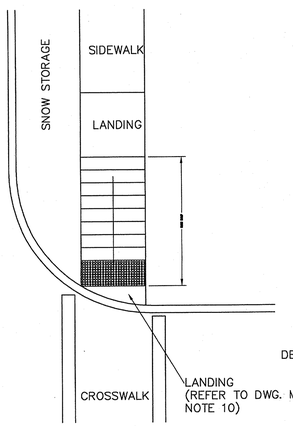


CURB RAMP CONFIGURATION: TYPE 8

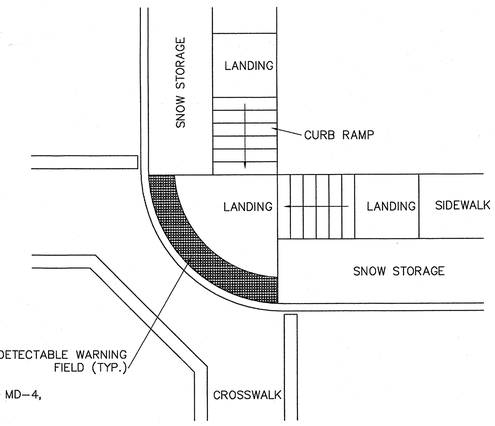
REFER TO DWG. MD-6 (NOTE 6)
NOT RECOMMENDED



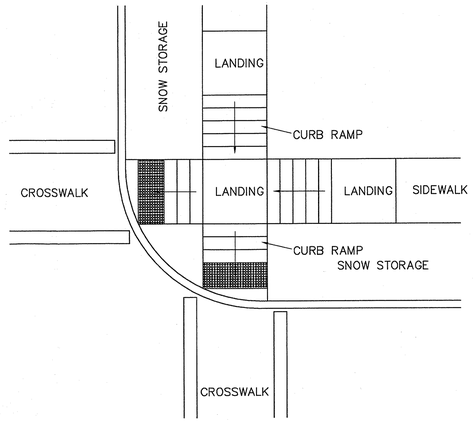
CURB RAMP CONFIGURATION: TYPE 7



CURB RAMP CONFIGURATION: TYPE 1



CURB RAMP CONFIGURATION: TYPE 3

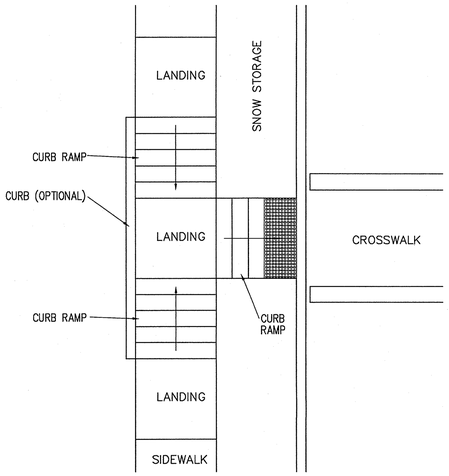


CURB RAMP CONFIGURATION: TYPE 5

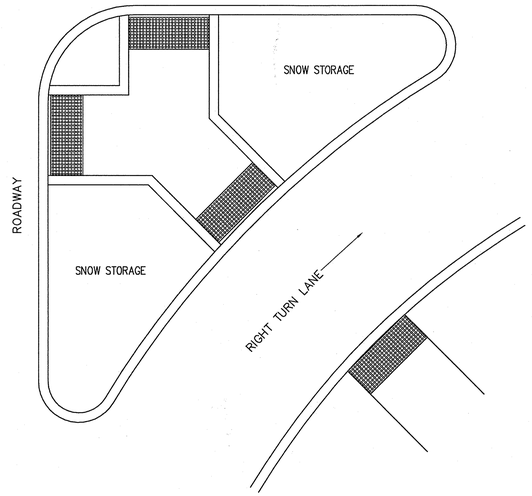
DETAILS TAKEN FROM NYSDOT STANDARD SHEET 608-1 (SHEET 2 OF 4)

AS BUILT REVISIONS DESCRIPTION OF WORK: SIGNATURE DATE		PIN PS&E DATE	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED PROJECT: NEW YORK STATE ROUTE 25 (MIDDLE COUNTRY ROAD) JAMESPORT, NEW YORK DRAWING TITLE: SIDEWALK CURB RAMP DETAILS (SHEET 2 OF 4)	CONTRACT NUMBER DRAWING NO. 608-1 SHEET NO. 2
	COUNTY: SUFFOLK					
DOCUMENT NAME: P:\27288.01\cad\ts\planset\27288.01-Off-site Improvements.dwg					NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 10	

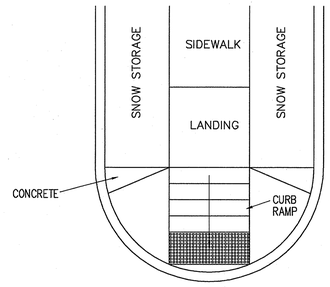
CHECKED BY
DRAFTED BY
ESTIMATED BY
DESIGNED BY
JOB MANAGER
DESIGN SUPERVISOR
USER = DGN$USERNAME



CURB RAMP CONFIGURATION: TYPE 10
MID BLOCK CROSSING



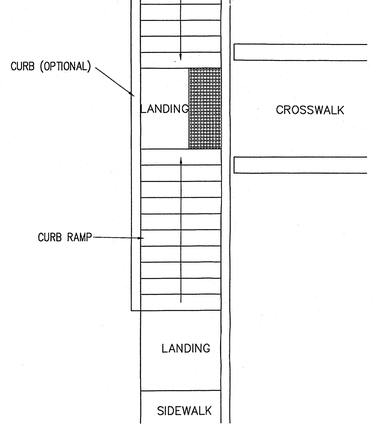
CURB RAMP CONFIGURATION: TYPE 12
RIGHT TURN ISLAND CUT THROUGH



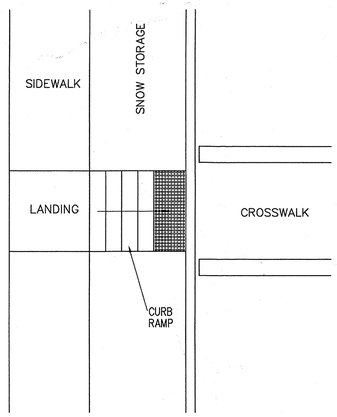
CURB RAMP CONFIGURATION: TYPE 13
ACCESS ISLAND CURB RAMP

NOTES:

1. FOR DIMENSIONS & GEOMETRIC VALUES REFER TO SHEET 1 OF 4.
2. THE CONFIGURATIONS SHOWN GENERICALLY REPRESENT THE MOST COMMON SITUATIONS ENCOUNTERED ON NYSDOT PROJECTS. THEY ARE INTENDED TO PRESENT CURB RAMP DESIGN CONCEPTS. SITE CONDITIONS AT INDIVIDUAL LOCATIONS REQUIRE SPECIFIC DESIGNS. CURB RAMP DESIGNS MUST BE CONSISTENT WITH THE PROVISIONS OF SHEETS 1, 2, AND 3 OF 4. REFER TO REGIONAL LANDSCAPE ARCHITECT FOR ADDITIONAL DESIGN GUIDANCE.
3. COORDINATE TRAFFIC CONTROL DEVICES, UTILITY LOCATIONS, SIGNS, STREET FURNITURE AND DRAINAGE TO ENSURE A CONTINUOUS PEDESTRIAN ACCESS ROUTE AT ALL CURB RAMP LOCATIONS. GUIDANCE FOR CROSSWALK ARKINGS AND TRAFFIC CONTROL DEVICES IS PROVIDED IN THE MUTCD.
4. DETECTABLE WARNINGS SHOWN ON THIS SHEET ARE FOR ILLUSTRATION ONLY. FOR SPECIFIC PLACEMENT ORIENTATIONS AND DIMENSIONS REFER TO SHEET 4 OF 4. SEE NOTE 10.
5. THE CROSS SLOPE OF RAMPS AND/OR LANDINGS AT MID BLOCK CROSSINGS MAY BE WARPED TO MEET STREET OR HIGHWAY GRADE.
6. USE TYPE 8 ONLY WHERE OTHER RAMPS ARE UNUSABLE. SINGLE DIAGONAL OR DEPRESSED CORNER CURB RAMPS SERVING TWO STREET CROSSING DIRECTIONS SHOULD BE AVOIDED IN NEW CONSTRUCTION AND SHOULD ONLY BE CONSIDERED WHERE CONDITIONS REQUIRE THEIR USE.
7. GRATES SHALL NOT BE LOCATED ON CURB RAMPS, BLENDED TRANSITIONS OR LANDINGS. ACCESS COVERS OF SIMILAR SURFACES SHALL COMPLY WITH APPLICABLE SURFACE REQUIREMENTS.
8. UTILITIES, SIGNS, AND OTHER FIXED OBJECTS MAY NOT BE PLACED ON A CURB, OR IN A MANNER THAT INTERFERES WITH THE USE OF THE CURB RAMP.
9. THE SURFACE OF ALL CURB RAMPS SHALL BE STABLE, FIRM AND SLIP RESISTANT. A COARSE BROOM FINISH RUNNING PERPENDICULAR TO THE SLOPE IS RECOMMENDED ON CONCRETE RAMP SURFACES, EXCLUSIVE OF THE DETECTABLE WARNING FIELDS.
10. THERE SHALL BE A LANDING AT THE TOP OF EACH PERPENDICULAR CURB RAMP AND A LANDING AT THE BOTTOM OF RAMPS TYPE 1 & 2 ON SHEET 2 OF 4.
11. LANDINGS MAY OVERLAP WITH ADJACENT LANDINGS OR A SINGLE LANDING MAY SERVE MULTIPLE CURB RAMPS.
12. LANDINGS MAY OVERLAP WITH THE CLEAR GROUND SPACE REQUIRED AT PEDESTRIAN SIGNAL PUSH BUTTONS.



CURB RAMP CONFIGURATION: TYPE 9
MID BLOCK CROSSING



CURB RAMP CONFIGURATION: TYPE 11

DETAILS TAKEN FROM NYSDOT STANDARD SHEET 608-1 (SHEET 3 OF 4)

CHECKED BY
DRAFTED BY
ESTIMATED BY
CHECKED BY
DESIGNED BY
JOB MANAGER
USER = DGN$USERNAME
DESIGN SUPERVISOR

AS BUILT REVISIONS
DESCRIPTION OF WORK:

SIGNATURE DATE

COUNTY: SUFFOLK

PIN

PS&E DATE

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

PROJECT: NEW YORK STATE ROUTE 25
(MIDDLE COUNTRY ROAD)
JAMESPORT, NEW YORK

DRAWING TITLE: SIDEWALK CURB RAMP DETAILS (SHEET 3 OF 4)

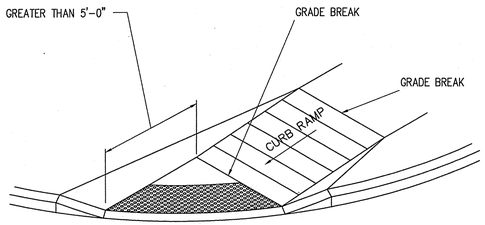
CONTRACT NUMBER

DRAWING NO. 608-1

SHEET NO. 3

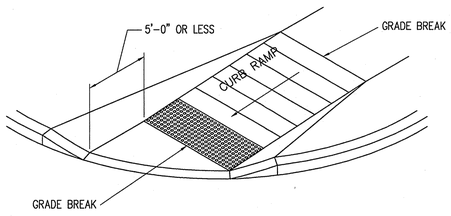
DOCUMENT NAME: P:\27288.01\cad\ts\planset\27288.01-Off-site Improvements.dwg

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 10



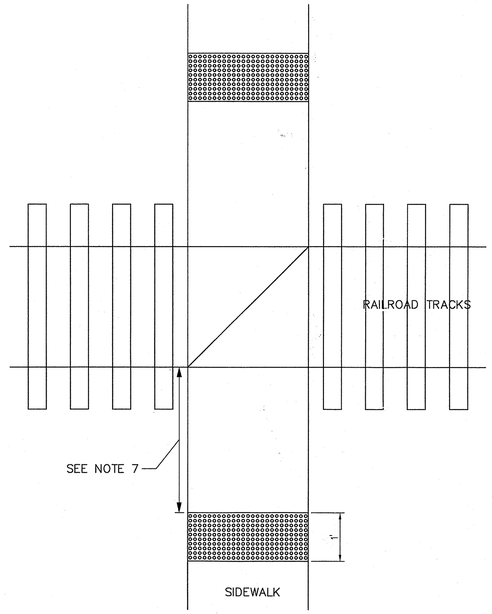
DETECTABLE WARNING PLACEMENT DETAIL 1

NOTE: IF THE DISTANCE FROM THE GRADE BREAK IS GREATER THAN OF EQUAL TO 5'-0", DETECTABLE WARNINGS SHOULD BE PLACED ALONG THE RADIUS OF THE CURVE AS SHOWN IN THE ABOVE DETAIL.

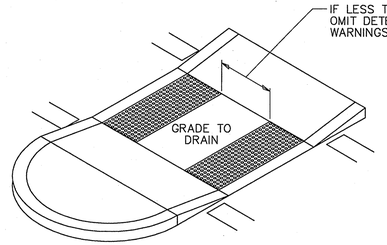


DETECTABLE WARNING PLACEMENT DETAIL 2

NOTE: IF THE DISTANCE FROM THE GRADE BREAK IS LESS THAN OR EQUAL TO 5'-0", DETECTABLE WARNINGS SHOULD BE PLACED ON THE CURB RAMP ALONG THE BOTTOM GRADE BREAK WITH ONE CORNER 5" TO 9" FROM THE FRONT OF THE CURB OR EDGE OF THE ROADWAY.



DETECTABLE WARNINGS AT RAILROAD CROSSING



DETECTABLE WARNINGS AT MEDIAN ISLANDS

NON-ELEVATED CROSSING

NOTES:

1. THE DETAILS PROVIDED ARE NOT DRAWN TO SCALE. THE QUANTITY OF DOMES DEPICTED ON THE DETECTABLE WARNING UNIT (THE DOMES AND THE ENTIRE 24" LEVEL SURFACE) IS FOR ILLUSTRATION ONLY.

DETECTABLE WARNING UNIT DIMENSIONS:

2. THE SIZE OF THE DETECTABLE WARNING FIELD SHALL BE 24" IN THE DIRECTION OF TRAVEL AND SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE, EXCLUSIVE OF SIDE FLARES.

DOME ALIGNMENT:

3. THE ROWS OF DOMES SHALL BE ALIGNED TO BE PERPENDICULAR OR RADIAL TO THE GRADE BREAK BETWEEN THE RAMP LANDING OR CURB RAMP AND THE STREET.

4. WHERE DOMES ARE ARRAYED RADIALLY THEY MAY DIFFER IN DOME DIAMETER AND CENTER-TO-CENTER SPACING WITHIN THE RANGES SPECIFIED ON THIS SHEET.

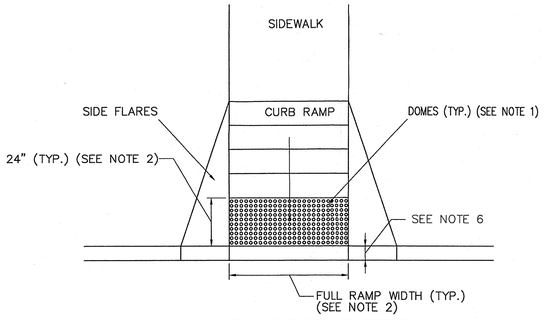
COLOR REQUIREMENTS:

5. THE DETECTABLE WARNING FIELD SHALL BE THE COLOR SPECIFIED IN THE CONTRACT DOCUMENTS OR MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

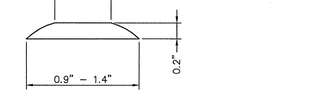
DETECTABLE WARNINGS LOCATIONS:

6. DETECTABLE WARNINGS SHALL BE LOCATED SO THAT THE EDGE OR CORNER OF THE WARNING FIELD NEAREST TO THE ROADWAY IS 5" TO 9" FROM THE FRONT OF THE CURB OR THE ROADWAY EDGE (12" WHERE TRAVERSABLE CURB IS USED).

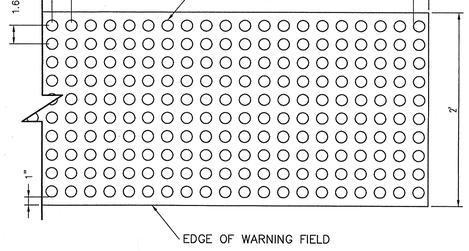
7. THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 6'-0" MINIMUM AND 15'-0" MAXIMUM FROM THE CENTERLINE OF THE NEAREST RAIL.



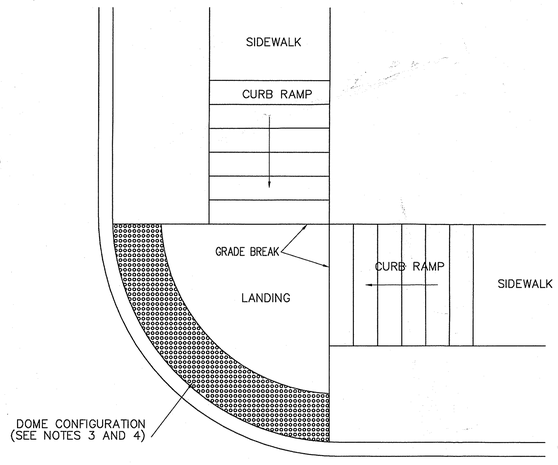
DETECTABLE WARNING AT CURB RAMP



DOME SECTION



DOME SPACING



CURB RAMP / BLENDED TRANSITION CONFIGURATION: TYPES 3 AND 4

DETAILS TAKEN FROM NYSDOT STANDARD SHEET 608-1 (SHEET 4 OF 4)

CHECKED BY
DRAFTED BY
ESTIMATED BY
DESIGNED BY
JOB MANAGER
USER = DGN\USERNAME
DESIGN SUPERVISOR

AS BUILT REVISIONS
DESCRIPTION OF WORK:

SIGNATURE DATE

COUNTY: SUFFOLK

PIN

PS&E DATE

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

CONTRACT NUMBER

PROJECT: NEW YORK STATE ROUTE 25
(MIDDLE COUNTRY ROAD)
JAMESPORT, NEW YORK

DRAWING TITLE: SIDEWALK CURB RAMP DETAILS (SHEET 4 OF 4)

DRAWING NO. 608-1

SHEET NO. 4

DOCUMENT NAME: P:\27288.01\cad\ts\planset\27288.01-Off-site Improvements.dwg

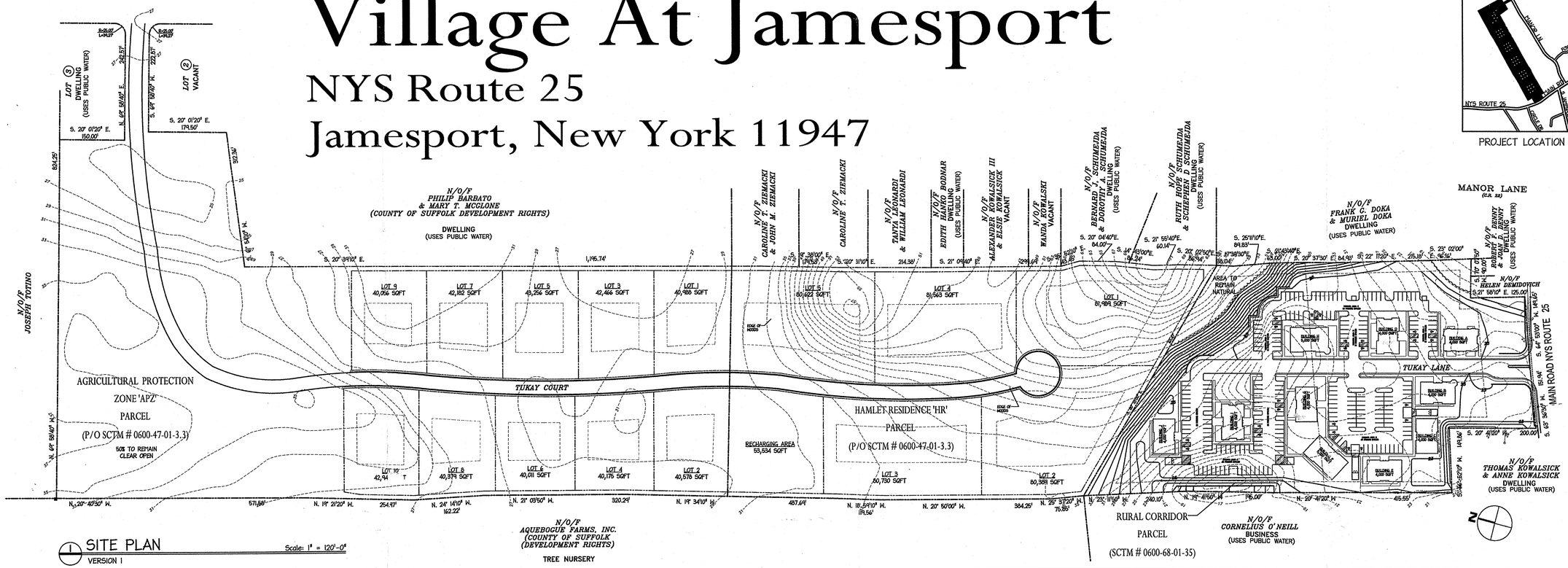
NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 10

Proposed Multi-Use Center for

Village At Jamesport

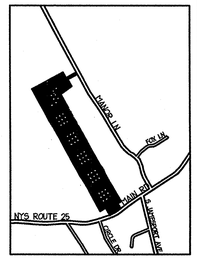
NYS Route 25

Jamesport, New York 11947



SITE PLAN
VERSION 1

Scale: 1" = 120'-0"



PROJECT LOCATION

GENERAL INFORMATION

LOCATION OF SITE: TOWN OF RIVERHEAD, SUFFOLK COUNTY
ACCESS TO N.Y.S. ROUTE 25 AND MANOR LANE IN THE HAMLET OF JAMESPORT

SUFFOLK COUNTY TAX MAP NUMBER: 0600-47-01-3.3 AND 0600-68-01-35

ZONING DISTRICT: APZ (21.987 ACRES, 957,760.7527 SQFT) & HAMLET RES. (11.9 ACRES, 518,356.9673 SQFT) (0600-47-01-3.3); RURAL CORRIDOR (0600-68-01-35)

AREA OF SITE: TOTAL = 43.599 ACRES; (33.887 ACRES 0600-47-01-3.3 AND 9.712 ACRES 0600-68-01-35)

INFORMATION TAKEN FROM SURVEY DONE BY 'JOSEPH INGEGNO' LAND SURVEYOR DATED 10-20-2003

EXISTING CHARACTERISTICS (BOTH LOTS)

MEADOW OR BRUSHLAND	13,277.44 SQ FT (.304 ACRES)	UNVEGITATED (BARE EARTH OR FILL)	0
FORESTED	667,242 SQ FT (15.31 ACRES)	ROADS, BUILDINGS & OTHER PAVED SURFACES	938 SQ FT (.03 ACRES)
AGRICULTURAL	1,217,715 SQ FT (27.955 ACRES)	LANDSCAPING	0
WETLAND	0	SLOPE INFO	0%-10%: 89.3% 11%-15%: 5.3% 15%>: 5.4%
WATER SURFACE AREA	0		

SITE INFORMATION

SCTM #: 0600-47-01-3.3	EXISTING	PROPOSED
ZONING	APZ & HR ZONE	APZ & HR ZONE
AREA OF SITE	33.887 ACRES (1,476,117.72 SQ FT)	15 SINGLE FAMILY RESIDENCES
AREA OF BUILDING	VACANT	TBD
AREA OF PAVEMENTS	SEE ABOVE EXISTING CHARACTERISTICS	TBD
AREA OF LAWN & LANDSCAPING	SEE ABOVE EXISTING CHARACTERISTICS	TBD
AREA OF RECHARGE BASINS	NOT APPLICABLE	53,534 SQFT
AREA OF AG. LAND	1,217,715 SQFT	1,217,715 SQFT
AREA TO REMAIN NATURAL	SEE ABOVE EXISTING CHARACTERISTICS	485,752 SQFT (51% OF APZ ZONING)
AREA OF MEADOW OR BRUSHLAND	SEE ABOVE EXISTING CHARACTERISTICS	TBD
AREA OF FOREST	258,528 SQFT	TBD
SLOPES	0% - 15% = 97.6%; 15% - 30% = 2.3%; 30% - VERT = .07%	TBD

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 PAVIMENTS	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% = 85.99%; 15% - 30% = 12.94%; 30% - VERT = 1.07%	0% - 15% = 84.5%; 15% - VERT = 15.5%

BUILDING INFORMATION

AGRICULTURAL PROTECTION ZONE/HAMLET RESIDENTIAL PARCEL

	EXISTING	PROPOSED
AREA OF SITE	33.887 ACRES (1,476,117.72 SQ FT)	
AREA OF BUILDING	VACANT	15 SINGLE FAMILY BUILDING LOTS

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

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.:

BRICK PAVER SIDEWALKS	= 23,927 SQ.FT.
TURKAY LANE	= 25,391 SQ.FT.
TOTAL BUILDING AREA	= 42,000 SQ.FT.
TOTAL	= 91,746 SQ.FT. (21.68%)

91,746 SQ.FT. / 423,054.72 SQ.FT. = .2168 X 100% = 21.68% ACTUAL IMPERIVIOUS SURFACE

PROPOSED PERVIOUS SQ.FT.:

PARKING AREA A	= 36,134 SQ.FT.
PARKING AREA B	= 32,334 SQ.FT.
PARKING AREA C,D,E,&F	= 34,307 SQ.FT.
TOTAL	= 102,465 SQ.FT.

PARKING CALCULATION:

PAVING SPECIFICATION: 6" RCA BLEND BASE WITH 3-1/2" ASPHALT BASE AND A 1-1/2" ASPHALT TOP COURSE

POUROUS PAVEMENT SYSTEM: 10" OF COMPACTED AGGREGATE BASE MATERIAL 1-1/4" THICK CHOKER COURSE OF AGGREGATE 1/4" - 3/8" IN SIZE THEN 3.5" OF COMPACTED FILTERPAVE BY PRESTO (ELASTOMERIC BINDER BONDED RECYCLED GLASS)

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)
8,660 SQ.FT. / 150 SQ.FT. = 58 PARKING SPACES

(4) OFFICE BUILDINGS (PROFESSIONAL OFFICE)
8,340 SQ.FT. X 5% = 417 SQ.FT. MECHANICAL/SERVICES
7,923 SQ.FT. / 150 SQ.FT. = 53 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 8660 SF = 866 GPD
0.03 GPD/SF (DRY USE) x 8340 SF = 250 GPD

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	301.54'	9.93%	N/A	N/A	21.68%	35	0.099	N/A	N/A	111' - 11"	25'	155' -3"	50'

STROMSKI
architecture, p.c.
P.O. BOX 1254 JAMESPORT, NY 11947
PHONE (631) 779-2832 FAX (631) 779-2833

CIVIL ENGINEER
E.S. KALOGERAS, P.E.
CONSULTING ENGINEER
727 Union Avenue - Riverhead, NY 11901
PHONE: (631) 722-4040 FAX: (631) 722-4004

Proposed
Agricultural re-grading plan
for

JUL-BET Entrprises

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
7	06-14-10 Revised for FEIS
8	08-20-10 Prehistoric Boundary
	Flagged by Tracker added
9	10-27-10 Changes per NYSDOT
	Comments

SEAL

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PROJECT NO.	10-AR001		
SCALE	As Noted	DATE	6/5/07
DRAWN BY	SL/GS	CHECKED BY	RS

TITLE

Site Plan & Project Information

SHEET

SP-1

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% = 85.99%; 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

POUROUS PAVEMENT SYSTEM: 10" OF COMPACTED AGGREGATE BASE MATERIAL 1-1/4" THICK CHOKER COURSE OF AGGREGATE 1/4" - 3/8" IN SIZE THEN 3.5" OF COMPACTED FILTERPAVE BY PRESTO (ELASTOMERIC BINDER BONDED RECYCLED GLASS)

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)
8,660 SQ.FT. / 150 SQ.FT. = 58 PARKING SPACES

(4) OFFICE BUILDINGS (PROFESSIONAL OFFICE)
8,340 SQ.FT. X 5% = 417 SQ.FT. MECHANICAL/SERVICES
7,923 SQ.FT. / 150 SQ.FT. = 53 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 8660 SF = 866 GPD
0.03 GPD/SF (DRY USE) x 8340 SF = 250 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

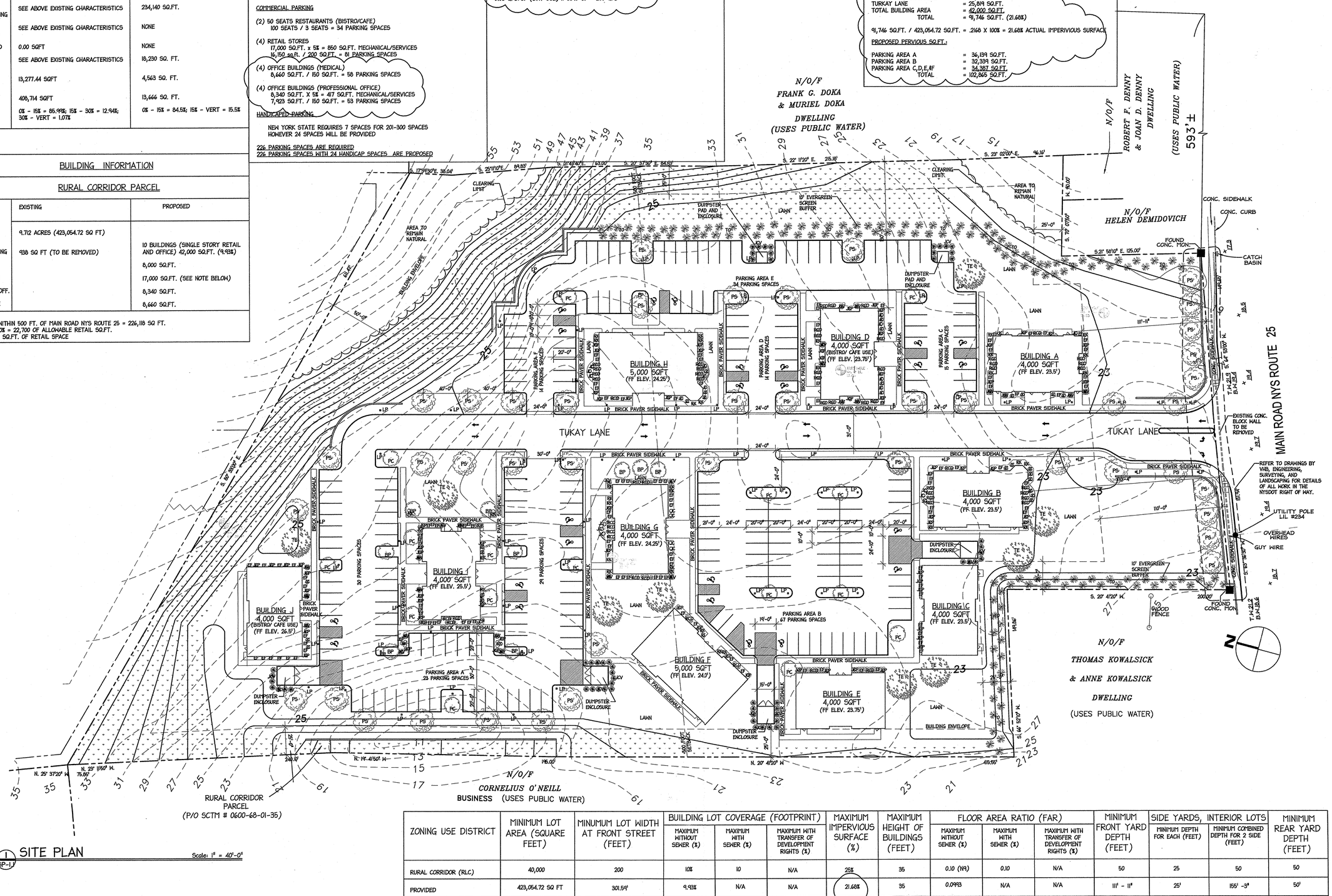
PROPOSED IMPERVIOUS SQ.FT.:

BRICK PAVER SIDEWALKS	= 23,927 SQ.FT.
TURKAY LANE	= 25,849 SQ.FT.
TOTAL BUILDING AREA	= 42,000 SQ.FT.
TOTAL	= 91,746 SQ.FT. (21.68%)

91,746 SQ.FT. / 423,054.72 SQ.FT. = .2168 X 100% = 21.68% ACTUAL IMPERIVIOUS SURFACE

PROPOSED PERVIOUS SQ.FT.:

PARKING AREA A	= 36,139 SQ.FT.
PARKING AREA B	= 32,339 SQ.FT.
PARKING AREA C,D,E,&F	= 34,387 SQ.FT.
TOTAL	= 102,865 SQ.FT.



SITE PLAN

1 / 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	21.68%	35	0.0993	N/A	N/A	111' - 11"	25'	155' -3"	50'

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Proposed
Agricultural re-grading plan
for

JUL-BET Entrprises

NYS Route 25
Jamesport, New York

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	Comments	

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PROJECT NO.	10-AR001		
SCALE	As Noted	DATE	6/5/07
DRAWN BY	SL/GS	CHECKED BY	RS

TITTLE

Site Plan

SHEET

SP-1.1

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)	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	
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. RETAIL
(1) - 1,330 SQ.FT. MEDICAL

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):

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:

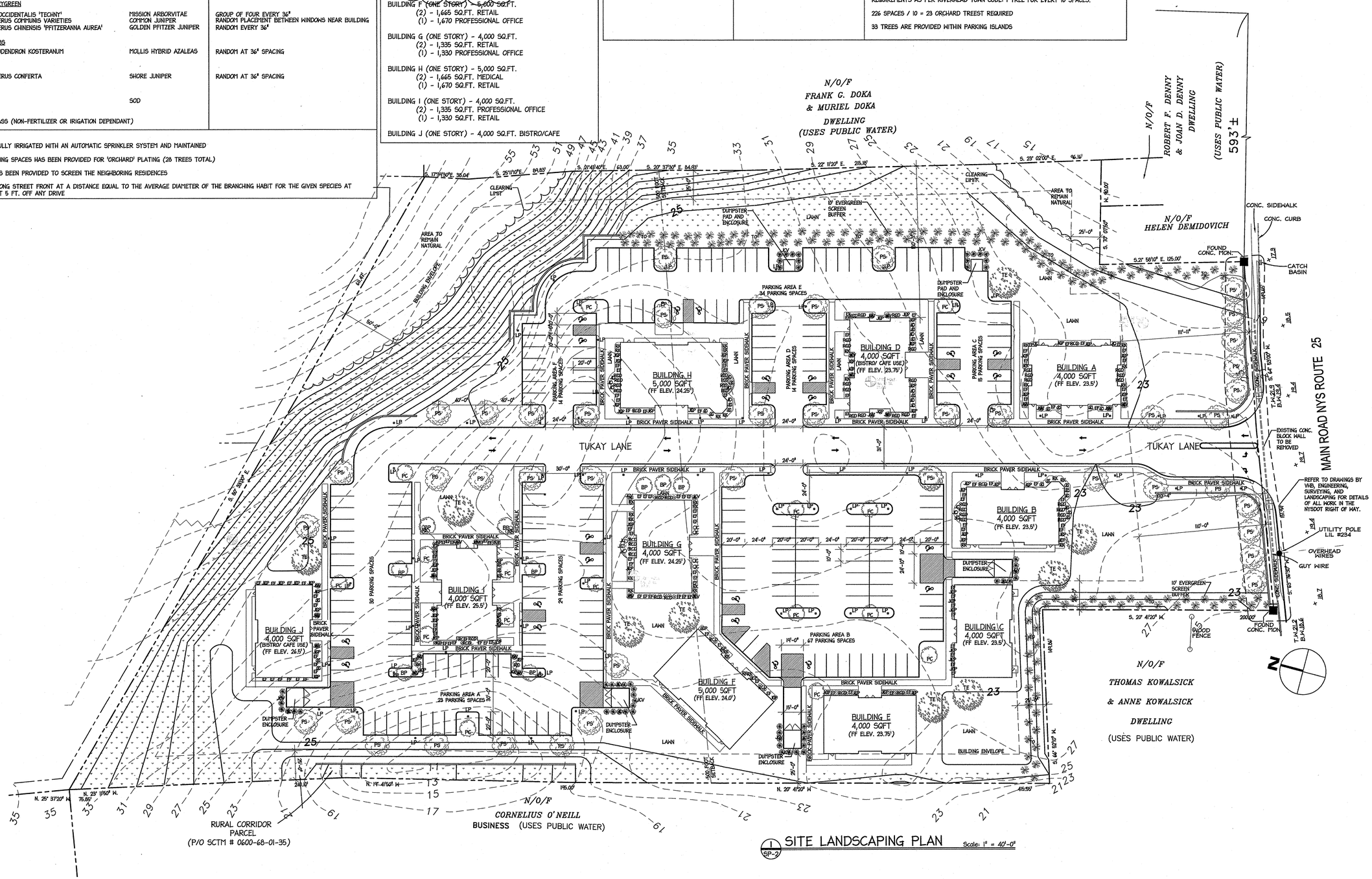
21,322 SQ.FT. (20.7%)
REFERNCED LANDSCAPING LOCATED JUST WITHIN ISLANDS AND BUILDING PADS. ADDITIONAL LANDSCAPING IS PROVIDED WITHIN PARKING PERIMETER.

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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Agricultural re-grading plan
for

JUL-BET Entrprises

NYS Route 25
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PROJECT NO.	10-AR001		
SCALE	As Noted	DATE	6/5/07
DRAWN BY	SL/GS	CHECKED BY	RS

TITLE

Site Landscaping Plan

SHEET

SP-2

SITE DRAINAGE

ZONE ONE:

TOTAL AREA SERVED: 142,706 SQUARE FEET

IMPERVIOUS PAVED AREA: 12,069 SQUARE FEET
12,069 SF x 0.17 (2" RAIN FALL) x 100% = 2,052 CUBIC FEET

PREVIOUS PAVED AREA: 34,066 SQUARE FEET
34,066 SF X 0.17 (2" RAIN FALL) X 50% = 2,896 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: 7,674 SQUARE FEET
7,674 x 0.17 (2" RAIN FALL) x 100% = 1,339 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 = 9,784 CUBIC FEET

PROPOSED CONTAINMENT = 9,997.4 CUBIC FEET
(11) 10'-0" DIAMETER SOLID DOMES
(11) 10-0" DIAMETER 12'-0" HIGH STORM DRAIN RINGS (821.8 CU FT)
(14) 10'-0" DIAMETER STORM BASIN (68.4 CU FT)

ZONE TWO:

TOTAL AREA SERVED: 132,026 SQUARE FEET

IMPERVIOUS PAVED AREA: 5,723 SQUARE FEET
5,723 SF x 0.17 (2" RAIN FALL) x 100% = 973 CUBIC FEET

PERVIOUS PAVED AREA: 35,654 SQUARE FEET
35,654 SF X 0.17 (2" RAIN FALL) X 50% = 3,031 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 100% = 1,305 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 = 8,632 CUBIC FEET

PROPOSED CONTAINMENT = 9,518.6 CUBIC FEET
(11) 10'-0" DIAMETER SOLID DOMES
(11) 10-0" DIAMETER 12'-0" HIGH STORM DRAIN RINGS (821.8 CU FT)
(7) 10'-0" DIAMETER STORM WATER BASIN (68.4 CU FT)

ZONE THREE:

TOTAL AREA SERVED: 102,817 SQUARE FEET

IMPERVIOUS PAVED AREA: 8,027 SQUARE FEET
8,027 SF x 0.17 (2" RAIN FALL) x 100% = 1,365 CUBIC FEET

PERVIOUS PAVED AREA: 33,140 SQUARE FEET
33,140 SF X 0.17 (2" RAIN FALL) X 50% = 2,817 CUBIC FEET

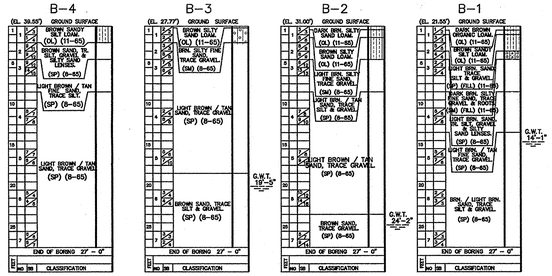
ROOF SURFACE AREA: 16,500 SQUARE FEET
16,500 x 0.17 (2" RAIN FALL) x 100% = 2,805 CUBIC FEET

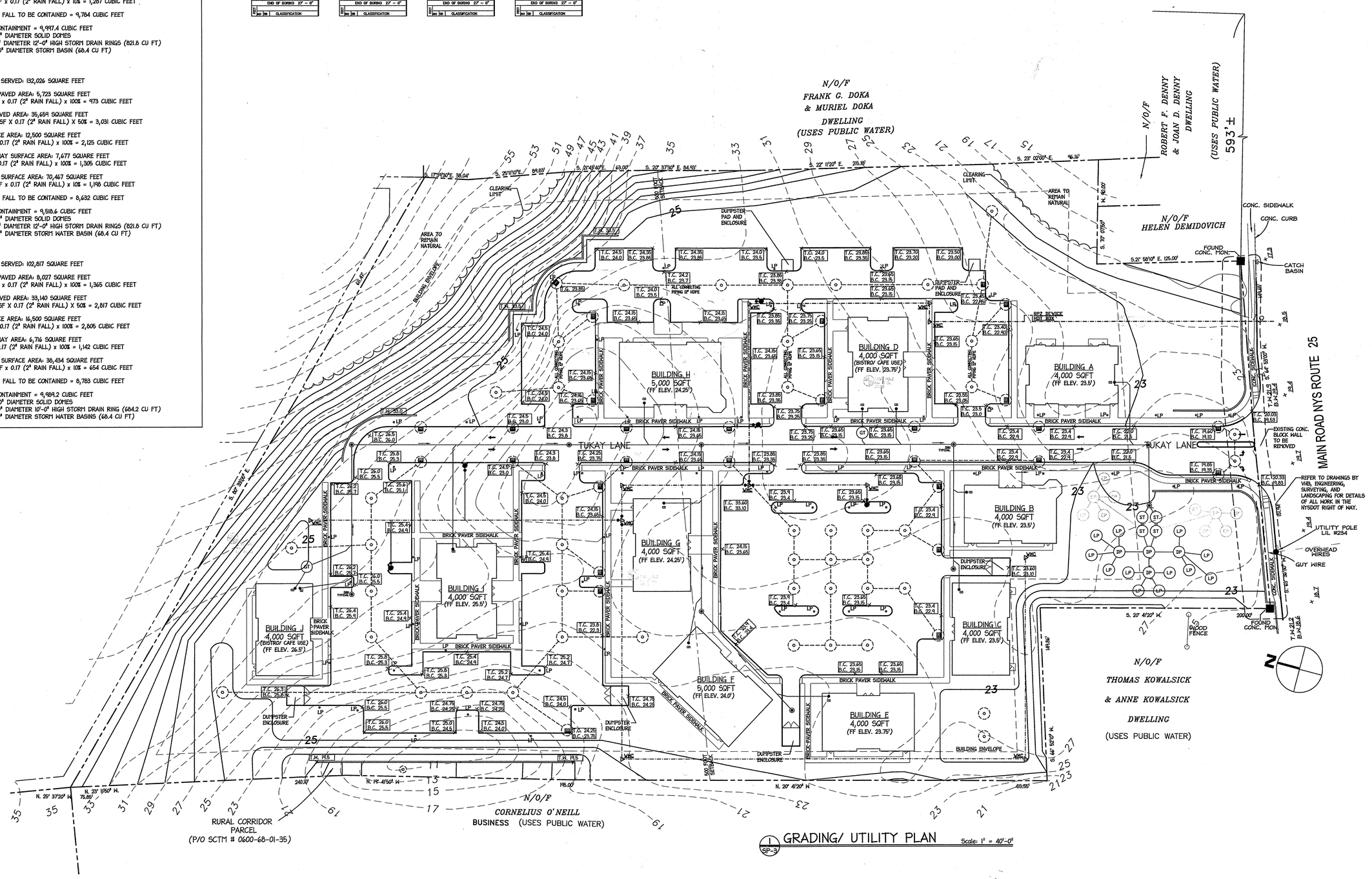
BRICK WALKWAY AREA: 6,716 SQUARE FEET
6,716 x 0.17 (2" RAIN FALL) x 100% = 1,142 CUBIC FEET

LANDSCAPED SURFACE AREA: 36,434 SQUARE FEET
36,434 SF x 0.17 (2" RAIN FALL) x 10% = 654 CUBIC FEET

ACTUAL RAIN FALL TO BE CONTAINED = 8,783 CUBIC FEET

PROPOSED CONTAINMENT = 9,984.2 CUBIC FEET
(14) 10'-0" DIAMETER SOLID DOMES
(14) 10-0" DIAMETER 10'-0" HIGH STORM DRAIN RING (684.2 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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PROJECT NO.	10-AR001		
SCALE	As Noted	DATE	6/5/07
DRAWN BY	SL/GS	CHECKED BY	RS

TITLE

Grading, Utility, and Drainage Plan

SHEET

SP-3

Winkelman, Daniel

From: Campagnola, M.
Sent: Thursday, July 08, 2010 9:55 AM
To: 'Mark Wolfgang'
Cc: Winter, Ryan; Gennaro, Kim
Subject: RE: NYSDOT Case# 06-391P

Mark... Thank you for your comments.. At this time the applicant is looking for environmental approval and is not seeking to obtain the required NYSDOT Highway Work Permit. The applicant is aware that a permit will be required for all required NYSDOT infrastructure improvements after the town issues the required 239k to the State. Be assured that at that time, Highway Work Permit plans will be prepared in accordance with all NYSDOT requirements, including mitigation to maintain all on-site drainage on the applicant's property and off of the NYS ROW, necessary concrete curbing, concrete sidewalk, asphalt pavement, necessary pavement markings etc. In purview of the above, we respectfully request that you commence your review of the submitted architects site plan, along with our Traffic Impact Study and Signal Warrant Study that was performed for this proposed development, in order that your comments can be utilized in developing the final mitigation that NYSDOT will require to be performed under a Highway Work Permit. Thank you for your time Mark... Paul

M. Paul Campagnola
Transportation Practice Manager

VHB Engineering, Surveying and Landscape Architecture, P.C.
Transportation | Land Development | Environmental Services

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-----Original Message-----
From: Mark Wolfgang [mailto:mwolfgang@dot.state.ny.us]
Sent: Thursday, July 08, 2010 8:42 AM
To: Campagnola, M.
Subject: RE: NYSDOT Case# 06-391P

Good Morning Paul,

We are in receipt of the items you sent for the subject case. Unfortunately the site plans lack sufficient information to begin our review. We bring to your attention the following paragraph excerpted from our 10/1/09 letter to Mr. Richard Hanley, Planning Director for the Town of Riverhead:

For us to commence our review, additional items need to be included in the site plans for the work to be performed within state road's Right Of Way. Please see the attached "SITE PLAN REQUIREMENTS CHECKLIST" for additional features that need to be included on the site plans. We are particularly interested in the site's internal drainage, since we do not permit runoff from private property onto our State highways. A Work Zone Traffic Control plan must also be provided for work on NY 25. Please submit ten (10) sets of revised plans showing the changes.

Please provide us with ten (10) copies of site plans as we previously requested. The shall contain all the items we require to commence our review. We recommend that you consult our driveway policy manual which is available on our website at www.nysdot.gov. On the NYSDOT A-Z bar click on "H", then click on Highway Work Permits and then click on Policy and Standards for the Design of Entrances to State Highways. Site Plan Requirement Items are contained in this manual.

Thank you and if you have any questions please let me know.

Mark D. Wolfgang
Civil Engineer I
NYSDOT, Region 10
Traffic Engineering and Safety
250 Veterans Highway
Hauppauge, NY 11788
Telephone: (631) 952-7973
Mobil: (631) 978-1671
Fax: (631) 952-4967

>>> "Campagnola, M." <PCampagnola@VHB.com> 6/15/2010 3:18 PM >>>
Thanks Mark... will do... Paul

M. Paul Campagnola
Transportation Practice Manager

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-----Original Message-----
From: Mark Wolfgang [mailto:mwolfgang@dot.state.ny.us]
Sent: Tuesday, June 15, 2010 2:52 PM

To: Campagnola, M.
Subject: RE: NYSDOT Case# 06-391P

Paul,
Please send in everything we requested, i.e. plains, TIS, Signal; Warrant Study, etc. We will need the number of copies requested so DOT staff can evaluate and comment.
Thank you,
Mark

Mark D. Wolfgang
Civil Engineer I
NYSDOT, Region 10
Traffic Engineering and Safety
250 Veterans Highway
Hauppauge, NY 11788
Telephone: (631) 952-7973
Mobil: (631) 978-1671
Fax: (631) 952-4967

>>> "Campagnola, M." <PCampagnola@VHB.com> 6/15/2010 2:36 PM >>>
Thanks Mark... We will send you a copy of the warrant analysis, but can you be more explicit in what other info you need? As stated in our letter, the lack of sufficient ROW and/or pavement width kind of limits the traffic mitigation that can be performed on NYS25 in the vicinity of the site. There appears to be only 45' of pavement on NYS25 through this area. There is one 12' e/b lane, a 13' w/b lane and two 10' wide shoulder areas on either side of the roadway that allows on-street parking for those businesses fronting directly on NYS25. There are no parking restrictions on either side of NYS25, except near the corner of South Jamesport Ave. These lane widths, lack of parking restrictions and constricted ROW, makes it impossible to add any capacity to the roadway, without eliminating the parking in this CBD. I don't think that eliminating parking for the existing businesses in this area will be met favorably by the Town of Riverhead. As such, is there anything specific that the State may want in lieu of capacity improvements? I know that the State doesn't have the ability to collect impact fees, but, perhaps upgrading the existing sidewalks and curbs in the CBD, installation of high visibility crosswalks, drainage mitigation? Please let me know...
Thanks... Paul

M. Paul Campagnola
Transportation Practice Manager

VHB Engineering, Surveying and Landscape Architecture, P.C.
Transportation | Land Development | Environmental Services

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-----Original Message-----
From: Mark Wolfgang [mailto:mwolfgang@dot.state.ny.us]
Sent: Monday, June 14, 2010 7:58 AM
To: Campagnola, M.
Subject: Re: NYSDOT Case# 06-391P

Good Morning Paul,
We appreciate the letter response that you provided for the subject case, however, it does not sufficiently address our 10/1/09 comments or provide the items requested by our letter. Please provide us with all the items requested in our letter and we will be glad to distribute your response to the appropriate NYSDOT staff for review and comment.
Six copies of the traffic signal warrant analysis should also be provided for our review and comment as part of the TIS.
Thank you,

Mark D. Wolfgang
Civil Engineer I
NYSDOT, Region 10
Traffic Engineering and Safety
250 Veterans Highway
Hauppauge, NY 11788
Telephone: (631) 952-7973
Mobil: (631) 978-1671
Fax: (631) 952-4967

>>> "Campagnola, M." <PCampagnola@VHB.com> 6/11/2010 3:34 PM >>>
Hi Mark... Hope that you are doing ok with all the State issues flying around..??!! By any chance, have you had some time to review our last letter that we sent to Shaik regarding the above referenced project in Jamesport? We have to submit responses to the questions raised in the FEIS by sometime during the week of June 21st. Please let me know if you have any questions. I have attached another copy of the letter for your use... Thanks... Paul

M. Paul Campagnola
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TRANSMITTAL

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Date: 7/6/10	**VHB Project No.:** 27288.01
Re: Case #06-391P	

To: Mr. Mark Wolfgang
NYS Department of Transportation
Traffic & Safety Group
250 Veterans Memorial Highway
Hauppauge, NY 11788

We are sending you: ☒ Attached ☐ Under Separate cover via Regular Mail the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Diskettes ☐ Specifications ☐ Copy of Letter ☐ Change Order
☐ Other

Copies	Date	No.	Description
6			Traffic Signal Warrant Study
6			Traffic Impact Study
			Site Plan

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 ☐ Return for corrections ☐ Return ____ Corrected prints
☐ For review and comment ☐ For bids due
☐ Returned prints on loan to VHB

REMARKS: Attached please find a copy of the Traffic Signal Warrant Study and Traffic Impact Study as requested and copies of the site plan for your reference.

If VHB provides materials to the Client that are stored electronically, the Client recognizes that data, plans, specifications, reports, documents, or other information recorded on or transmitted as electronic media ("CADD Documents") are subject to undetectable alteration, either intentional or unintentional, due to, among other causes, transmission, conversion, media degradation, software error, or human alteration. Accordingly, the CADD Documents are provided to the Client for informational purposes only and not as an end product. VHB makes no warranties, either express or implied, regarding the fitness or suitability of the CADD Documents.

The CADD Documents are instruments of professional service, and shall not be used, in whole or in part, for any project other than that for which they were created, without the express written consent of VHB and without suitable compensation to VHB. Accordingly, the Client agrees to waive any and all claims against VHB resulting in any way from the unauthorized alteration, misuse or reuse of the CADD documents and to defend, indemnify, and hold VHB harmless for any claims, losses, damages, or costs, including attorneys fees, arising out of the alteration, misuse or reuse of any CADD Documents.

Copy to: File - 27288.01

By: M. Paul Campagnola

2003 MUTCD

WARRANT 1 (Route 25 & Site Driveway - Jamesport)

Intersection: Route 25 @ Site Driveway

Major Street Direction: Eastbound-Westbound

Year: 2008 **Condition:** Existing

Operating speed on major roadway: 30 mph

Number of approaches: 3

		Required approach volumes Minimum	Adjusted Minimum*
Warrant 1: EIGHT-HOUR VEHICULAR VOLUME			
Warrant 1A: MINIMUM VEHICULAR VOLUME (8 hours of day)			
Major Street	1 Lane(s) on each approach	500	500
Minor Street	1 Lane(s) on each approach	150	150
Warrant 1B: INTERRUPTION OF CONTINUOUS TRAFFIC (8 hours of day)			
Major Street	1 Lane(s) on each approach	750	750
Minor Street	1 Lane(s) on each approach	75	75
80 PERCENT SATISFACTION OF WARRANT 1A AND WARRANT 1B		Warrant 1A	Warrant 1B
Major Street	1 Lane(s) on each approach	400	600
Minor Street	1 Lane(s) on each approach	120	60

Warrant 2: FOUR-HOUR VEHICULAR VOLUME			
Major Street	1 Lane(s) on each approach	If "verify" indicated, see Figure 4C-1 or 4C-2	
Minor Street	1 Lane(s) on each approach	25	accuracy of regression equations

Warrant 3: PEAK HOUR VOLUME			
Major Street	1 Lane(s) on each approach	If "verify" indicated, see Figure 4C-3 or 4C-4	
Minor Street	1 Lane(s) on each approach	25	accuracy of regression equations

Hour	Entering Vol. Minor Road+	Entering Vol. on Major Road Eastbound	Entering Vol. on Major Road Westbound	Tot. Ent. Vol. On Major Rd	Meets the following volume-based warrants? 1A	1B	80%(1A&1B)	2	3
6:00 - 7:00 AM				0	No	No	No	No	No
7:00 - 8:00 AM				0	No	No	No	No	No
8:00 - 9:00 AM	17	591	589	1180	No	No	No	No	No
9:00 - 10:00 AM		516	613	1129	No	No	No	No	No
10:00 - 11:00 AM		575	585	1160	No	No	No	No	No
11:00 - 12:00 PM		681	605	1286	No	No	No	No	No
12:00 - 1:00 PM		695	640	1335	No	No	No	No	No
1:00 - 2:00 PM		665	627	1292	No	No	No	No	No
2:00 - 3:00 PM		666	598	1264	No	No	No	No	No
3:00 - 4:00 PM		747	626	1373	No	No	No	No	No
4:00 - 5:00 PM	86	793	731	1524	No	Yes	No	Verify	No
5:00 - 6:00 PM				0	No	No	No	No	No
6:00 - 7:00 PM				0	No	No	No	No	No
					No	No	No	No	No
			Warrants Met?			1 NO		2 No	3 No

*From the criteria described for the warrant in the MUTCD.

**If the operating speed is higher than 40mph then the volumes can be adjusted to 70%. (If no adjusted minimum, the minimum from the previous column is shown)

+If more than one approach, report the approach that has the higher volume.

NON-VOLUME-BASED WARRANTS

Warrant 4, Minimum Pedestrian Volume: No

Peak Four Hour Pedestrian Volumes: 0
(non-concurrent) 0
0
0

Warrant 5, School Crossing:
See MUTCD for details.

Warrant 6, Coordinated Signal System:
See MUTCD for details.

Warrant 7, Crash Experience: No

# of accidents "correctable by signalization" occuring in the last 12 months: 0

Warrant 8, Roadway Network:
See MUTCD for details.

Source: *Manual on Uniform Traffic Control Devices* (MUTCD); 2003 Edition [2003]

last updated: 08/05/05 [version]

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 *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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Appendix A: Figures 1- 14

Appendix B: Manual Turning Movement Counts, ATR Data, Accident Data

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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.

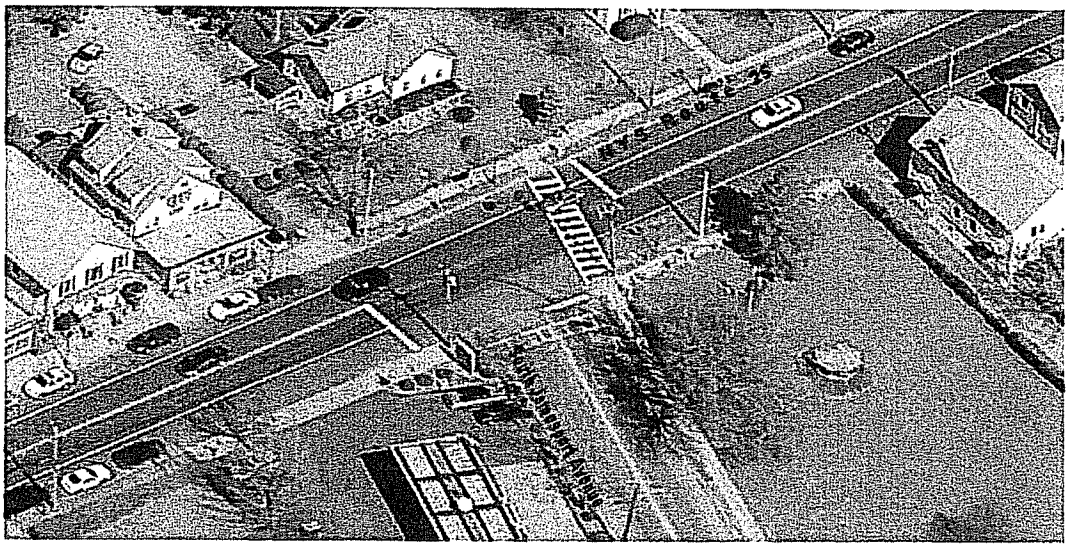
Circle Drive

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

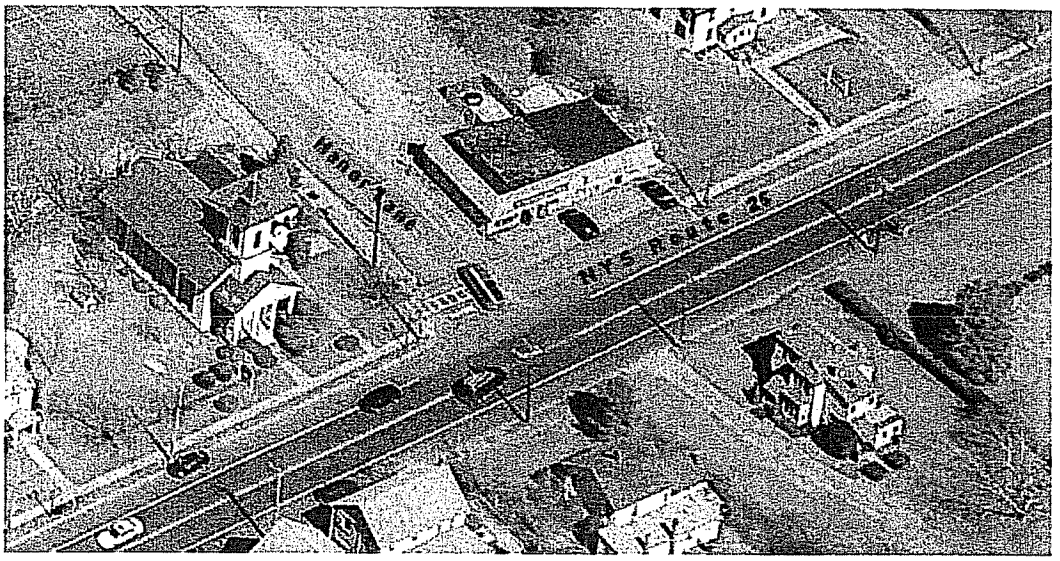
To determine the potential traffic impacts of the proposed project, the site driveways and the following key intersections were analyzed for the Existing, No Build and Build conditions:

NYS Route 25, Main Road @ South Jamesport Avenue



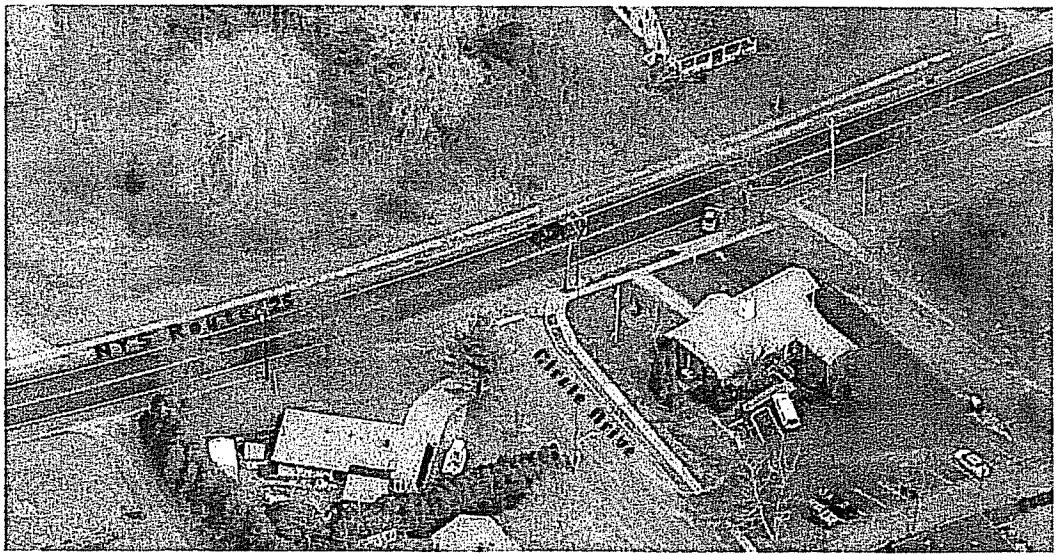
The signalized intersection of NYS Route 25 at South Jamesport Avenue is a T-intersection with the eastbound and westbound approaches providing a shared through and left turn lane and a shared through and right turn lane. The northbound approach provides a shared left turn and right turn lane. The intersection 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 Entering 77 / Exiting 78 155	PM Peak Hour Trips Entering 96 / Exiting 86 182	Sat Peak Hour Trips Entering 109 / Exiting 103 212

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

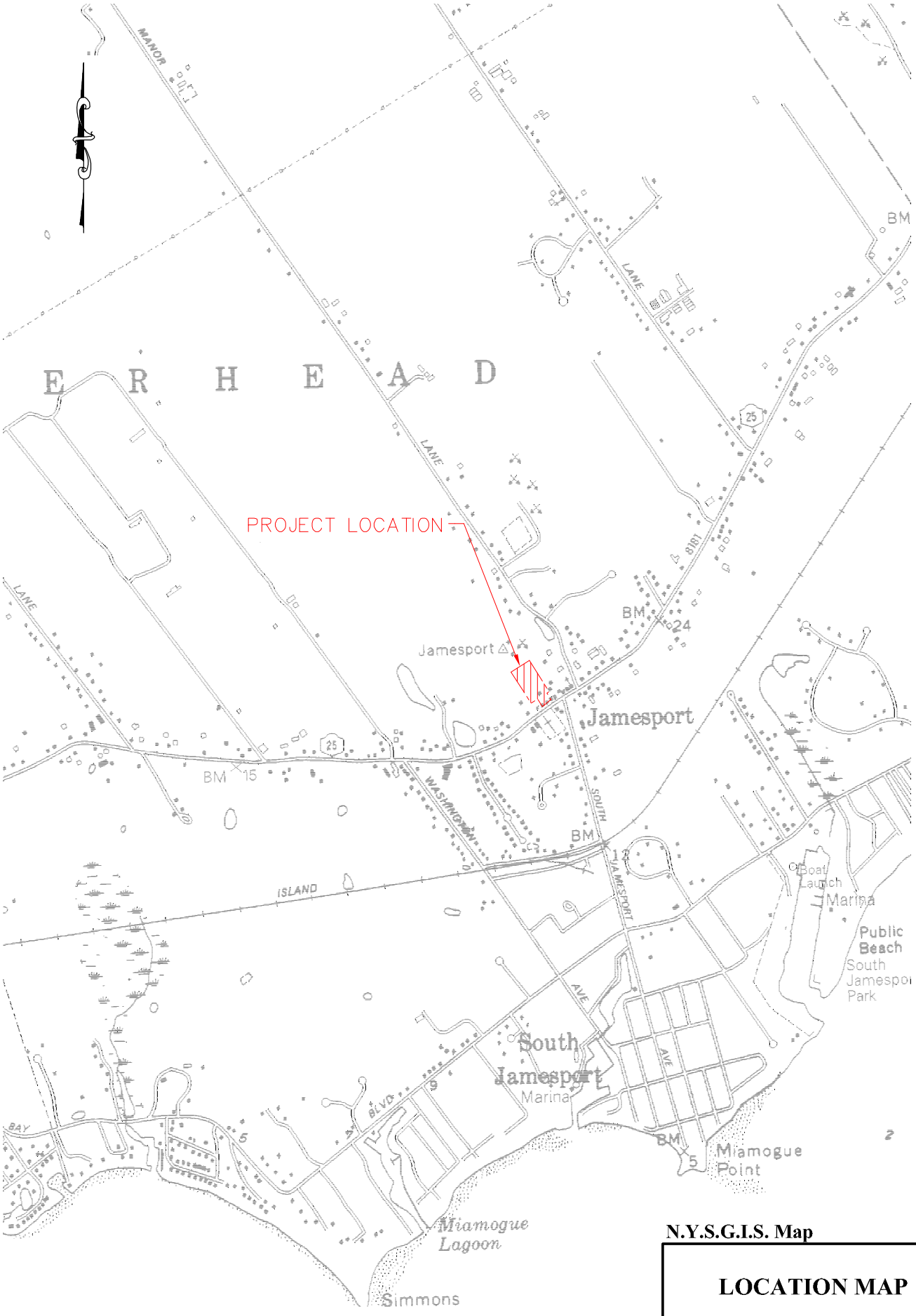
Conclusions

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

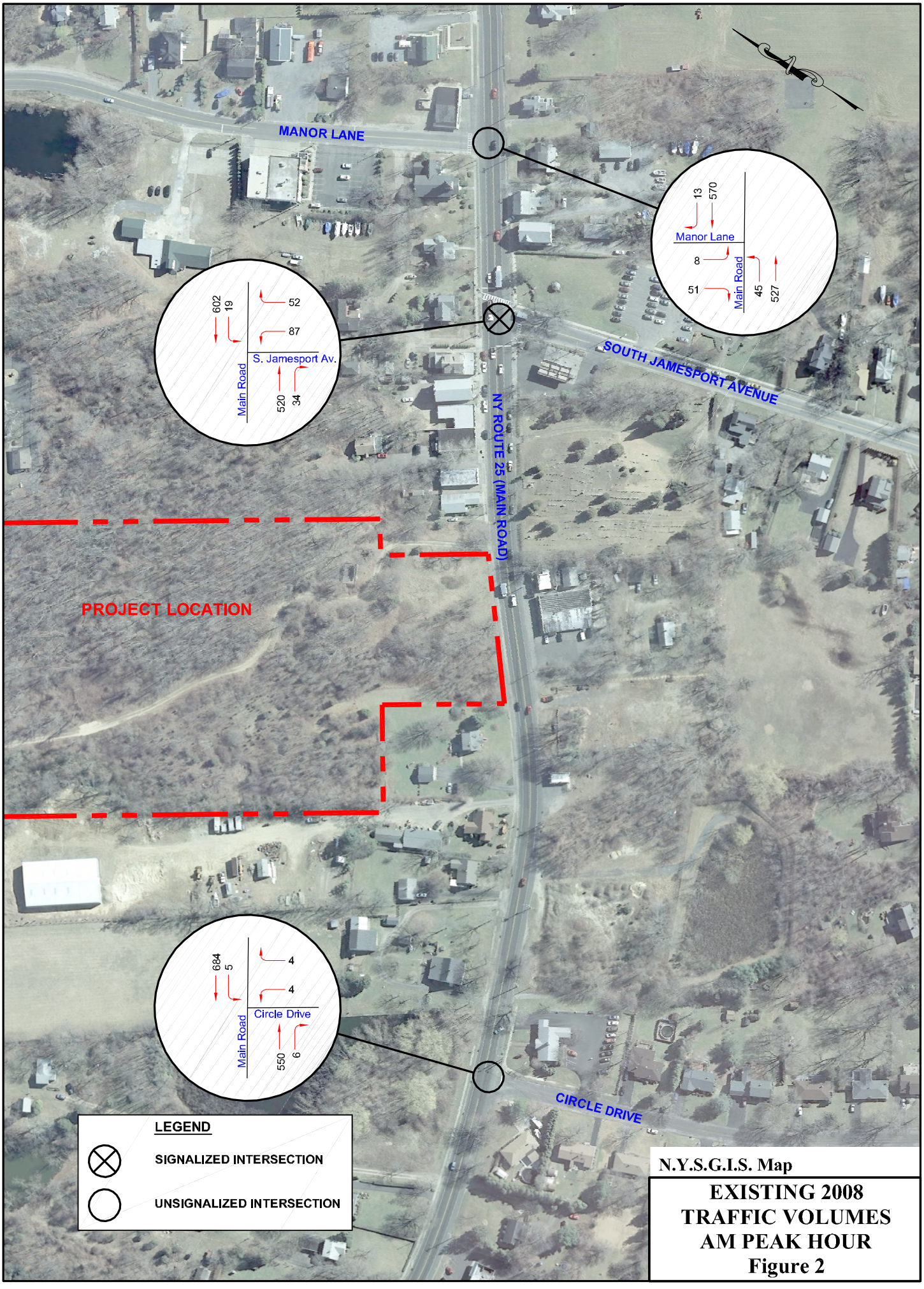
FIGURES

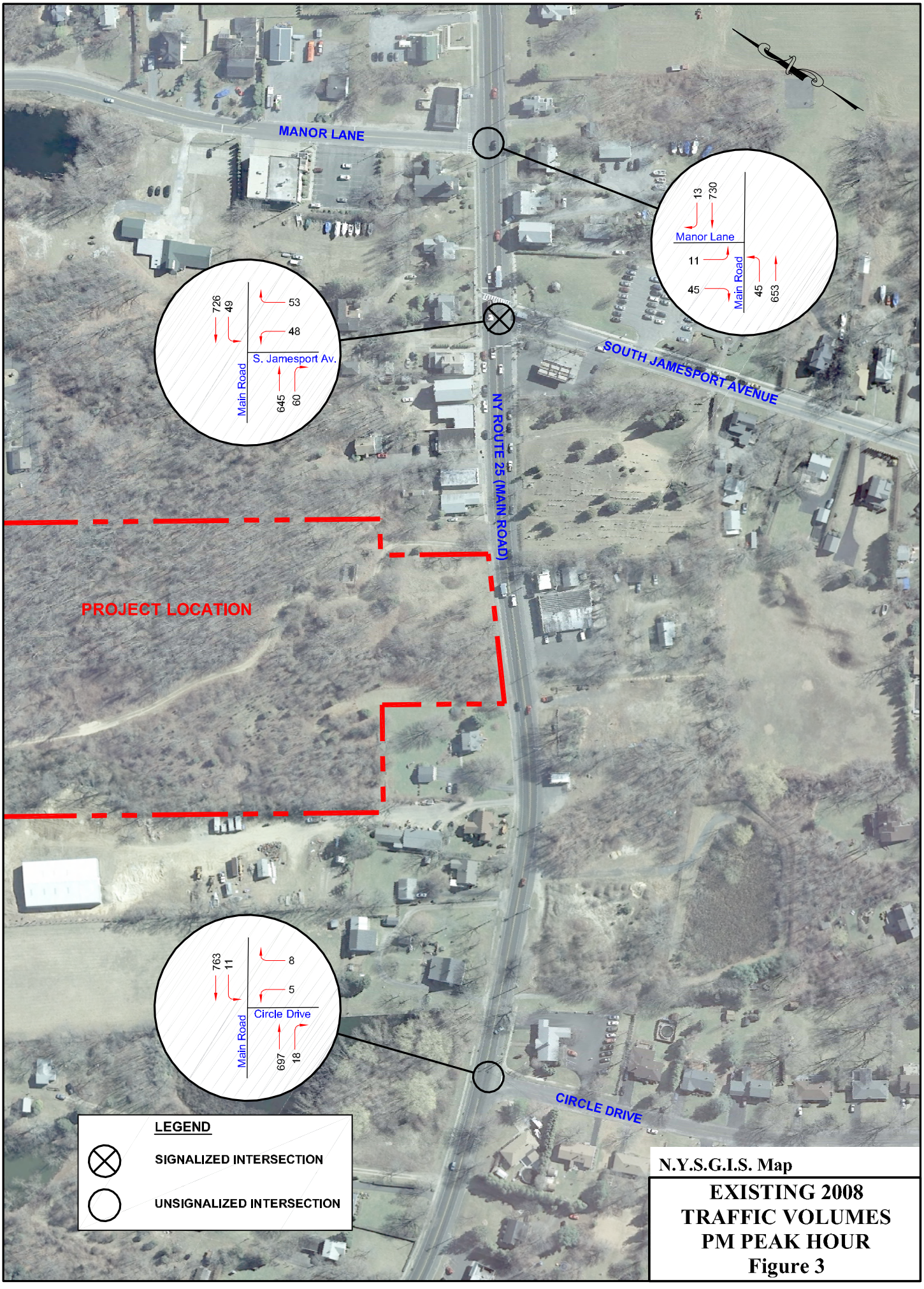


N.Y.S.G.I.S. Map

LOCATION MAP

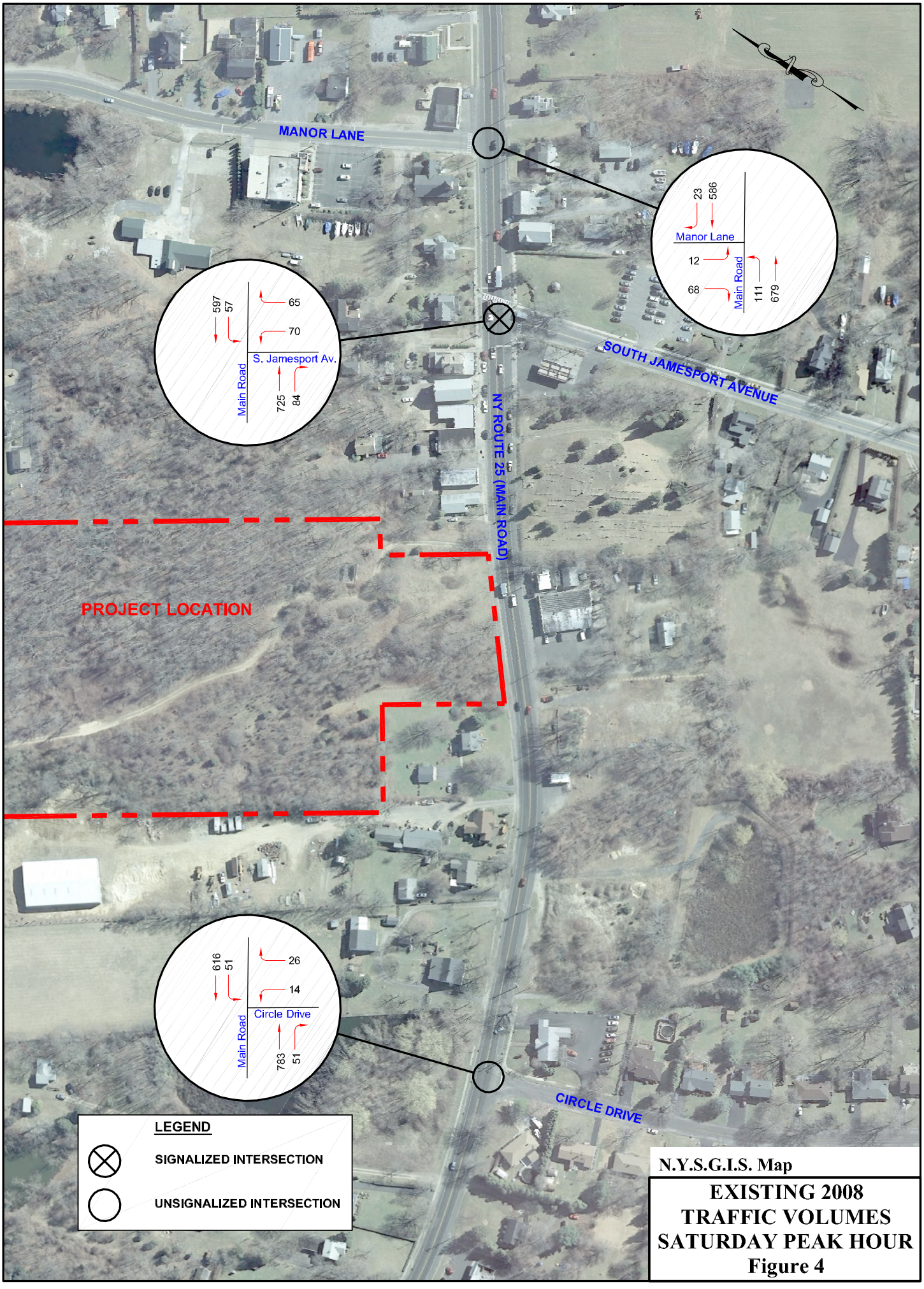
Figure 1


MANOR LANE
SOUTH JAMESPORT AVENUE
NY ROUTE 25 (MAIN ROAD)
CIRCLE DRIVE
PROJECT LOCATION
Manor Lane
Main Road
13
570
8
51
45
527
S. Jamesport Av.
602
19
52
87
520
34
Circle Drive
684
5
4
4
550
6
LEGEND
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
N.Y.S.G.I.S. Map
EXISTING 2008
TRAFFIC VOLUMES
AM PEAK HOUR
Figure 2



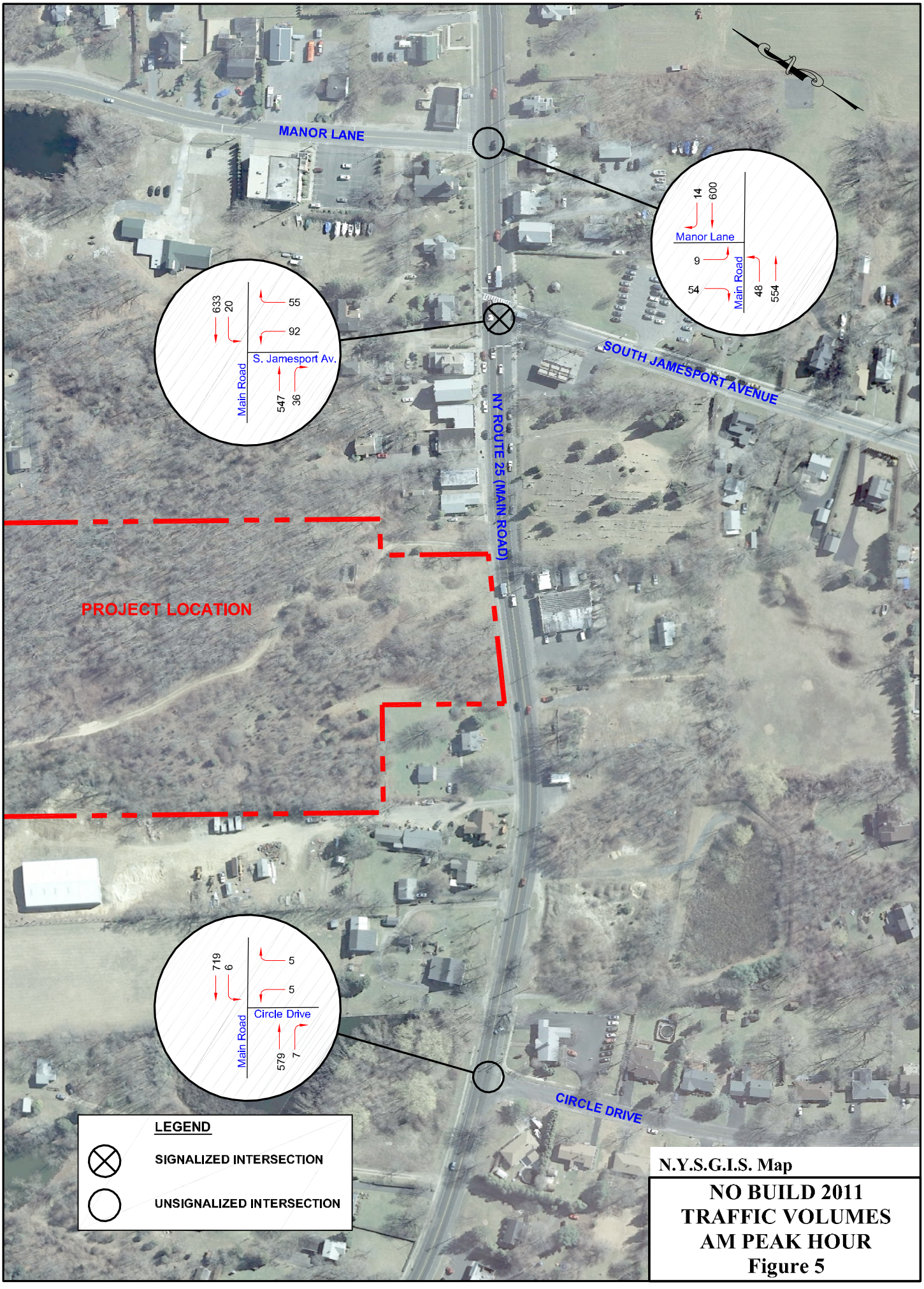
N.Y.S.G.I.S. Map

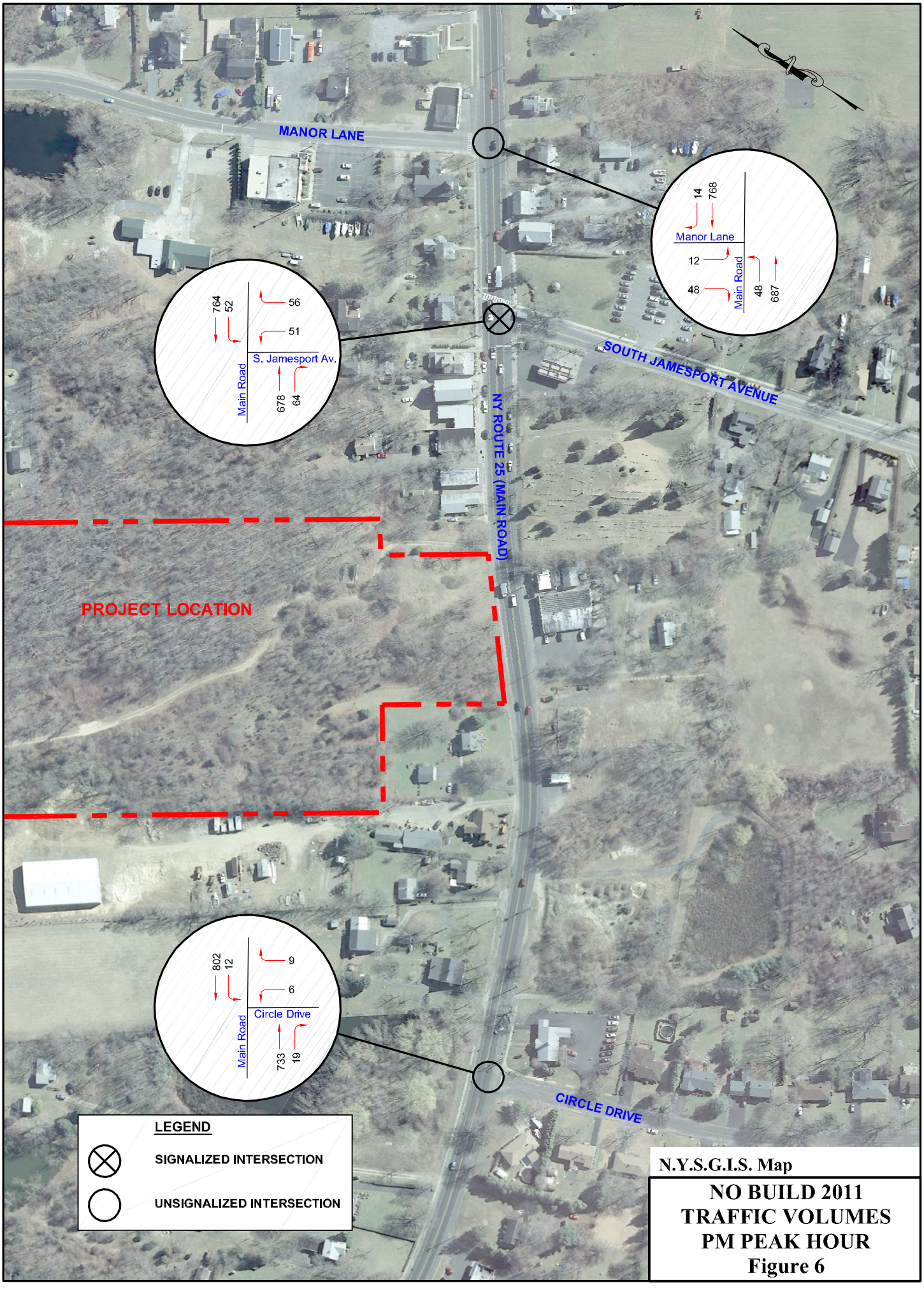
EXISTING 2008
TRAFFIC VOLUMES
PM PEAK HOUR
Figure 3



N.Y.S.G.I.S. Map

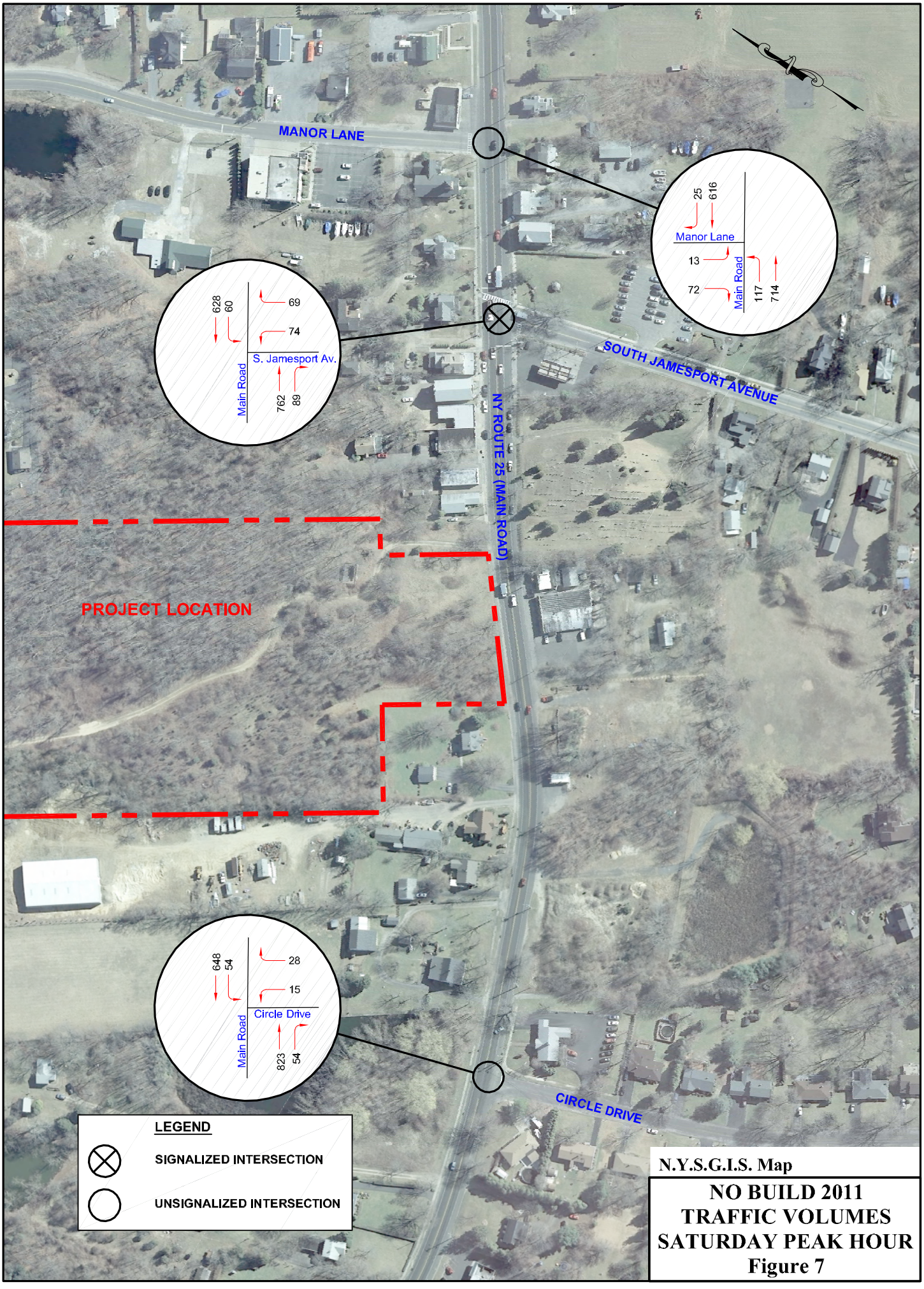
EXISTING 2008
TRAFFIC VOLUMES
SATURDAY PEAK HOUR
Figure 4


MANOR LANE
SOUTH JAMESPORT AVENUE
NY ROUTE 25 (MAIN ROAD)
CIRCLE DRIVE
PROJECT LOCATION
Manor Lane
Main Road
14
600
9
54
48
554
S. Jamesport Av.
633
20
55
92
547
36
Circle Drive
719
6
5
5
579
7
LEGEND
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
N.Y.S.G.I.S. Map
NO BUILD 2011
TRAFFIC VOLUMES
AM PEAK HOUR
Figure 5



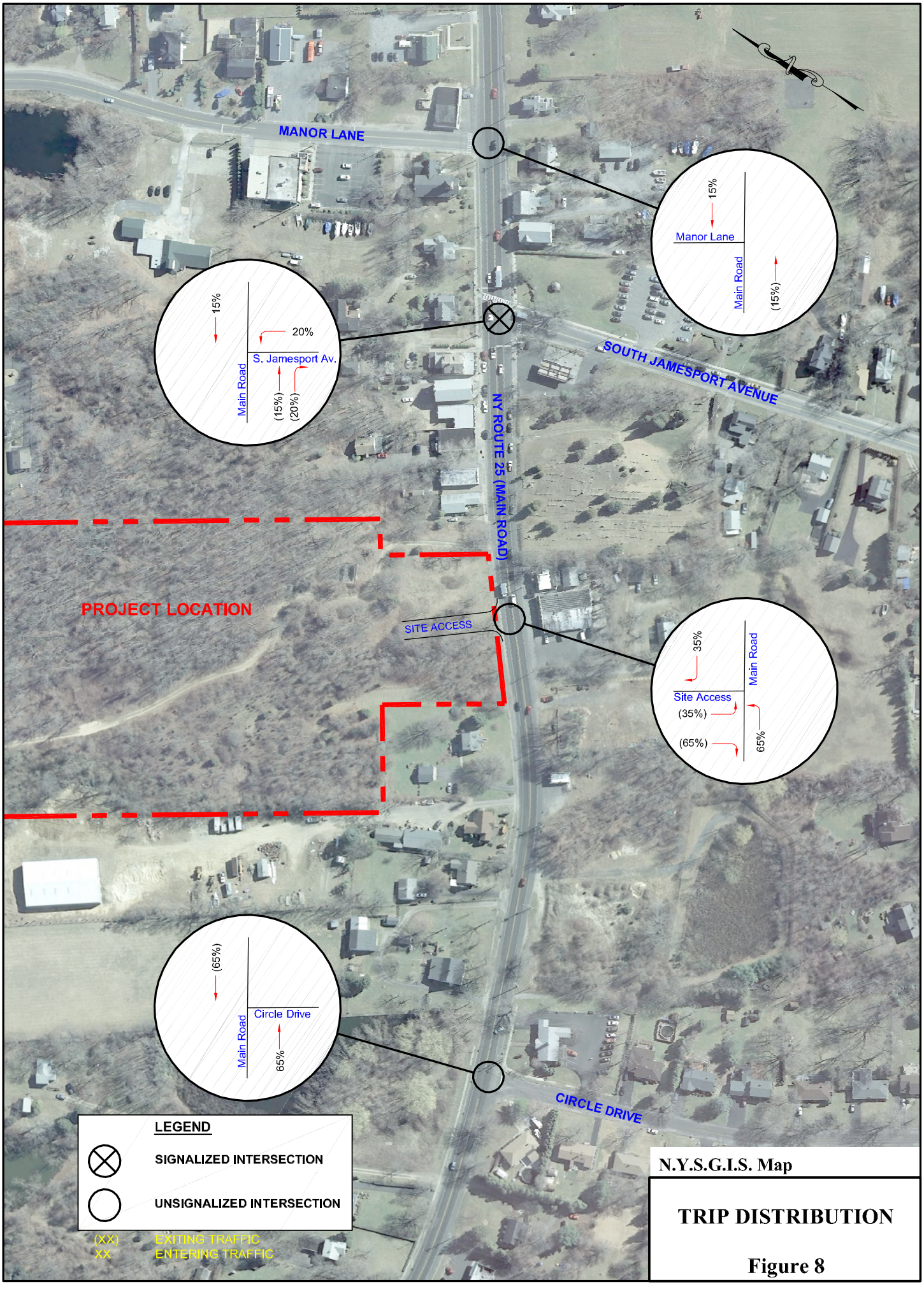
N.Y.S.G.I.S. Map

NO BUILD 2011
TRAFFIC VOLUMES
PM PEAK HOUR
Figure 6



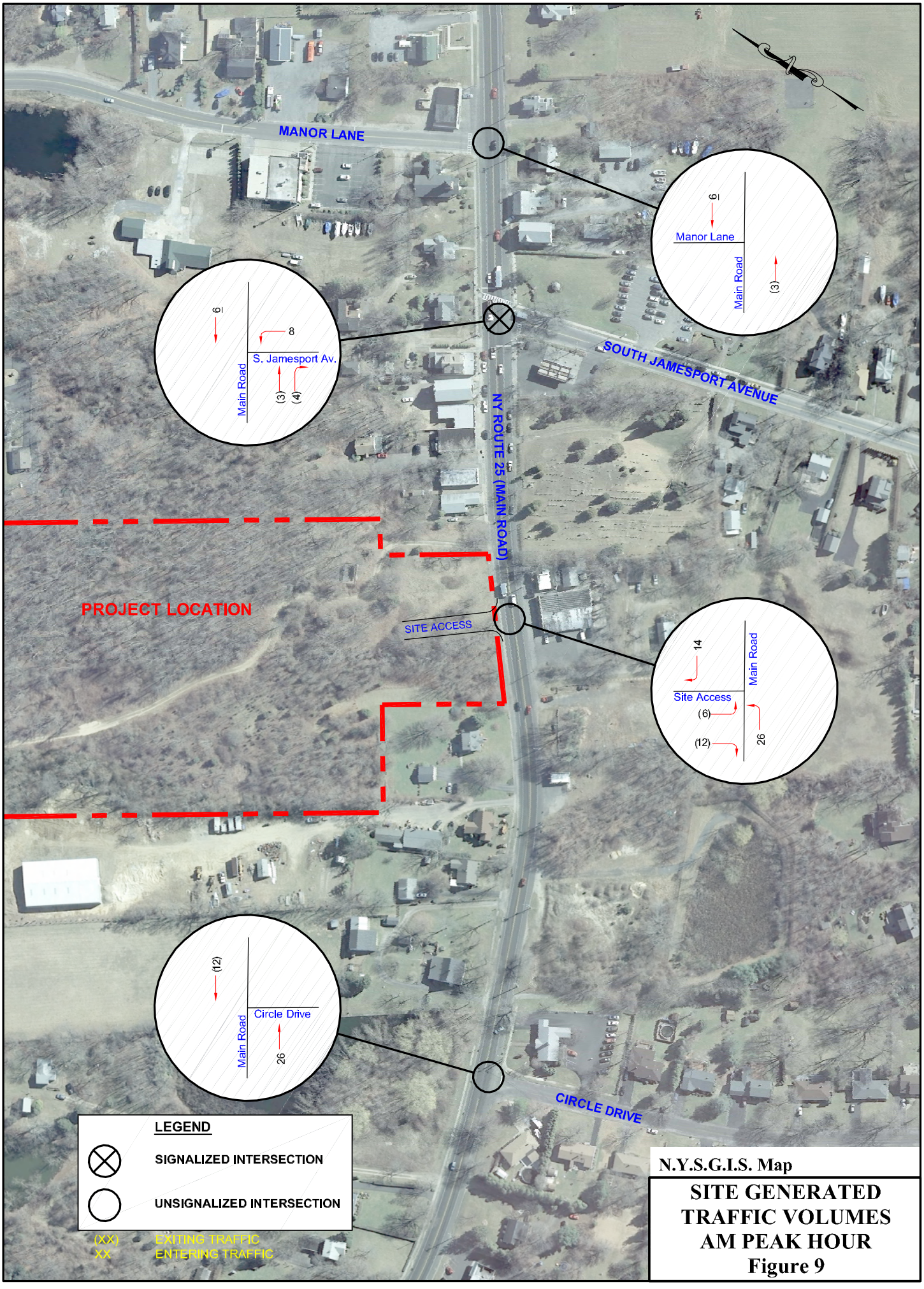
N.Y.S.G.I.S. Map

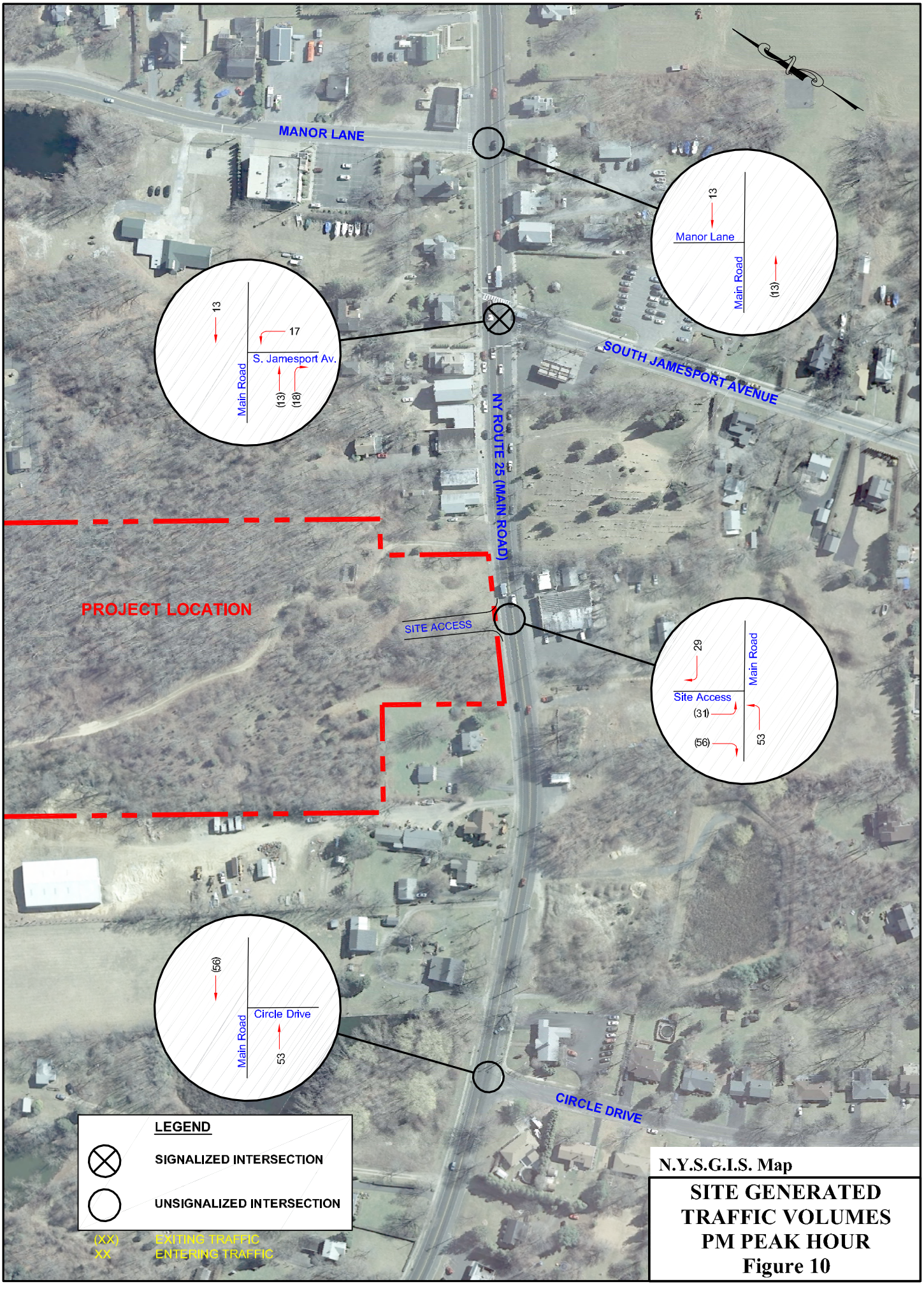
NO BUILD 2011
TRAFFIC VOLUMES
SATURDAY PEAK HOUR
Figure 7

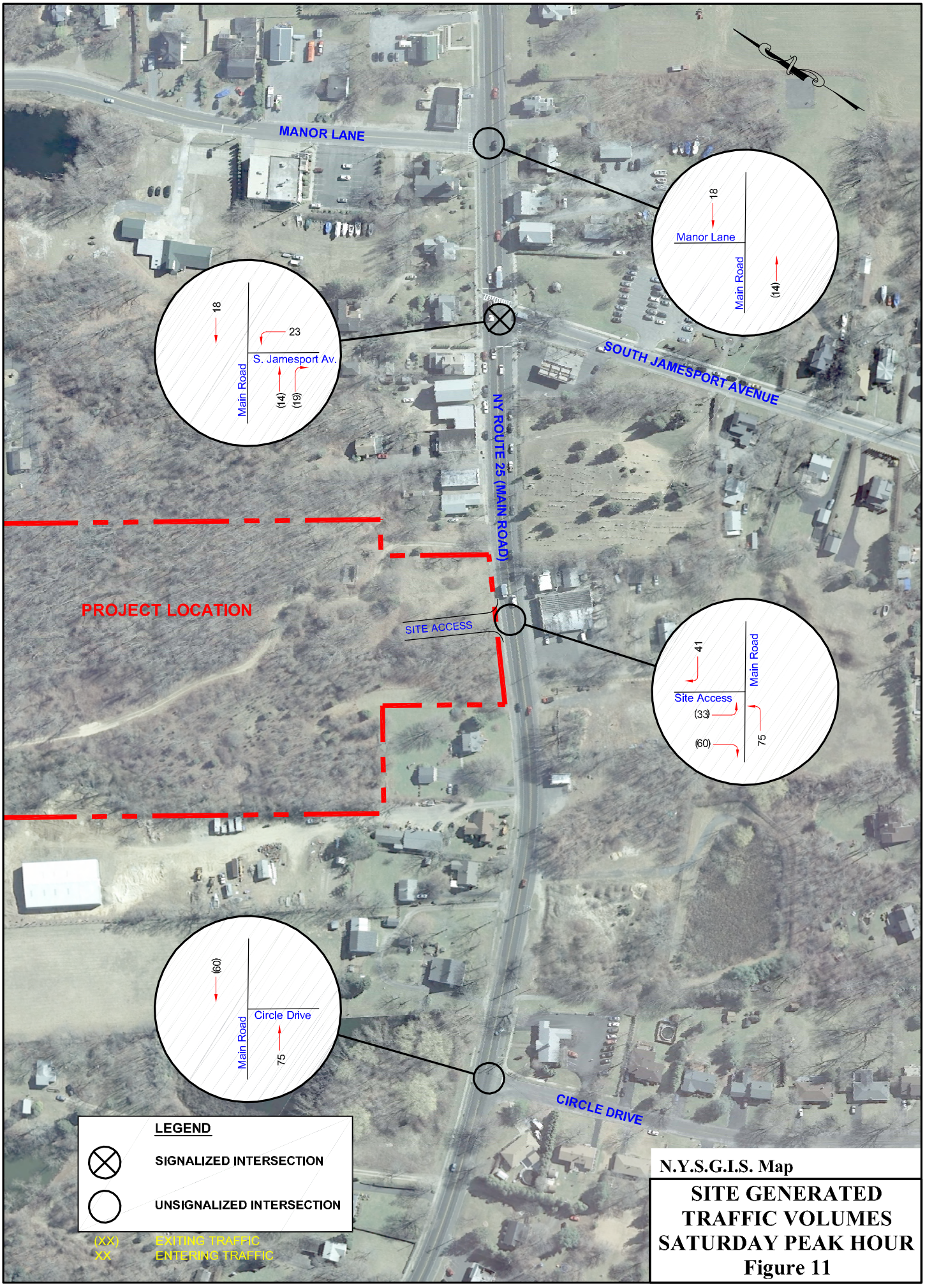


TRIP DISTRIBUTION

Figure 8

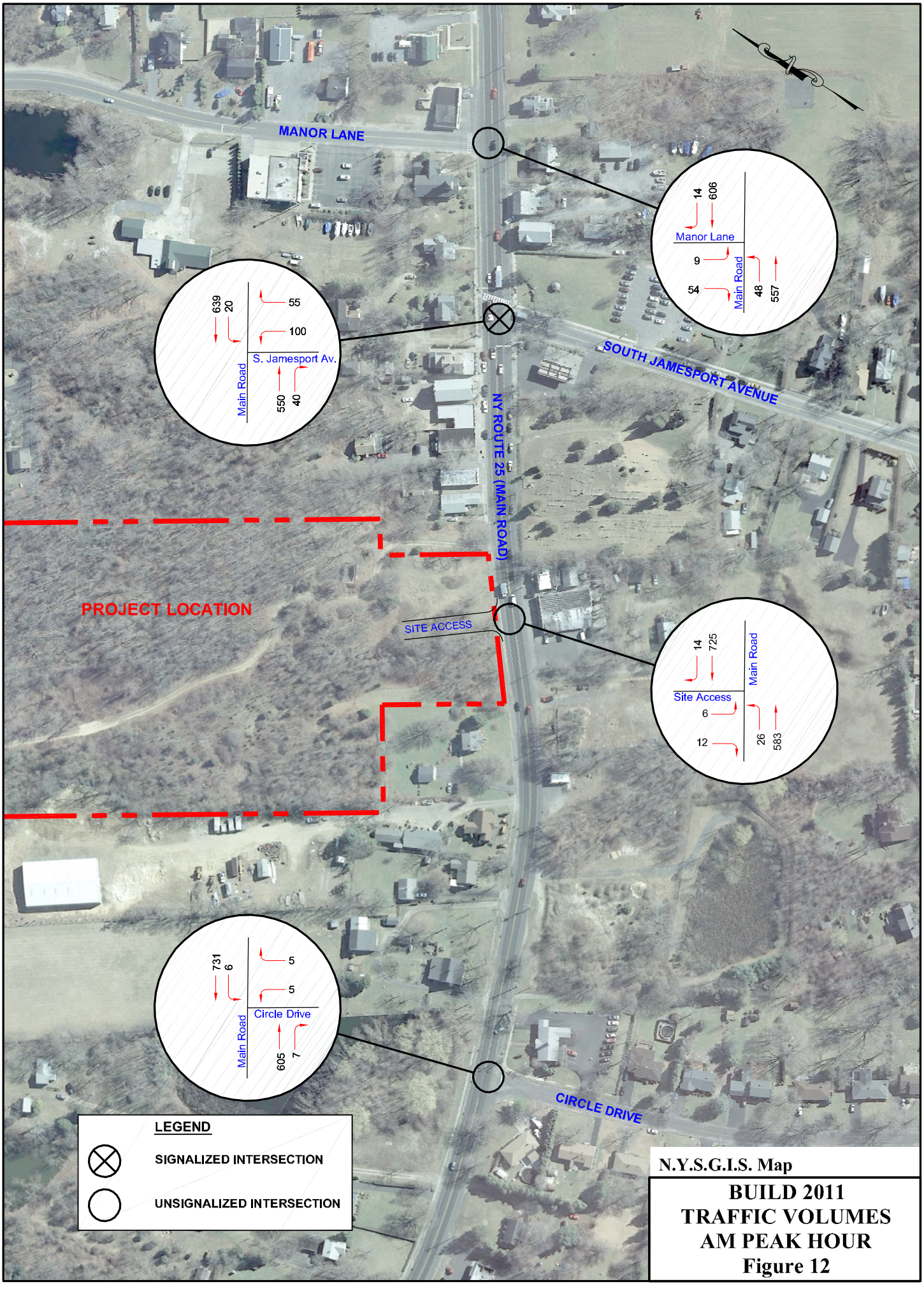

MANOR LANE
SOUTH JAMESPORT AVENUE
NY ROUTE 25 (MAIN ROAD)
PROJECT LOCATION
SITE ACCESS
CIRCLE DRIVE
Manor Lane
Main Road
S. Jamesport Av.
Site Access
Circle Drive
LEGEND
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
(XX) EXITING TRAFFIC
XX ENTERING TRAFFIC
N.Y.S.G.I.S. Map
SITE GENERATED TRAFFIC VOLUMES AM PEAK HOUR
Figure 9

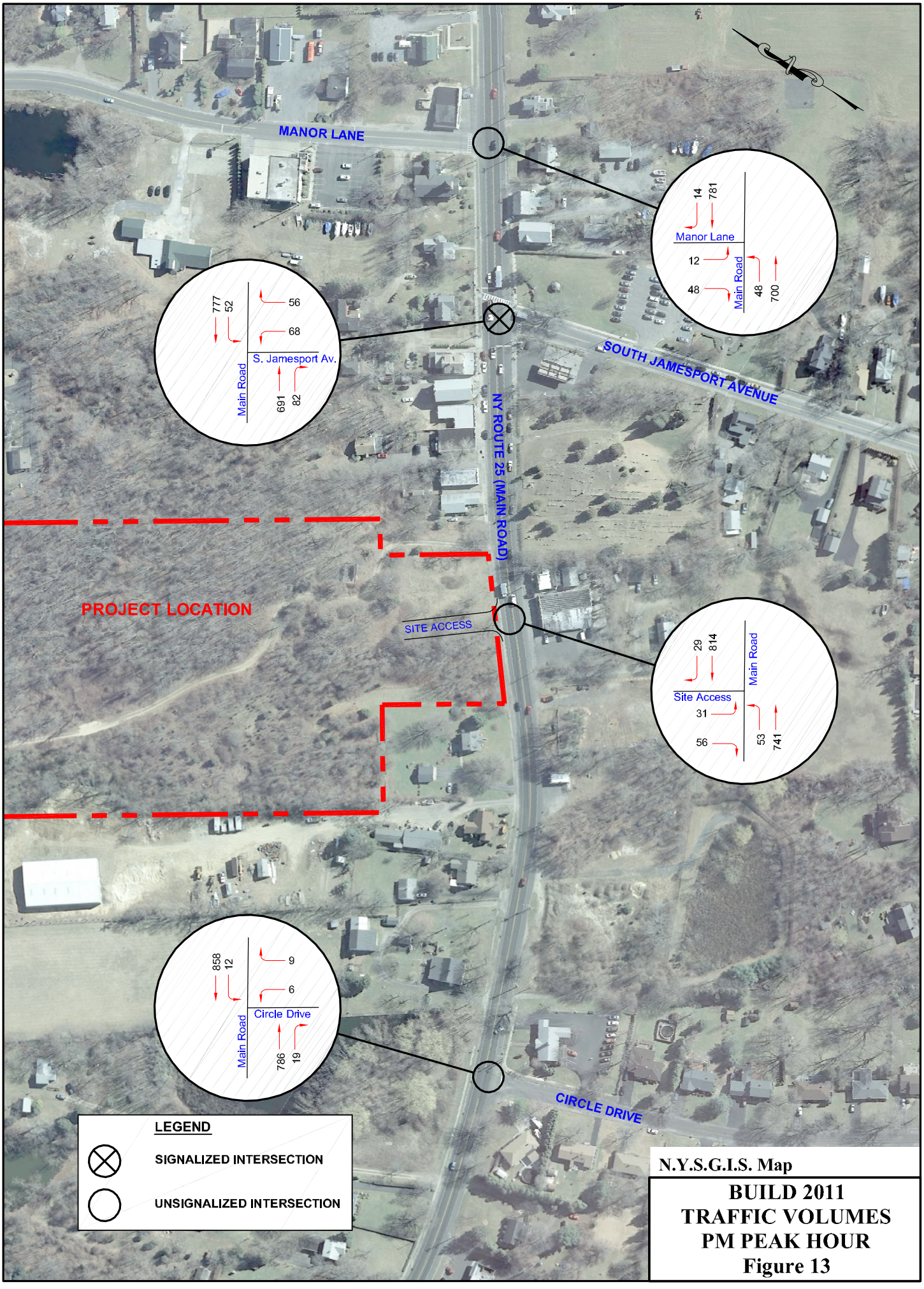

MANOR LANE
SOUTH JAMESPORT AVENUE
NY ROUTE 25 (MAIN ROAD)
PROJECT LOCATION
SITE ACCESS
CIRCLE DRIVE
13
Manor Lane
Main Road
(13)
13
17
S. Jamesport Av.
Main Road
(13)
(18)
29
Site Access
Main Road
(31)
(56)
53
(56)
Circle Drive
Main Road
53
LEGEND
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
(XX) EXITING TRAFFIC
XX ENTERING TRAFFIC
N.Y.S.G.I.S. Map
SITE GENERATED
TRAFFIC VOLUMES
PM PEAK HOUR
Figure 10



N.Y.S.G.I.S. Map

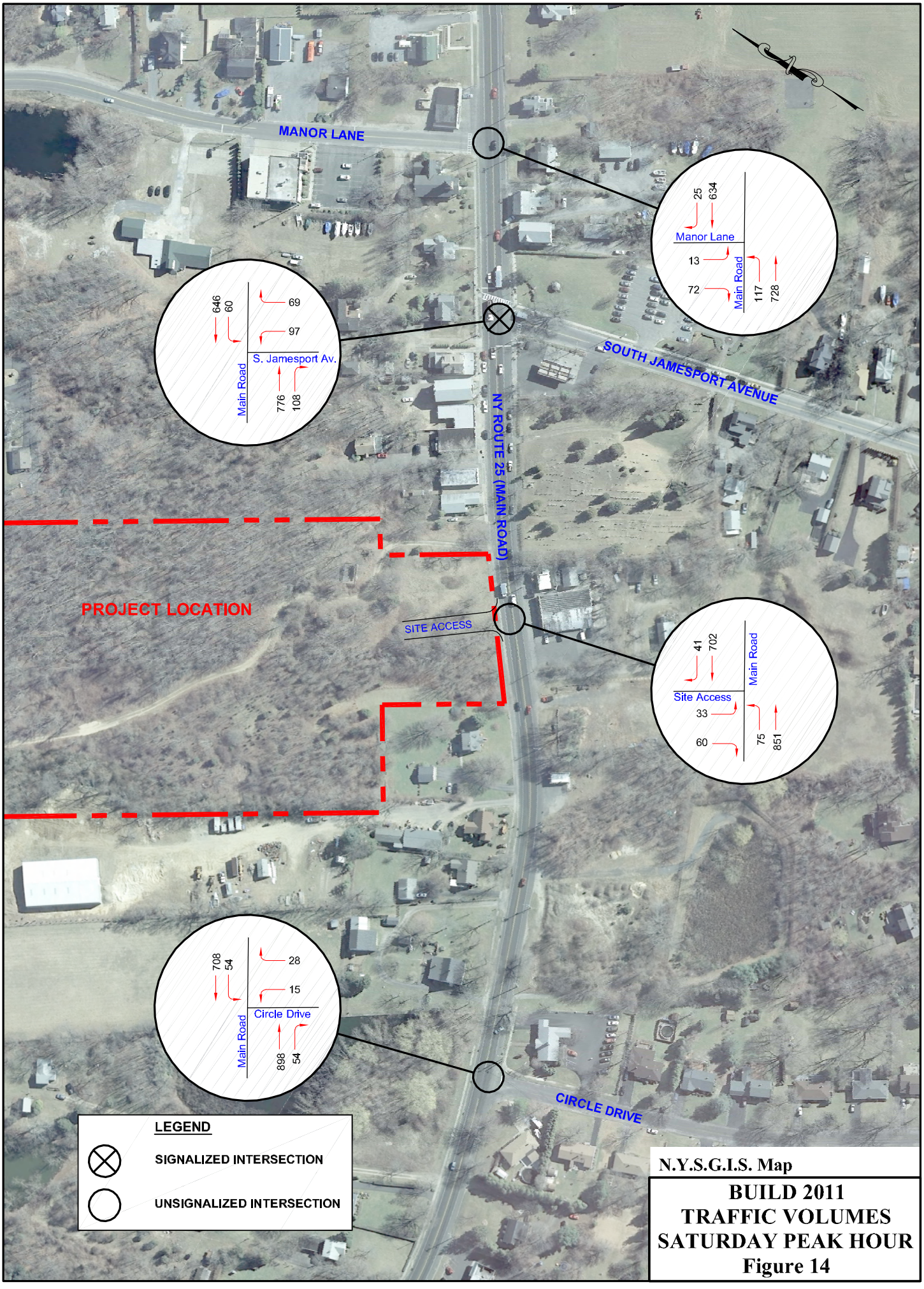
SITE GENERATED TRAFFIC VOLUMES SATURDAY PEAK HOUR
Figure 11


MANOR LANE
SOUTH JAMESPORT AVENUE
NY ROUTE 25 (MAIN ROAD)
PROJECT LOCATION
SITE ACCESS
CIRCLE DRIVE
Manor Lane
Main Road
14
606
9
54
48
557
S. Jamesport Av.
639
20
55
100
550
40
Site Access
725
6
12
26
583
Circle Drive
731
6
5
5
605
7
LEGEND
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
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



N.Y.S.G.I.S. Map

BUILD 2011
TRAFFIC VOLUMES
SATURDAY PEAK HOUR
Figure 14

APPENDIX B

MANUAL TURNING MOVEMENT COUNT DATA

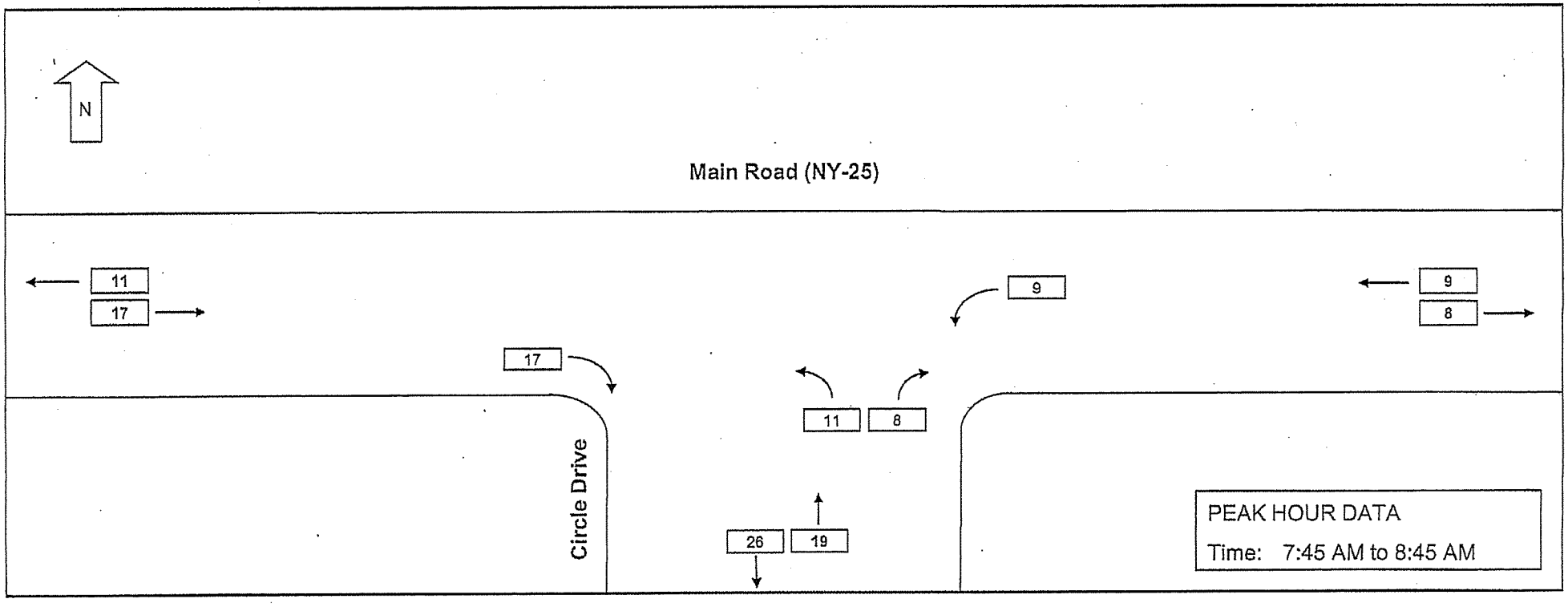
TRAFFIC VOLUME DATA

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	1			1	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						



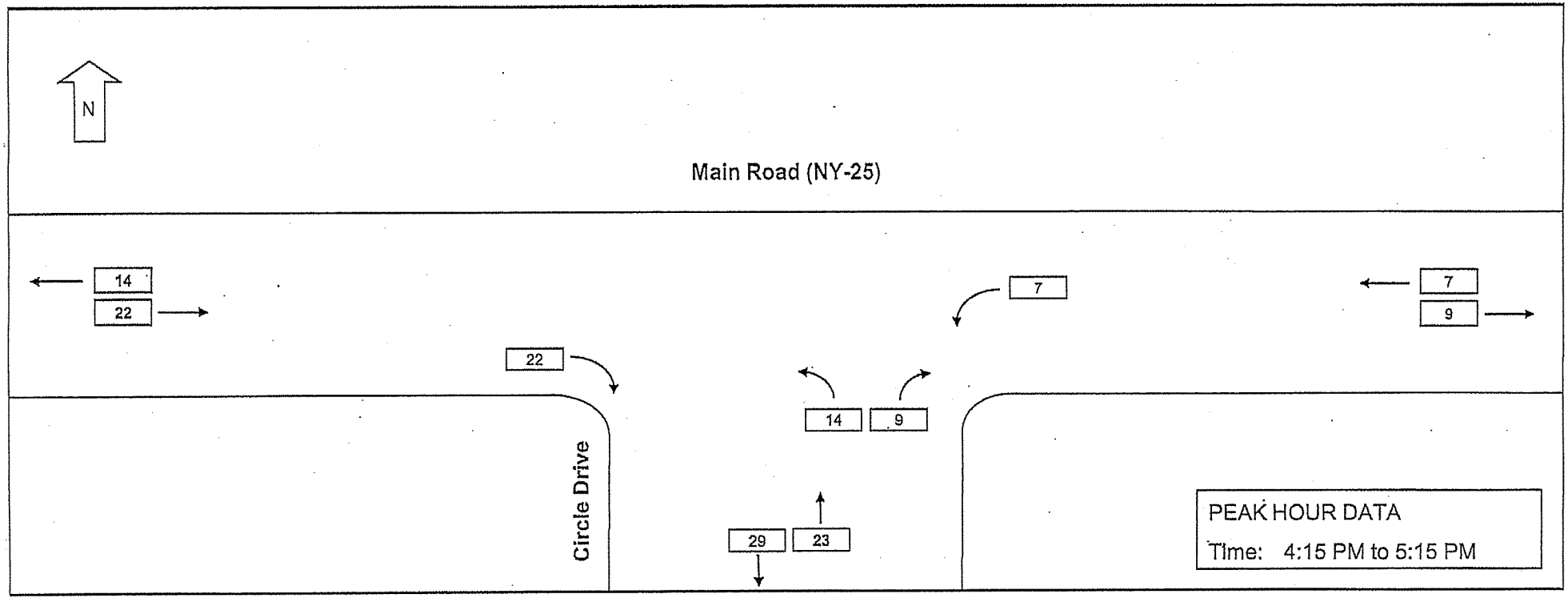
TRAFFIC VOLUME DATA

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						



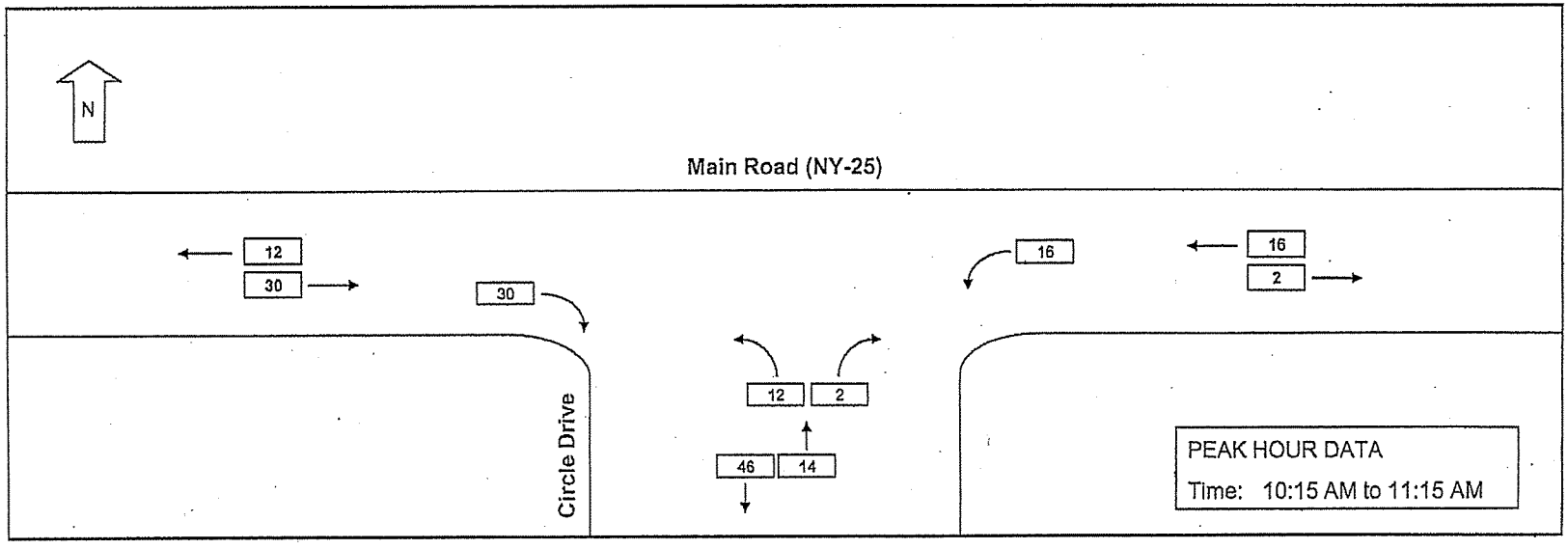
TRAFFIC VOLUME DATA

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	3			3	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						



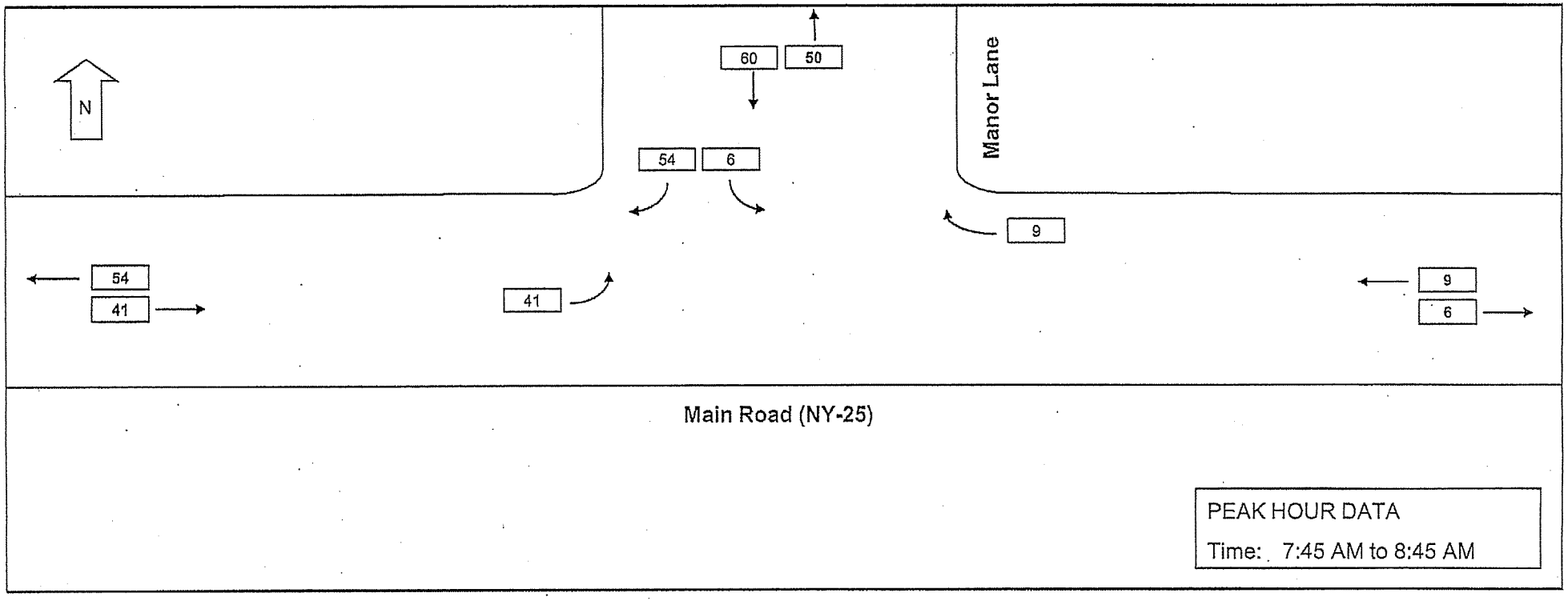
TRAFFIC VOLUME DATA

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		



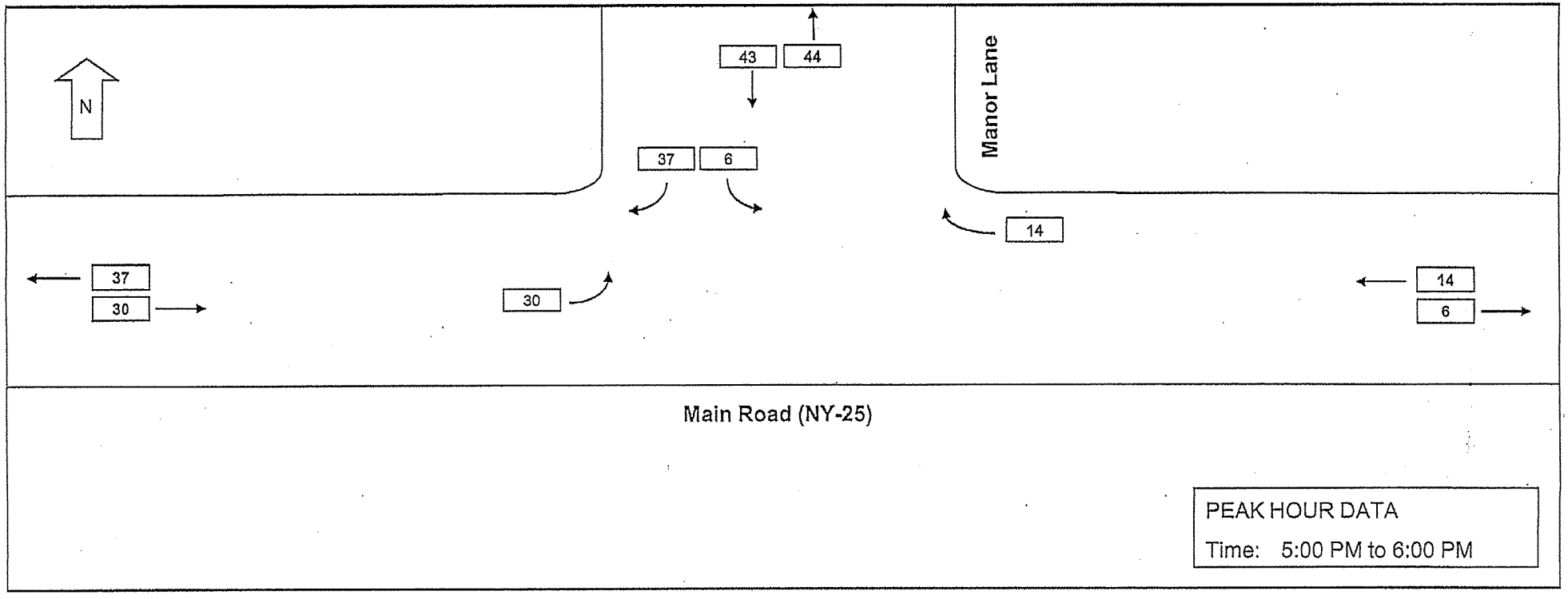
TRAFFIC VOLUME DATA

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		



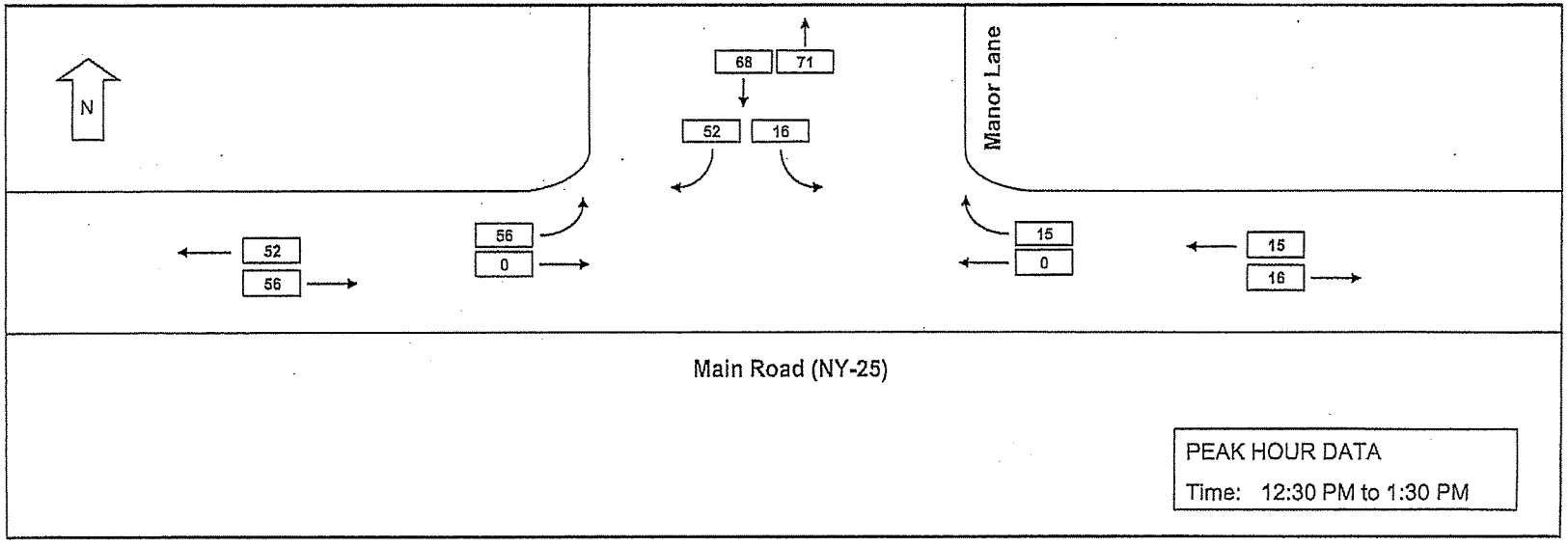
TRAFFIC VOLUME DATA

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					6		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		



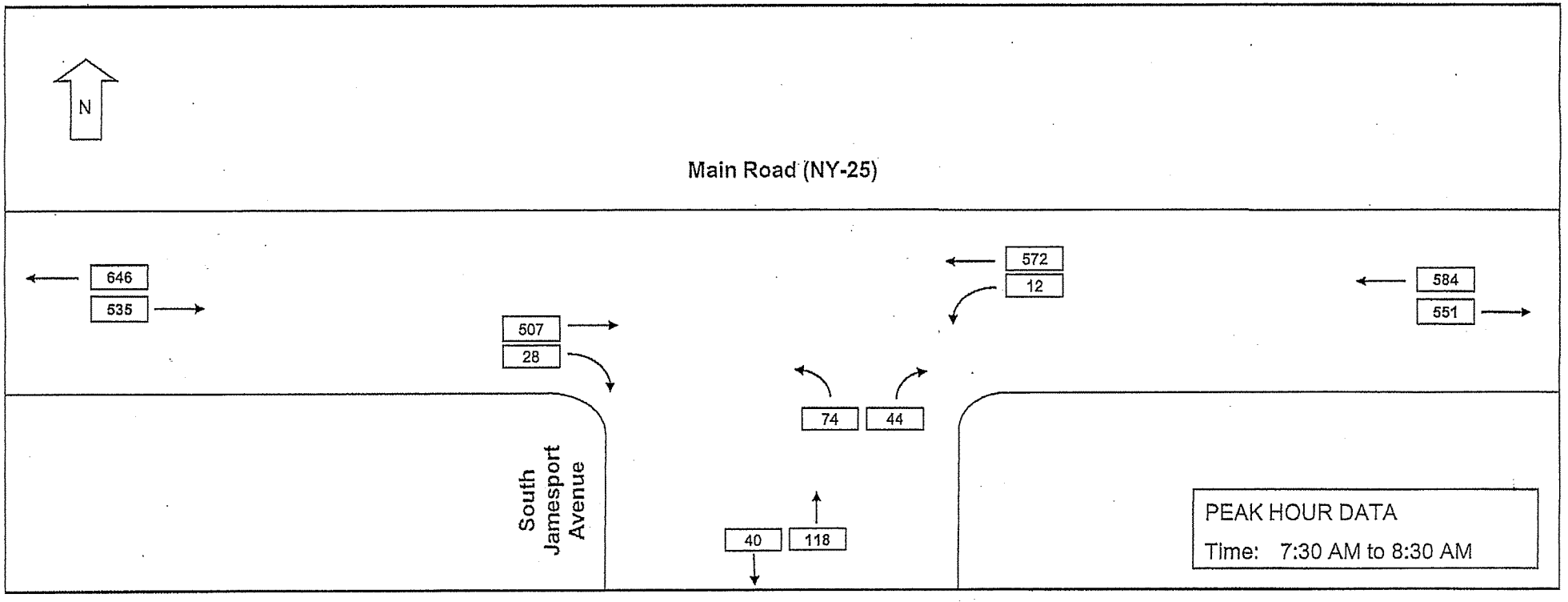
TRAFFIC VOLUME DATA

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						



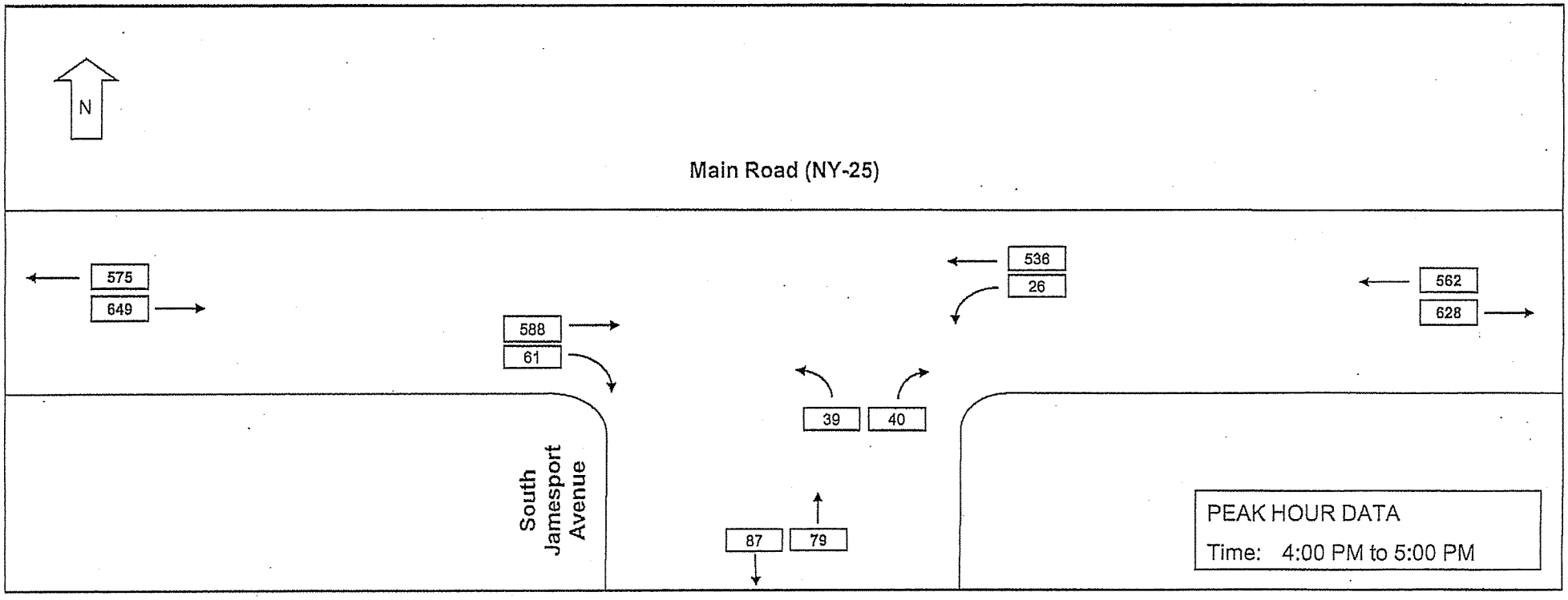
TRAFFIC VOLUME DATA

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						



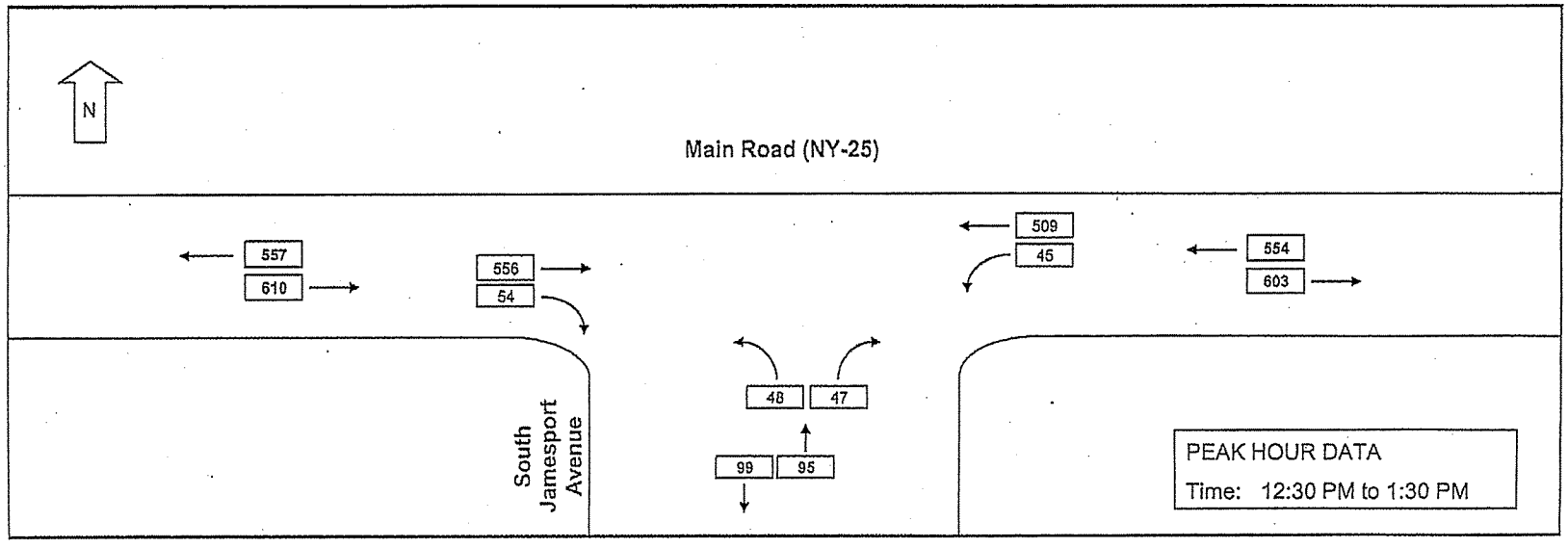
TRAFFIC VOLUME DATA

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		136	6	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 Informati 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

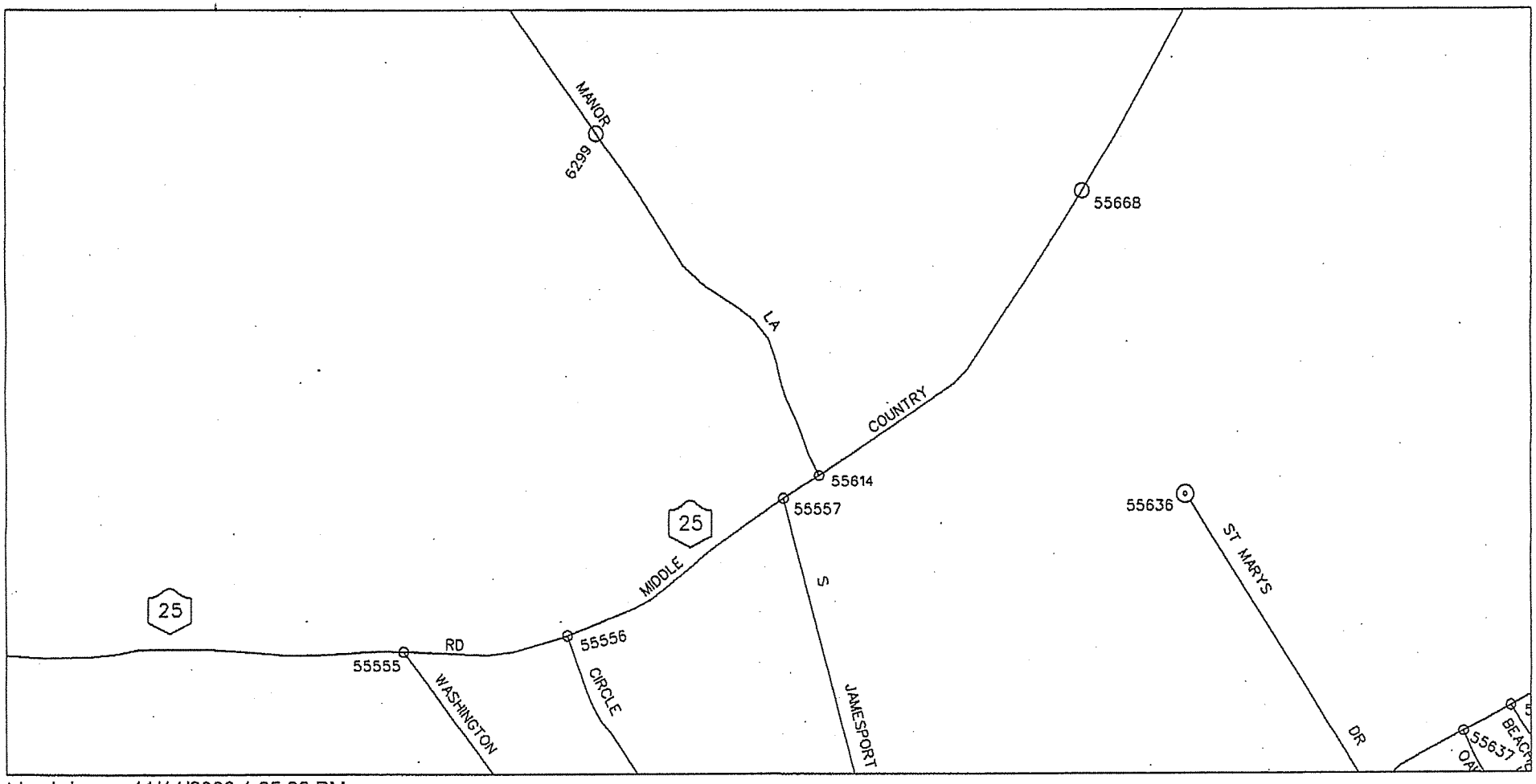
NYSDOT Safety Information Management System
Summary Report By Segment And/Or Intersection
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

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



triverhd.mun 11/14/2008 1:25:26 PM

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 Mangem t 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
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

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

egion: 0 County: 2 Route: 25 County Name: SUFFOLK

Feature	Int #	IS	From Reference Mrkr	Class Node	Intersection Type	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

NYSDOT Safety Information Mangem[illegible]t 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
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	Intersection 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

Feature	Int #	IS	From Reference Mrkr	Class Node	Intersection Type	Intersection Class	Side Road	User Last Mod Date	Route	Dirn of Trav
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

Feature	Int #	IS	From Reference Mrkr	Class Node	Intersection Type	Intersection Class	Side Road	User Last Mod Date	Route	Dirn of Trav
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

Feature	Int #	IS	From Reference Mrkr	Class Node	Intersection Type	Intersection Class	Side Road	User Last Mod Date	Route	Dirn of Trav
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

egion: 0 County: 2 Route: 25 County Name: SUFFOLK

Feature	Int #	IS	From Reference Mrkr	Class Node	Intersection Type	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

Regn/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 Informatic Ianagement 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

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 Informatic[illegible]anagement 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
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)

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
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)

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

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
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 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
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 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

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 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

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

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

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 Informati 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 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 ***

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 Informati 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

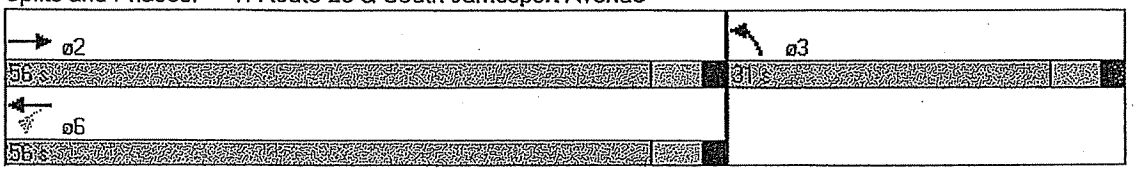
EXISTING

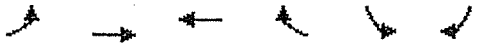
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	520	34	19	602	87	52
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.88	0.88	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	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

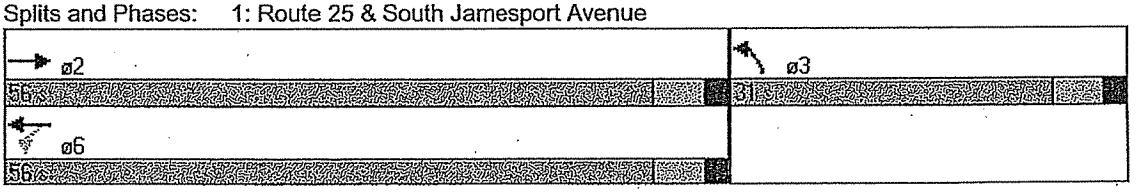
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		

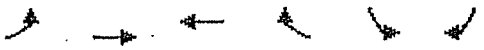
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	645	60	49	726	48	53
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.88	0.88	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	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

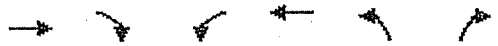




Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	45	653	730	13	11	45
Peak Hour Factor	0.91	0.91	0.88	0.88	0.67	0.67
Hourly flow rate (vph)	49	718	830	15	16	67
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent 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

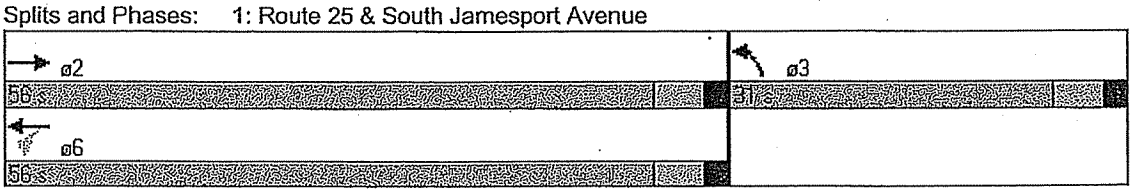
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

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		

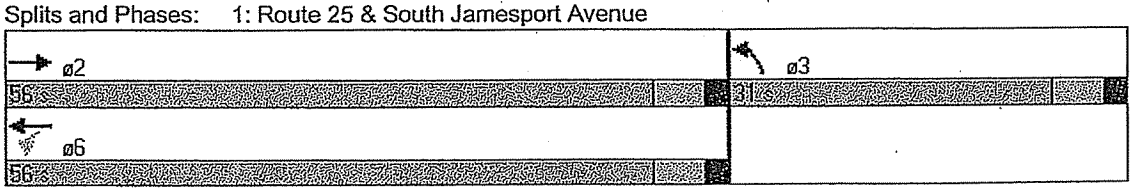
NO BUILD

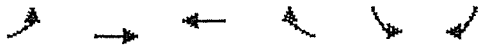
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	547	36	20	633	92	55
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.88	0.88	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	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

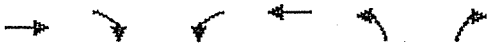




Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	48	554	600	14	9	54
Peak Hour Factor	0.91	0.91	0.88	0.88	0.67	0.67
Hourly flow rate (vph)	53	609	682	16	13	81
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent 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

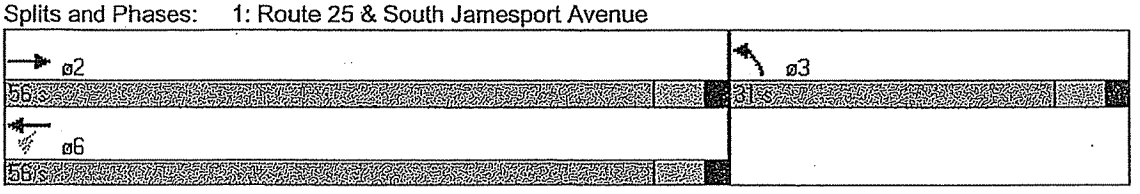
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		

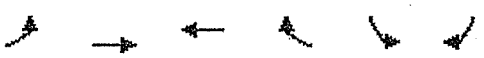
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	678	64	52	764	51	56
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.88	0.88	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	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

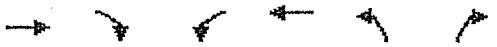




Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	48	687	768	14	12	48
Peak Hour Factor	0.91	0.91	0.88	0.88	0.67	0.67
Hourly flow rate (vph)	53	755	873	16	18	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent 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

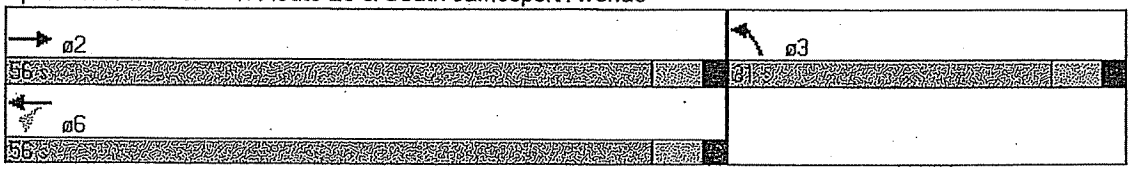
Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

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		

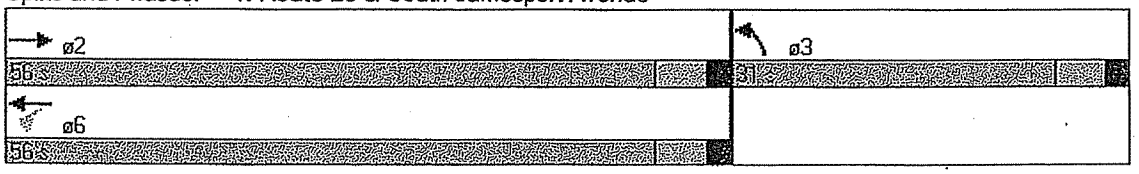
BUILD

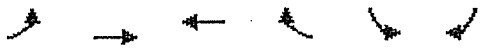
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	550	40	20	639	100	55
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.88	0.88	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	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

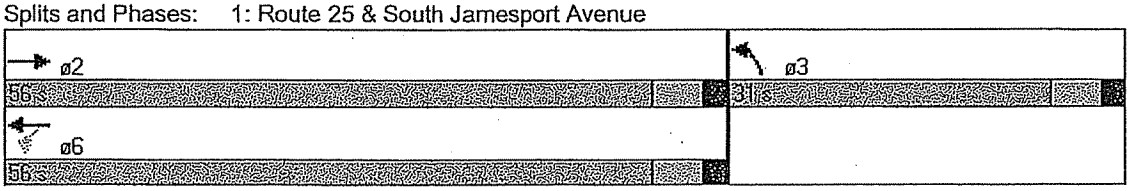
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

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		↑	↑		Y	
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

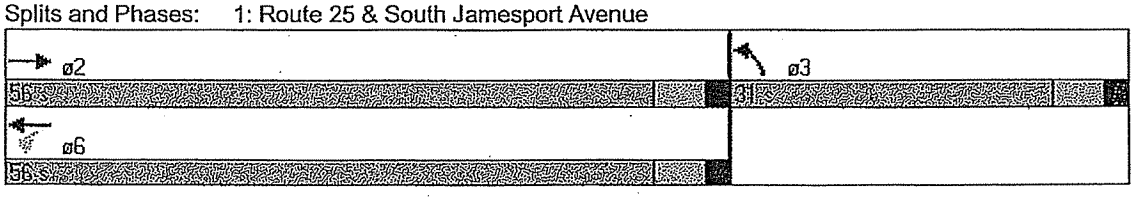
Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

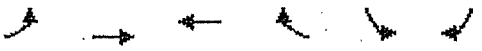
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	776	108	60	646	97	69
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.91	0.91	0.72	0.72
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	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

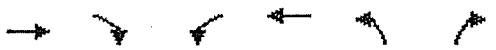




Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	117	728	634	25	13	72
Peak Hour Factor	0.98	0.98	0.91	0.91	0.87	0.87
Hourly flow rate (vph)	119	743	697	27	15	83
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
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

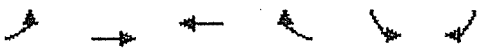
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	662	803	20
Volume Left	28	0	7
Volume Right	0	15	13
cSH	680	1700	171
Volume to Capacity	0.04	0.47	0.11
Queue Length 95th (ft)	3	0	9
Control Delay (s)	1.1	0.0	28.8
Lane LOS	A		D
Approach Delay (s)	1.1	0.0	28.8
Approach LOS			D

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		↑	↑		Y	
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		

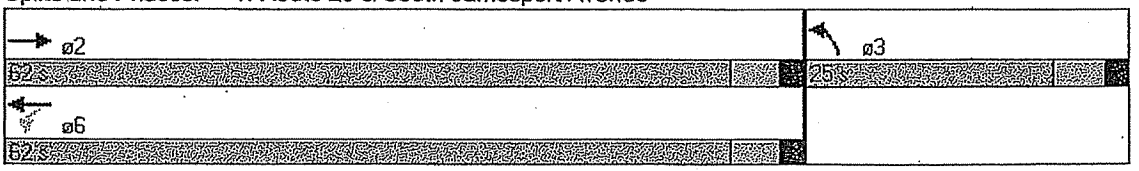
MITIGATION

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

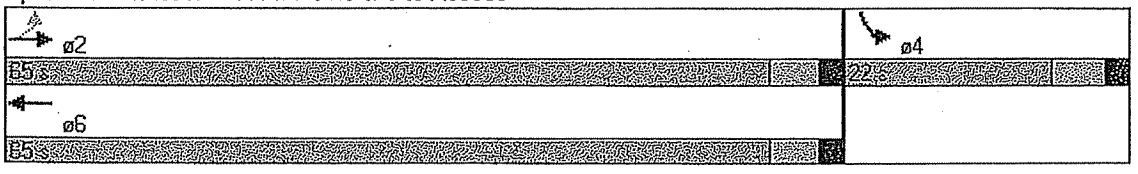


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	26	583	725	14	6	12
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	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

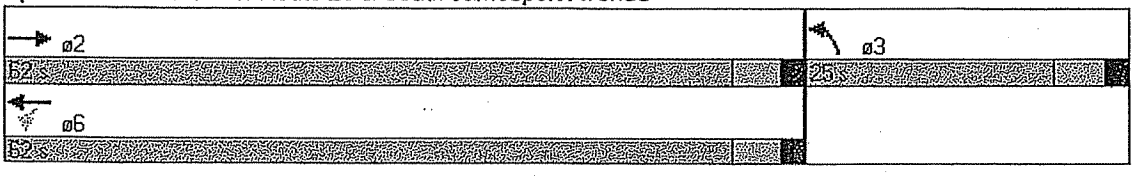


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	691	82	52	777	68	56
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.88	0.88	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	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

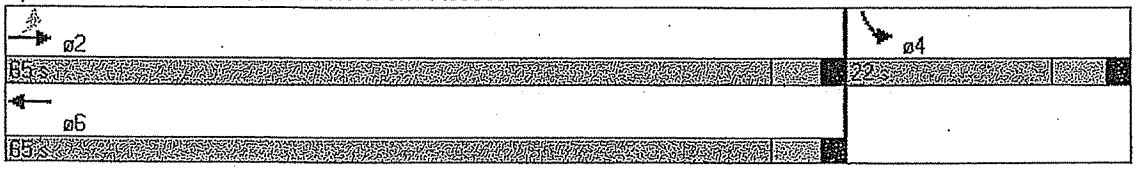


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	53	741	814	29	31	56
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	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

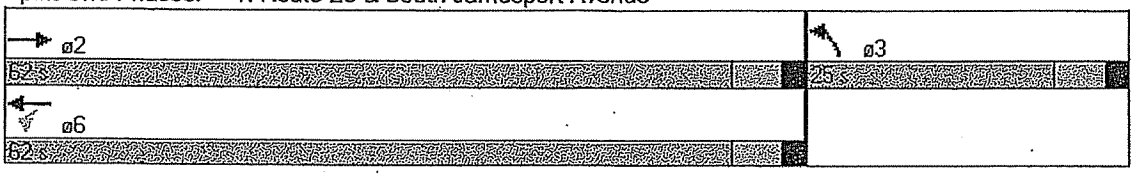


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	776	108	60	646	97	69
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.91	0.91	0.72	0.72
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	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

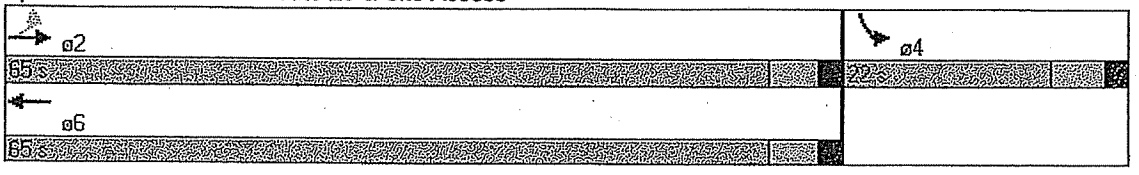


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	75	851	702	41	33	60
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	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



Transportation
Land Development
Environmental
Services

VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

May 20, 2010

Ref: 27288.01/27695.00

Mr. Shaik A. Saad, P.E.
Civil Engineer III
New York State Department of Transportation
250 Veterans Memorial Highway
Hauppauge, NY 11788-5518

Re: Historic Village of Jamesport, RT-25, Jamesport, Riverhead, SCTM 0600-68-01-35
NYSDOT Case No. 06-391P

Dear Mr. Saad:

With regard to your letter of October 1, 2009 to Mr. Richard Hanley, Director of the Town of Riverhead, we offer the following comments:

In response to your Comment #1 a traffic signal warrant analysis was performed and the results indicate that a traffic signal is not warranted at the proposed access on NYS 25.

In response to Comment #2, based on our Highway Capacity Analysis of NY 25 and South Jamesport Avenue we feel that signal timing changes would help in mitigating some of the delays that will be experienced at that intersection, due to increased background traffic demand in addition to traffic being generated by this proposed development. More meaningful mitigation could be accomplished by adding additional through or turning lanes to this intersection. However, due to the right-of-way constrictions on NYS 25A, and the surrounding Town roads this would mean that right-of-way acquisitions would be required and/or vehicular parking restrictions would be required in these areas. This presents two problems:

1) The acquisition of right-of-way is not under the purview of this applicant, and

2) Since this section of NYS 25 east and west of South Jamesport Avenue has existing businesses fronting directly upon the right-of-way of NYS 25 with parking provided on the roadway, to restrict parking to develop necessary through or turn lanes would negatively impact and be a burden to the existing businesses in the area.

2150 Joshua's Path, Suite 300
Hauppauge, New York 11788
631.234.3444 ▪ FAX 631.234.3477
email: info@vhb.com
www.vhb.com

In response to Comment #3, the same issues as those identified in Comment #2 apply.

Please review our responses to your comments and be assured that we intend to develop sufficient mitigation to satisfy your concerns. We are also respectfully requesting to meet with you and your staff in the next few weeks to go over these comments.

Should you have any additional questions, please feel free to call this office at (631) 234-3444.

Very truly yours,

VHB Engineering, Surveying and Landscape Architecture, P.C.

M. Paul Campagnola
Transportation Practice Manager

cc: Mr. Kenneth Testa, P.E., Town Engineer
Mr. George Woodson, Superintendent of Highways
Mr. Mark Wolfgang

bcc: Ms. Sharon Klos, Dollar Storage

27288.01

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

SUBIMAL CHAKRABORTI, P.E.
REGIONAL DIRECTOR

STANLEY GEE
ACTING COMMISSIONER

October 1, 2009

Mr. Richard Hanley, Planning Director
Town of Riverhead Planning Department
200 Howell Avenue
Riverhead, NY 11901-2596

Town of Riverhead 9/16/09 Submission
DEIS
Historic Village at Jamesport
Rt-25, Jamesport, Riverhead
SCTM# 0600-68-01-35
Our Case No. 06-391P

Dear Mr. Hanley:

This is to acknowledge receipt of your submission of the subject item concerning development at the subject location.

In order to work within Right of Way of State Route 25, the applicant will need to secure a NYSDOT Highway Work Permit. We have the following comments that should be incorporated in to the record:

1. The Traffic Impact Study portion of the DEIS proposes a traffic control signal at the NY 25 site access; however, a traffic signal warrant analysis was not provided for our review. Six copies of a traffic signal warrant analysis should be provided to us for our review and comment. Attached traffic signal notes must be added to the plans.

2. Signal timing changes are proposed as mitigation at the signalized intersection of NY 25 and South Jamesport Avenue. Signal timing changes are not necessarily adequate mitigation as we continually assess and regulate State highway traffic signal timing changes on a regular basis. The developer should offer more meaningful mitigation to address the degradation of level of service.

3. The Traffic Impact Study claims, "the proposed development.....will have no significant adverse impact on the traffic operations of the local roadway network." The unsignalized intersections studied show a degradation of level of service based on the traffic impacts of this development, yet no mitigation is proposed. The developer should be required to mitigate the impact of site generated traffic so these intersections function at acceptable levels of service.

The applicant should submit six (6) copies of Traffic Impact Study that proposes mitigation for the site generated traffic. The Traffic Impact Study shall include all the items checked on the attached TIS CHECKLIST.

For us to commence our review, additional items need to be included in the site plans for the work to be performed within state road's Right Of Way. Please see the attached "SITE PLAN REQUIREMENTS CHECKLIST" for additional features that need to be included on the site plans. We are particularly interested in the site's internal drainage, since we do not permit runoff from private property onto our State highways. A Work Zone Traffic Control plan must also be provided for work on NY 25. Please submit ten (10) sets of revised plans showing the changes.

All proposed road improvements detailed in the Site Plans must be designed in accordance with the latest versions of AASHTO, NYS Standard Manual of Uniform Traffic Control Devices, NYSDOT Highway Design Manual, and the POLICY AND STANDARDS FOR ENTRANCES TO STATE HIGHWAYS. Road improvement plans must provide all appropriate NYSDOT Standard Details and NYSDOT Standard Item Numbers.

Review of the subject material is being coordinated by Mr. Mark Wolfgang. He can be contacted at (631) 952-7973 if you have any questions regarding this matter. Please send all correspondence to his attention at the above address. In all future correspondence, please refer to the subject Case Number and County Tax Map number.

Thank you for your cooperation concerning this matter.

Very truly yours,

SHAIK A. SAAD, P.E.
Civil Engineer III
Traffic Engineering and Safety

Attachments: Traffic Impact Study Checklist; Site Plan Requirements Checklist; Traffic Signal Notes

cc: Mr. Kenneth Testa, P.E., Town Engineer, Town of Riverhead
Mr. George Woodson, Superintendent of Highways, Town of Riverhead

SAS:MDW:ajf

TRAFFIC IMPACT STUDY REQUIREMENTS CHECKLIST:

__X__ A. Hourly turning movement counts for each driveway intersection with the State highway where a permit traffic signal is being requested for the 8 highest hours of an average day, indicating all future movements.

__X__ B. Hourly turning movement counts for each adjacent signalized intersection on the State highway system for the 8 highest hours of an average day.

__X__ C. Accident analysis using three years of current source document accident data, including details of accident history and collision diagrams.

__X__ D. Morning, midday, evening and Saturday peak hour delay studies at each driveway intersection where a permit signal is requested.

__X__ E. Latest ITE Trip Generation Manual data for each land use, including code.

__X__ F. Capacity analyses using the latest HCM methodology, including comparative LOS tables and cross references to work sheets.

__X__ G. Time-space diagrams.

__X__ H. Site plan, drawn to scale, indicating roadway and access improvements.

__X__ I. Executive summary.

__X__ J. Aerial photograph of the site and environs.

__X__ K. Cost estimate of all mitigation improvements to the State highway system.

For sites whose sole condition requiring a Traffic Impact Study is a proposed drive-through window, the following must be included :

_____ *1. Queuing Analysis.*

_____ *2. Morning, midday, evening and Saturday peak hour turning movement counts for each driveway intersection, indicating all future movements.*

_____ *3. Items E, F and H above.*

For minor expansion of existing sites, Items 2 and 3 above must be included.

This material must be prepared by a licensed professional engineer.

tis.wpd 4/4/02

X A. Location and dimensions of existing highway pavement, curb, sidewalk, median, median openings, guide rail, utilities, signs (including size and text), pavement markings, bus stops, overhead and underground traffic signal equipment, right-of-way lines, controlled access lines and property lines.

X B. Existing and proposed buildings, appurtenances and drive-through windows.

X C. Design features, referencing the latest edition of the NYS Standard Specifications, to be incorporated in proposed work:

- X 1. Driveway pavement type and dimensions.
- X 2. Radii of driveway returns and other points of curvature.
- X 3. Driveway grades or profiles, indicating low point on private property.
- X 4. Angle of driveways relative to roadway center line.
- X 5. Dimensions of roadside control islands and driveway medians.
- X 6. Dimensions of curb and sidewalk relative to pavement edge.
- X 7. Details of internal traffic circulation, including proposed signs, pavement markings and traffic signal equipment.
- X 8. North arrow and scale on each applicable sheet.

X D. Size, type and grade of existing and proposed drainage features. Plastic pipe is not permitted within State right-of-way.

X E. Distance from each existing and proposed driveway to each adjacent driveway and cross street, including adjacent property lines and streets and driveways opposite the site.

X F. Work Zone Traffic Control plans. A Maintenance and Protection of Traffic plan must be provided for work on Route 25. The plan must include the note "All lanes must be open to traffic between 10 AM and 3 PM. No lane closings are permitted on weekends or holidays. Nighttime lane closings will not be permitted without prior approval from the State Permit Inspector."

X G. Traffic signal plans must be shown on a separate sheet including pavement markings, turn lanes, driveways, sidewalks and pedestrian ramps, crosswalks, buildings, poles, power supply, pullboxes, conduit, controller, head layout including face numbering, detection, right-of-way lines and signing. All work must be referenced to the latest edition of the NYS Standard Specifications. The attached traffic signal notes shall be included on the plans.

X H. All proposed road improvements detailed in the Site Plans must be designed in accordance with the latest versions of ASSHTO, NYS Standard Manual of Uniform Traffic Control Devices, NYSDOT Highway Design Manual, and the POLICY AND STANDARDS FOR ENTRANCES TO STATE HIGHWAYS. Road improvement plans must provide all appropriate NYSDOT Standard Details and NYSDOT Standard Item Numbers.
Please see our website at http://www.dot.state.ny.us/traffic/safety/tebsdhwp.html for further guidance.

X I. Labeled aerial photograph of the site and environs.

X J. Beginning and ending NY 25 mile markers.

Permit Notes (English):

1. All work shall be done in accordance with the NYS DOT Regional Traffic Signal Detail Sheets and NYS Standard Sheets.

Prior to beginning any work on the traffic signal, the contractor shall notify the Regional Traffic Signal Section to perform an inspection of the existing traffic signal equipment. After the inspection, the contractor must then submit a written notification with the date they will assume traffic signal maintenance. No work shall proceed on the contract until traffic signal maintenance is assumed. The existing traffic signal shall be maintained under item 619.1611 except for the controller, programming, and timing which shall be maintained by the state.

3. All traffic signals shall be maintained in a traffic responsive operation and all interconnect, where existing, shall be maintained. The contractor shall pay a liquidated damages charge of $500.00 per calendar day if actuation and coordination is not maintained.

4. All vehicle detection and signal coordination must be maintained at all times. Splicing of inductance loop wire, shielded lead-in cable, and interconnect cable shall be allowed for temporary repairs during construction only. Temporary loop detectors, if necessary, shall be 6 ft x 6 ft, be centered in their respective lane, and paid for under items 680.54 and 680.72. Other types of temporary detection may be used upon approval of the Regional Traffic Signal Section.

5. Traffic signal turn-on shall be done by NYS Traffic Signal personnel only. The contractor shall pay a liquidated damages charge of $10,000 if the traffic signal is turned on (including flashing operation) without NYS traffic signal personnel present. Failure to have NYS traffic signal personnel present may jeopardize future permit approvals. The contractor shall notify the NYS Traffic Signal Section two weeks prior to the requested date of turn-on.

6. All detectors shall be centered in their respective lanes and spaced 10 ft apart unless otherwise indicated in the plan.

7. The micro-cabinet shall be mounted 2.5 ft above finished grade.

8. The traffic signal poles have a design loading of xxxxxxx kips, a footing moment of xxxxxxx ft-kip and are xxxxxx ft high.

9. All pedestrian poles shall be 8 feet high. All pedestrian instruction signs shall be R6-12C from the M.U.T.C.D. manual with international symbols.

10. Concrete work pads shall be installed in front of the controller cabinet as per standard sheet 680-4.

11. The existing pedestrian poles, LED signal heads, LED pedestrian heads, and ADA pedestrian buttons shall be returned to the state. All other equipment shall be disposed of by the contractor.

12. Where pavement is resurfaced, all inductance loops shall be installed prior to the installation of the final asphalt top course.

13. The existing traffic poles shall not be double loaded--the proposed span load shall not be applied while the existing span is attached.

14. The condulet between the signal pole and the microcabinet shall be 4 inches in diameter.

15. The traffic signal heads shall be tethered to the second span wire as per detail A, Span Wire Sign Mounting, on Drawing No. TSD-9 (metric).

16. Before work begins on the traffic signal, the contractor shall notify the EIC as to the presence of optical pre-emption on the existing span wire. The EIC shall then notify the NYS DOT permits section so they can inform the permitee of any changes to the traffic signal span.

17. The contractor shall supply a 330 microcabinet, 179 controller.

THE FOLLOWING NOTES SHOULD BE INCLUDED ON ALL PLANS NOT INCLUDING TRAFFIC SIGNAL WORK BUT MIGHT DAMAGE SIGNAL EQUIPMENT:

- The contractor shall be responsible for and shall replace all signal interconnect cable, detector cable, conduit and all underground accessory equipment damaged during construction.

Prior to starting any work at this location, the contractor shall notify the New York State Department of Transportation that a tone-out of signal equipment is needed.

- All traffic signals shall be maintained in a traffic responsive operation and all interconnect, where existing, shall be maintained. The contractor shall pay a liquidated damages charge of $500.00 per calendar day if actuation and coordination is not maintained.

David A. Paterson
Governor

Carol Ash
Commissioner

New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189
518-237-8643
www.nysparks.com

September 27, 2010

Mr. Julius Klein
Jamesport Development LLC
2080 River Road
Calverton, NY 11933

Dear Mr. Klein,

Re: SEQRA
Lakeview at Jamesport
SCTM 0600-68-1-35
Jamesport, Town of Riverhead, Suffolk Co., NY
04PR00696

Thank your for requesting the comments of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) with regard to the potential for this project to affect significant historical/cultural resources. OPRHP has reviewed the recently completed archaeological reports for this project, as well as a Site Plan recently submitted on your behalf. This map is dated (originally) 6/5/07 and includes 8 revisions with the most recent being "08-20-10 Prehistoric Boundary Flagged by Tracker added". The following comments refer to that plan.

In previous comments we have expressed a concern related to burials previously identified on an adjacent property (USN A10306.000685 – Jamesport Hill Site). Specifically, our concern was that burial may have continued onto your property, or that non-burial aspects of the same site may exist within your property. Recent archaeological testing you have had completed, while identifying additional archaeological deposits within your property (USN 10306.000843- Jamesport Hill 2 Site), have not produced evidence to suggest that the burial complex extends to your property. The Jamesport Hill 2 site does cover a substantial portion of you property as identified on the Site Plan referenced above, however all but a very small portion of the site is located north of the area currently proposed for development. Material has been identified with lots numbered 1, 2, 3, 4, 5 and 7 along the northern section of the proposed Tukay Court, and within the Recharging Area and Lots 2, 3, 4 and 5 of the Hamlet Residence Parcel" along the southern end of the proposed Tukay Court. Although these parcels are not currently being considered for development, the archaeological research conducted has identified prehistoric deposits in those areas and OPRHP would like to take this opportunity to recommend to the Town of Riverhead that when development is proposed for those area, consultation should be undertaken to protect the site or to mitigate any adverse impacts that may result from any proposed actions on those lots.

With regard to the area currently being considered for construction: a very small section of the Jamesport 2 site extends through an area identified for slope modification at the northern edge of the proposed work, ending at the northern edge of Building J. While this very small section of the site will be impacted by the current proposal, it is OPRHP's opinion that the since impacts will be minimal and since the recently completed archaeological examination has provided data on that area the proposed project will have No Adverse Impact on the Identified site. No further investigation is recommended in association with

the current proposal as identified in the Project Plan. We would add a caveat to that recommendation that should any bone, pockets of ash/charcoal, reddened sand, concentration of burned or broken stones or other significant archaeological features or grouping of artifacts come to light during the proposed construction, all activity in that area should be halted and OPRHP and the project archaeologist contacted immediately to assess the discovery and to determine how to proceed. During any such period, work should be allowed to proceed on other portions of the project outside of an appropriate buffer area (50-100 feet). We would also suggest that the boundaries of all work areas be fenced and identified as areas not to enter to insure that accidental damage to the site does not occur beyond the area marked on the current plan.

Please contact me at extension 3291, or by e-mail at douglas.mackey@oprhp.state.ny.us, if you have any questions regarding these comments. Please refer to the Project Review (PR) number identified above for any future correspondence on this project.

Sincerely

Douglas P. Mackey
Historic Preservation Program Analyst
Archaeology

Cc: Al Cammisa, Tracker
Joseph Hall, Town of Riverhead

Village at Jamesport

Robert Stromski AIA, LEED AP

To: douglas.mackey@oprhp.state.ny.us
Cc: 'Sharon Klos'; Gennaro, Kim
Attachments: "image001.jpg" "0323-Updated Site Plan SP-1 8-20-10.pdf" "0323-Updated Site Plan SP-2 8-20-10.pdf"

Mr. Mackey,

I am forwarding you a PDF copy of the proposed site plan for the Village at Jamesport as per Sharon Klos's request. The drawings how the proposed site layout and the boundary of the historic site as depicted by Tracker. If you have any questions do not hesitate to contact me.

Thank you,

Robert Stromski AIA, LEED AP

STROMSKIarchiD29aR02aP13ZL

P.O. Box 1254 36H Carlough Road

Jamesport, NY 11947 Bohemia, NY 11716

p. 631-779-2832

f. 631-779-2833

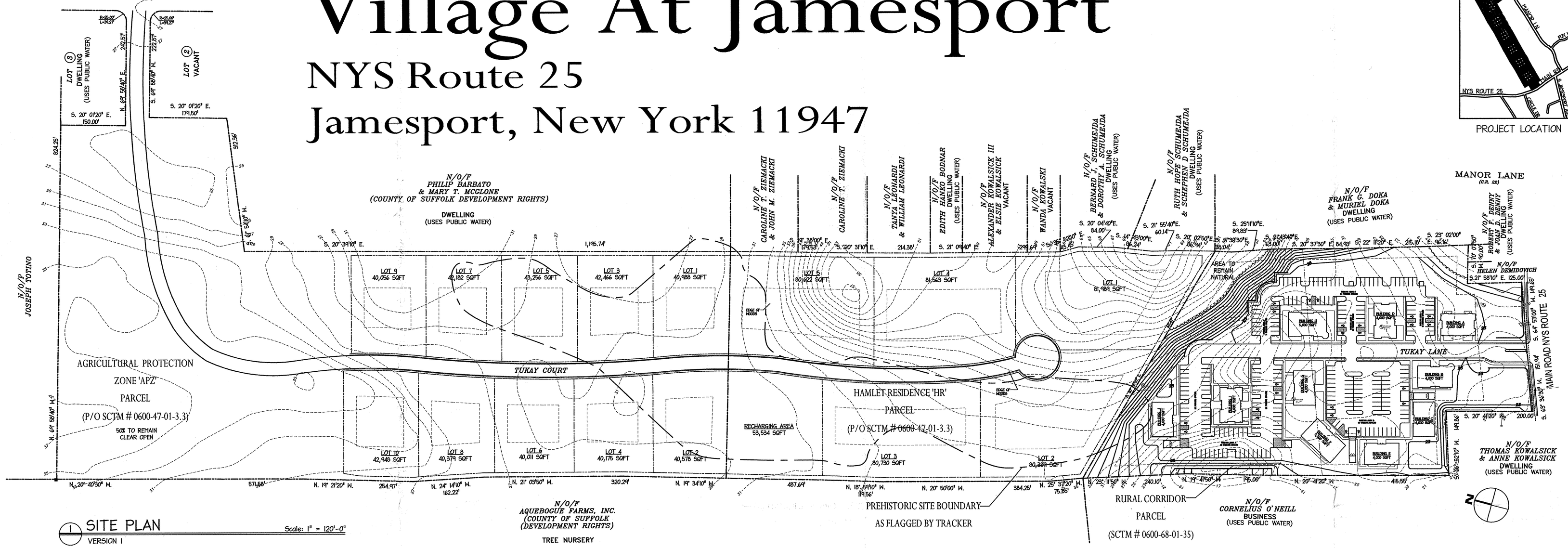
email - sarchitecturepc@optonline.net

Proposed Multi-Use Center for

Village At Jamesport

NYS Route 25

Jamesport, New York 11947



1 SITE PLAN
VERSION I
Scale: 1" = 120'-0"

GENERAL INFORMATION

LOCATION OF SITE: TOWN OF RIVERHEAD, SUFFOLK COUNTY
ACCESS TO N.Y.S. ROUTE 25 AND MANOR LANE IN THE HAMLET OF JAMESPORT

SUFFOLK COUNTY TAX MAP NUMBER: 0600-47-01-3.3 AND 0600-68-01-35

ZONING DISTRICT: APZ (21.987 ACRES, 957,760.7527 SQFT) & HAMLET RES. (11.9 ACRES, 518,356.9673 SQFT) (0600-47-01-3.3.); RURAL CORRIDOR (0600-68-01-35)

AREA OF SITE: TOTAL = 43.599 ACRES; (33.887 ACRES 0600-47-01-3.3 AND 9.712 ACRES 0600-68-01-35)

INFORMATION TAKEN FROM SURVEY DONE BY 'JOSEPH INGEGNO' LAND SURVEYOR DATED 10-20-2003

EXISTING CHARACTERISTICS (BOTH LOTS)

MEADOW OR BRUSHLAND	13,277.44 SQ FT (.304 ACRES)	UNVEGITATED (BARE EARTH OR FILL)	0
FORESTED	667,242 SQ FT (15.31 ACRES)	ROADS, BUILDINGS & OTHER PAVED SURFACES	938 SQ FT (.03 ACRES)
AGRICULTURAL	1,217,715 SQ FT (27.955 ACRES)	LANDSCAPING	0
WETLAND	0	SLOPE INFO	0%-10%: 89.3% 11%-15%: 5.3% 15%>: 5.4%
WATER SURFACE AREA	0		

SITE INFORMATION

	SCTM #: 0600-47-01-3.3 EXISTING	SCTM #: 0600-47-01-3.3 PROPOSED	SCTM #: 0600-68-01-35 EXISTING	SCTM #: 0600-68-01-35 PROPOSED
ZONING	APZ & HR ZONE	APZ & HR ZONE	RURAL CORRIDOR	RURAL CORRIDOR
AREA OF SITE	33.887 ACRES (1,476,117.72 SQ FT)	15 SINGLE FAMILY RESIDENCES	9.712 ACRES (423,054.72 SQ FT)	10 BUILDINGS (RETAIL AND OFFICE)
AREA OF BUILDING	VACANT	TBD	938 SQ FT (TO BE REMOVED)	42,000 SQ.FT.
AREA OF PAVEMENTS	SEE ABOVE EXISTING CHARACTERISTICS	TBD	SEE ABOVE EXISTING CHARACTERISTICS	128,684 SQ.FT.
AREA OF LAWN & LANDSCAPING	SEE ABOVE EXISTING CHARACTERISTICS	TBD	SEE ABOVE EXISTING CHARACTERISTICS	234,140 SQ.FT.
AREA OF RECHARGE BASINS	NOT APPLICABLE	53,534 SQFT	SEE ABOVE EXISTING CHARACTERISTICS	NONE
AREA OF AG. LAND	1,217,715 SQFT	1,217,715 SQFT	0.00 SQFT	NONE
AREA TO REMAIN NATURAL	SEE ABOVE EXISTING CHARACTERISTICS	465,752 SQFT (51% OF APZ ZONING)	SEE ABOVE EXISTING CHARACTERISTICS	18,230 SQ. FT.
AREA OF MEADOW OR BRUSHLAND	SEE ABOVE EXISTING CHARACTERISTICS	TBD	13,277.44 SQFT	4,563 SQ. FT.
AREA OF FOREST	258,528 SQFT	TBD	408,714 SQFT	13,666 SQ. FT.
SLOPES	0% - 15% = 97.6%; 15% - 30% = 2.3%; 30% - VERT = .07%	TBD	0% - 15% = 85.99%; 15% - 30% = 12.94%; 30% - VERT = 1.07%	0% - 15% = 84.5%; 15% - VERT = 15.5%

BUILDING INFORMATION

AGRICULTURAL PROTECTION ZONE/HAMLET RESIDENTIAL PARCEL

	EXISTING	PROPOSED
AREA OF SITE	33.887 ACRES (1,476,117.72 SQ FT)	
AREA OF BUILDING	VACANT	15 SINGLE FAMILY BUILDING LOTS

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

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	=	36,198 SQ.FT.
PARKING AREA B	=	32,339 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.

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 - 0.05 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

ZONING USE DISTRICT	MINIMUM LOT AREA (SQUARE FEET)	MINUMUM LOT WIDTH AT FRONT STREET (FEET)	BUILDING LOT COVERAGE (FOOTPRINT) MAXIMUM WITHOUT SEWER (%)	MAXIMUM WITH SEWER (%)	MAXIMUM WITH TRANSFER OF DEVELOPMENT RIGHTS (%)	MAXIMUM IMPERVIOUS SURFACE (%)	MAXIMUM HEIGHT OF BUILDINGS (FEET)	FLOOR AREA RATIO (FAR) MAXIMUM WITHOUT SEWER (%)	MAXIMUM WITH SEWER (%)	MAXIMUM WITH TRANSFER OF DEVELOPMENT RIGHTS (%)	MINIMUM FRONT YARD DEPTH (FEET)	SIDE YARDS, INTERIOR LOTS MINIMUM DEPTH FOR EACH (FEET)	MINIMUM COMBINED DEPTH FOR 2 SIDE (FEET)	MINIMUM REAR YARD DEPTH (FEET)
RURAL CORRIDOR (RLC)	40,000	200	10%	10	N/A	25%	35	0.10 (149)	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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CONSULTING ENGINEER
727 Union Avenue -- Riverhead, NY 11901
PHONE: (631) 722-4040 FAX: (631) 722-4004

Proposed
Agricultural re-grading plan
for

JUL-BET Entrprises

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	
7	06-14-10	Revised for FEIS
8	08-20-10	Prehistoric Boundary
	Flagged by Tracker added	

SEAL

REGISTERED ARCHITECT ROBERT STROMSKI 029189 STATE OF NEW YORK

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PROJECT NO.	10-AR001		
SCALE	As Noted	DATE	6/5/07
DRAWN BY	SL/GS	CHECKED BY	RS

TITLE

Site Plan & Project Information

SHEET

SP-1

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)	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	
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:

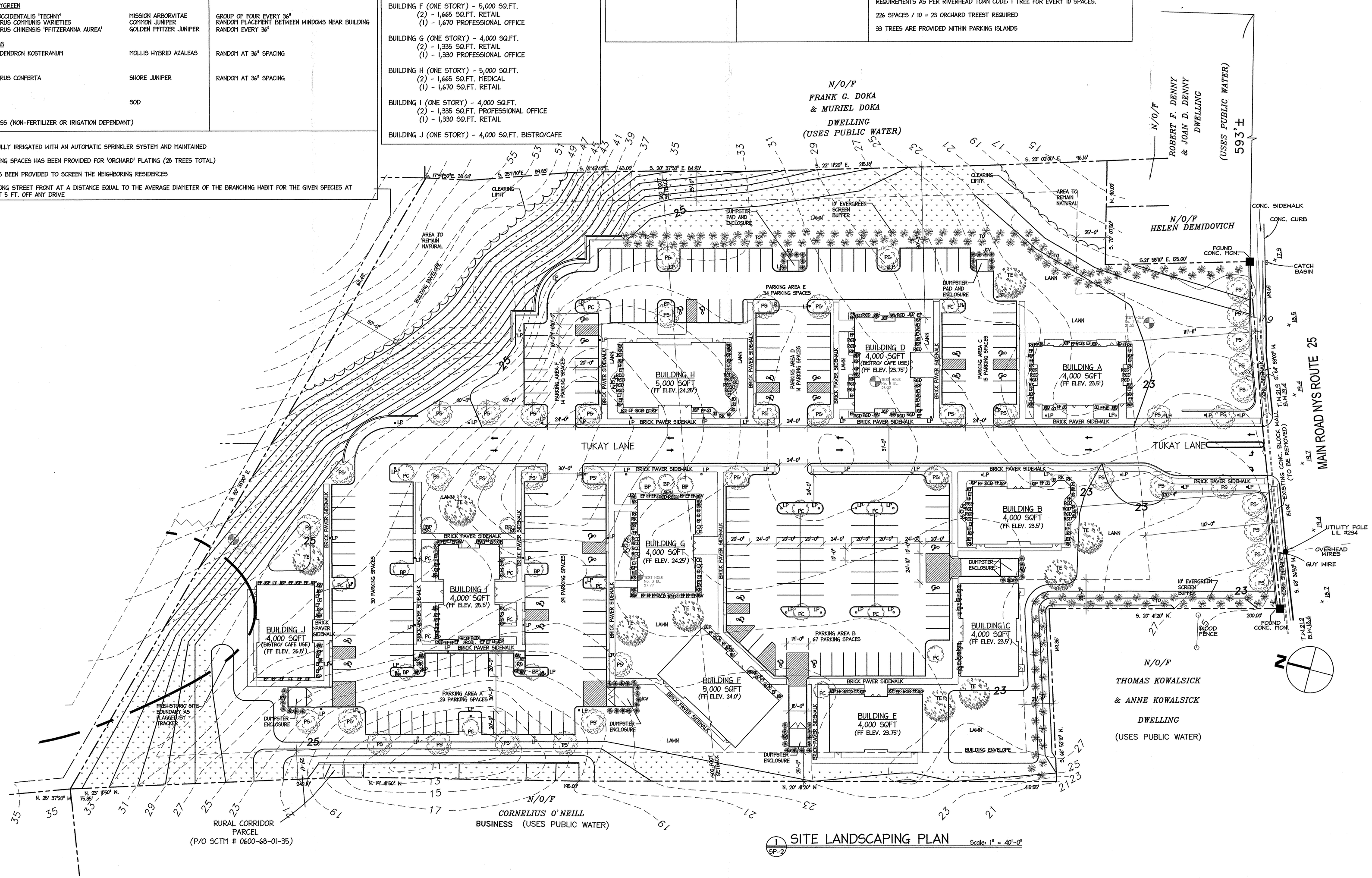
21,322 SQ.FT. (20.7%)
REFERNCED LANDSCAPING LOCATED JUST WITHIN ISLANDS AND BUILDING PADS. ADDITIONAL LANDSCAPING IS PROVIDED WITHIN PARKING PERIMETER.

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
Agricultural re-grading plan
for

JUL-BET Entrprises

NYS Route 25
Jamesport, New York

REVISIONS

1	10-20-06	Submitted Site Plan
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		as per Planning Dept. request
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8	08-20-10	Prehistoric Boundary
		Flagged by Tracker added

SEAL

REGISTERED LAND SURVEYOR ROBERT STROMSKI 029169 STATE OF NEW YORK

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PROJECT NO.	10-AR001		
SCALE	As Noted	DATE	6/5/07
DRAWN BY	SL/GS	CHECKED BY	RS

TITLE

Site Landscaping Plan

SHEET

SP-2

David A. Paterson
Governor

Carol Ash
Commissioner

New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189
518-237-8643
www.nysparks.com

July 9, 2010

Al Cammisa
Tracker Archaeology Services, Inc.
62 Pickerel Road
Monroe, NY 10950

Re: SEQRA
Lakeview @ Jamesport
T/Riverhead, Suffolk Co.
04PR00696

Dear Mr. Cammisa

Thank you for your July 7, 2010 letter which provides additional information in response to our review of the previously submitted report. This material addresses several of our questions. As you letter acknowledges, we are still waiting to receive project plans from the applicant that will include topographic information. Once that arrives, we will be able to provide additional comments and complete our evaluation of the National Register Eligibility of the site.

Please refer to the project number (PR) above in any correspondence. Contact me at extension 3291, or by e-mail at douglas.mackey@oprhp.state.ny.us, if you have any questions regarding these comments.

Sincerely

Douglas P. Mackey
Historic Preservation Program Analyst
Archaeology

TRACKER
Archaeology Services, Inc.
Tracking the Footsteps of the Ancestors

62 Pickerel Road • Monroe, New York 10950
(845) 783-4082

North Babylon, NY 11703 • (631) 321-1380

July 7, 2010

Attn: Douglas Mackey
NYS Office of Parks, Recreation & Historic Preservation
Field Services Bureau
P.O. Box 189
Waterford, NY 12188-0189

Re: SEQRA
Lakeview@Jamesport
T/Riverhead, Suffolk Co.
04PR00696

Dear Mr. Mackey:

In response to your letter of June 28, 2010 and your 3 points of concerns, we offer the following:

1) the client has been notified that they need to to submit detailed construction plans on a contour/topo map as per your request,

2) The Jamesport Hill site was located at the top of the hill, as is typical of Orient Period burials, just off the project area. However, the Phase II investigations at the Jamesport Hill 2 Site were conducted at the lower, level terrain at the bottom of the hill, atypical of Orient burials.

No "white sands" or any form of " man-made land" was encountered on the project area during either the Phase I or II investigations. The Phase II work included additional ST's at 25 foot intervals at the lower elevations both in the woods adjacent to the plowed field and the plowed field as well. Test units were also excavated in the plowed field. All the TU's and ST's conducted in the plowed farm field encountered normal plow zone strata, about a foot or slightly more of topsoil over an intact subsoil. The ST's in the wooded area also encountered a normal strata, about a foot or slightly less of topsoil over an intact subsoil. No burial shafts were encountered. No abnormal or mottled soils or any feature-like stains remotely suggestive of a burial shaft were encountered. In fact, no features at all were encountered.

3) The farm field was initially plowed for the Phase II work in December 2009. However, it could not be completed due to dense vegetation and then the ensuing harsh weather. The Phase II work was restarted in March 2010, when we were given the

go-ahead from the farmer who plowed it who had told me it took several plowings and diskings to get all the vegetation out. Indeed, Tracker's field director noticed disking marks/trails going in many different directions, instead of the normal up & down the field markings/trailings, indicating to us, "touch-ups".

The plowed field was walked-over several times in March, 2010, before and during TU excavations, twice of which were immediately after heavy rains.

If you have any questions, please feel free to call at any time.

Sincerely,

Alfred Sammisa, PI

OFFICE OF PARKS, RECREATION & HISTORIC PRESERVATION
NEW YORK STATE

New York State Office of Parks, Recreation and Historic Preservation

David A. Paterson
Governor

Carol Ash
Commissioner

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189
518-237-8643
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June 28, 2010

Al Cammisa
Tracker Archaeology Services, Inc.
62 Pickerel Road
Monroe, NY 10950

Re: SEQRA
Lakeview @ Jamesport
T/Riverhead, Suffolk Co.
04PR00696

Dear Mr. Cammisa

The Office of Parks, Recreation and Historic Preservation (OPRHP) has received the Phase 2 Report prepared for this project in May 2010. After reviewing this report, OPRHP offers the following comments:

1. As you are aware, the Jamesport site (burials) is located on the same landform as the current project. Although that site appears to be outside the boundary of the currently proposed impact area, OPRHP is still concerned about the potential for this project to lead to adverse impacts on the Jamesport Site. We have not yet received detailed construction plans which illustrate the topography of the Project area, or provide details on possible landscaping changes. Please have your client submit whatever plans are available at this time to help us in concluding our review of possible impacts of the project on that site.

2. Our previous comments expressed a concern that regarding the depth of deposits at the Jamesport site, and the potential for similar depths to hold cultural material at the Jamesport II site. Although the Phase 2 reports briefly mentions the issue of "white sands" which we had discussed by phone, there is no information to suggest that the issue of deposits being more deeply buried was address. Please provide clarification on how that concern was addressed.

3. With regard to the National Register Eligibility of the site, although your efforts identified sparse remains, reports that local collectors return to this area often suggest that the fields hold a great deal of material. I know from conversations we have had that you were concerned with ongoing collector activity which may have skewed your results. The text indicates when surface inspection began, but it does not indicate how much time elapsed between plowing/discing and your collection efforts, nor does it indicate if there was significant rainfall to wash the fields prior to your collection efforts. Please provide information to address these questions. Evaluation of the site for the National Register will be withheld until this additional information is made available.

Please refer to the project number (PR) above in any correspondence. Contact me at extension 3291, or by e-mail at douglas.mackey@oprhp.state.ny.us, if you have any questions regarding these comments.

Sincerely

Douglas P. Mackey
Historic Preservation Program Analyst
Archaeology

TRACKER

Archaeology Services, Inc.

Tracking the Footsteps of the Ancestors

REPORTS OF INVESTIGATIONS

The Jameport Hill 2 Site:
Phase II Archaeological Intensive Testing
for the proposed Lakeview @ Jamesport subdivision
Jamesport, Town of Riverhead, Suffolk County, New York

May 2010

Prepared for:
Jul-Bet Enterprises, Calverton, New York

Prepared by:

Alfred G. Cammisa, RPA
Felicia Cammisa, Alexander Padilla

Report #: 701

TRACKER ARCHAEOLOGY SERVICES, INC.
MONROE, NY 10950 • (845) 783-4082
NORTH BABYLON, NY 11703 • (631) 321-1380

MANAGEMENT SUMMARY

PR#:
04PR00696

Involved agencies:
Riverhead Town

Phase:
Phase II

Location:
Jamesport
Town of Riverhead
Suffolk County

Survey Area & Site size:
Width: about 450-250 feet (137-76 meters) east-west
Length: about 1450 feet (442 m) north-south
Acres Surveyed: about 16 acre (6.47 hectares)
Square Meters/Feet excavated: 6 sq. meters/64.5 sq.ft.
Site size: 1400 ft (427m) north south, likely extending further south, by up to 400 ft (122m) east-west, extending east & west over property bounds, or 14 acres & extending over this limit

USGS:
Mattituck, NY

Survey overview:
ST No. & interval: 58 at 25 ft. intervals
TU size & No.: 6, one meter square TU's
Size of Plowed area: entire Phase I site bounds with "extra" 100' around Phase I site perimeter to north & west & almost 300 ft extra to the south
Surface Survey Transect Interval: na

Results:
Diagnostic points associated mostly with Late Archaic, but also Early to Late Woodland.
Sparse artifact density, no FT's, no FCR
Recurrent hunting procurement station with 1 associated on site processing station

Results of Architectural Survey:
No. Of buildings/structures/cemeteries in project area: none
No. Of buildings/structures/cemeteries adjacent to project area: 1 (Jamesport Hill burial)
No. Of previously determined NR listed or eligible buildings/structures/cemeteries/districts: Jamesport Hill Site
No. Of identified eligible buildings/structures/cemeteries/districts: none

Authors:
Alfred G. Cammisa, M.A./RPA
Felicia Cammisa, B.A.
Alexande Padilla, B.A.

Date of Report:
Report completed May, 2010

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LABORATORY METHODS 4

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APPENDIX 3: Inventory

APPENDIX 4: Glossary

APPENDIX 5: State Forms

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Figure 1 Portion of the Mattituck, NY USGS.

Figure 2 3D map showing burial & hunting sites oriented towards water.

Figure 3 Phase IB Artifact density & distribution.

Figure 4 Prehistoric artifact density & distribution based on Phase I & Phase II surface finds.

Figure 5 Artifact density and distribution based upon test units.

Figure 6 Profiles TU's 2 and 3.

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Photo 1 TU 2, East Wall.

Photo 2 TU 3, North Wall.

Photo 3 Surface finds: left side top, Rossville & bottom, Levanna-like (possible Beekman) right side, top to bottom, Wading River/Lamoka/Vosburg, Wading River, Wading River.

Photo 4 Chert Brewerton or Vosburg from TU 5.

Photo 5 Some artifacts recovered by local collectors from Jamesport Hill 2 Site.

INTRODUCTION

Between December 27 and April 10, 2010, TRACKER-Archaeology Services, Inc. conducted a Phase II intensive testing of the Jamesport Hill 2 Site for the proposed Lakeview@Jamesport in Jamesport, Town of Riverhead, Suffolk County, New York. The purpose of the investigation was to interpret the site in order to determine its significance for inclusion to State or National Historic Registers.

Previous work on the property included a Phase IA documentary study and IB archaeological study, conducted March 24 through April 7, 2008. The Phase IA had revealed that the property was situated in an area of high potential for the recovery of prehistoric sites. The Phase IB encountered a prehistoric site. Recommendations were made to conduct a Phase II intensive testing of the Jamesport Hill 2 Site if the site were to be adversely impacted (see Cammisa 2008A).

The current project area is limited to the prehistoric site located in the plowed farm field. The property as a whole is bordered to the south by Main Street and private property, to the east by Manor Lane and private properties along that road, and to the remaining sides by other properties.

During the course of the Phase II intensive testing, 23 artifacts were recovered. Combined with the Phase I work the total site artifact assembledge is 44. The Phase II artifacts consisted entirely of lithics, including primary, secondary and tertiary flakes, shatter, 9 points, and 2 bifaces.

The Jamesport Hill 2 Site appears to represent, a multi-component, recurrent, hunting procurement and processing station with the emphasis on procurement and Late Archaic.

The Phase II intensive testing of the Jamesport Hill 2 Site was conducted by TRACKER-Archaeology Services, Inc. of Monroe, New York. The Principal Investigator was Alfred G. Cammisa, M.A./RPA. Phase II field work was assisted by field director Alexander Padilla, B.A. Lithic analysis by Joseph Diamond PhD. Faunal analysis by Thomas Amorosi, PhD. Report preparation was by Alfred Cammisa, Felicia Cammisa, B.A., and Alexander Padilla.

The study was completed for Jule-Bet Enterprises, Inc. of Calverton, New York.

Research Issues

-What is the temporal affiliation of this site?
Diagnostic points or pottery can solve this question. The Phase I work produced a Late Archaic type point and a Contact Period scraper on a wine bottle fragment. The Late Archaic Period artifact may be associated with the Terminal Archaic Orient burial on top of the hill (Jamesport Hill Site).

-What activities are present on site?
Identifying artifacts and associated tasks will answer this question. Previous (Phase I) activities were hunting, butchering, hide processing, and stone tool making, as well as ceremonial activity (points, biface, scraper, paint pot, debitage).

-What intrasite patterns can be established?
Spatial analysis of the site, by first identifying and then interpreting activity areas, such as artifact concentrations and features by stratum, will answer this.

-Can site seasonality be determined?
Flotable features could possibly identify seasonality.

-How does this site fit into the local and/or regional settlement patterns?
A comparison of other well documented sites in the vicinity will provide insight here, such as the adjacent Orient Period Jamesport Hill Site.

-Does the Jamesport Hill 2 Site have research value to make it potentially eligible for nomination to the National or State Registers of Historic Places? Criteria needed to assist in this determination 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 disturbance to those features.

2) Cultural components/affiliations and time range present.

3) Vertical (stratigraphy) and horizontal (spatial) distribution of the archaeological remains.

4) Site interpretation should demonstrate any uniqueness or significance in a local or regional context.

FIELD METHODS

Phase II field methods consisted of re-plowing and disking the farm field and the excavation of additional shovel tests (ST's) as well as the excavation of test units (TU's). The re-plowing included an additional 100 to 300 feet around the original Phase I site boundary where possible. Because of the combination of substantial vegetation which had grown up on the field and the rough weather (freezing cold and torrential rains or heavy snows), the ground was plowed and disked multiple times over a period of months. As this site was well known to pot-hunters, this may have given them time and opportunity to pick the site before the Phase II walkover officially began (see Field Results). Multiple walkovers were conducted during the Phase II investigations.

Shovel Tests

Phase II shovel tests were largely conducted at 25 foot intervals in 2 places:

1) in the woods adjacent to the plowed field between the Phase I ST's which were excavated at 50 foot intervals, thus creating a combined 25 foot interval. These were placed here to substantial the borders of the prehistoric site which had been limited to plowed field scatter.

2)in the plowed field where the Phase I walkover produced artifacts but the Phase II walkover did not produce anything.

Test Units

Test units were placed primarily in areas of highest archaeological potential (artifact concentration and variety) but also in areas of lower artifact density to test site variability. Test units measured 1 meter square. They were dug by natural stratigraphy. Excavation ceased at 10 cm. into culturally sterile subsoil.

Excavation of the 1 meter square TU's was accomplished manually with the use of shovel and trowels. Shovel technique utilized was the horizontal "skimming" method. Soil horizon interfaces or any potential features were troweled in an attempt to uncover cultural feature stains (pits, etc.). Elevations of stratigraphy were recorded with the use of a line level which was placed at 10 cm. above ground surface, usually in the southwest corner unless slope dictated a higher corner.

Soils were screened through a 1/4 inch wire mesh and analyzed for artifacts. Excavated soils were subjected to 100% screening. Stratigraphic profiles were mapped for EU's. All artifacts were bagged by EU and level, provenienced, and returned to the laboratory for processing and analysis.

FIELD RESULTS

A total of 6 TU's and 58 ST's were conducted as part of the Phase II intensive testing. Twenty two ST's were excavated in the plowed field at different locations where artifacts were recovered during the Phase I work but not during the Phase II work. Thirty six ST's were conducted in the woods along the perimeter of the plowed field and prehistoric site. Prehistoric artifacts were not recovered in any ST's, either in the plowed field or in the wooded areas. Artifacts were recovered in 4 out of the 6 TU's. Scattered Euro-American artifacts were discarded. One rib fragment from a domestic horse or cow was analyzed but not included in our prehistoric assessment.

Phase II shovel testing confirmed the following (Phase I) observations:

1) Site boundaries during the Phase II plowing, disking, and walkovers extended the site boundaries substantially to the south and slightly to the north and west. The site apparently extends beyond property borders to the east and west.
2) site boundaries apparently did not extend east into the woods and upslope based on the shovel testing of this area.

Despite the fact that multiple Phase II walkovers were conducted, mostly after rainy days, substantially less artifacts were recovered at this time than during the single Phase I walkover. We had assumed this was due to pot-hunters collecting from the site before we got to it during the multiple plowings and/or diskings. To strengthen our supposition, a local resident and artifact collector walked on to the property during the second or third Phase II walkover and introduced himself to the field director. He had told us he collected from the project area for about 4 years whenever it was plowed, usually at the south end of the site, but he had started with someone else, a Mr. Bill Fleming, who had picked the field for about 20 to 30 years, possibly with his father. We were told they had permission form the previous owner. He had allowed us to photo the artifacts collected from our site (Photo 5). He further mentioned that there were many "artifact collectors" in Jamesport and they knew all the good sites, including the project area (Lessard 2010:p.c.). Bill Fleming (2010 p.c.) was contacted and had mentioned that he had a large collection (which may have been his fathers) and was willing to send us photos of them from his Carolina home. However, after numerous phone calls and reminders, those pictures were not received by the time this report was finished.

Also, a neighbor came out and told the field director that this farm (the project area) had been part of a larger farm and there were artifacts all over them. He stated that 50 to 80 years ago, a stream had run through the project area but was now buried (see Figures 4 & 5) . He also mentioned that he had a copy of our Phase I report.

Stratigraphy (from TU's)
Level 1, Ap horizon: 20 to 37 cm. thick of 10YR4/3 brown loamy sand.

Level 2: B horizon: 10 or more cm. of excavated 10YR5/4-5/8 yellow brown loamy sand subsoil. This level was culturally sterile.

Excavation Units
TU 1 was place near SF E which was an isolated find projectile point. The reason was to see if this area was a hunting spot (missed shot) or something more substantive such as a camp. This TU produced no artifacts.

TU 2 was placed at an artifact cluster which also yielded the most in artifact variety. However, this TU produce only 2 artifacts.

TU's 3 and 6 were placed at 2 SF's which were points. Test Unit 3 yielded 3 artifacts, higher than most on this site. However, TU 6 produced nothing.

TU 4 was placed near a Phase I flake cluster, or thereabouts, and a Phase II SF. This TU produced 1 artifact.

TU 5 was placed at a Phase I artifact cluster where a Contact Period glass scraper was found (see Cammisa et al 2008). This TU produced only 1 artifact.

LABORATORY METHODS

Processing

The artifacts recovered and retained during the Phase II field work were transferred to TRACKER-Archaeology Services laboratory in Monroe, New York. The artifacts were washed in room temperature tap water. The drying procedure consisted of slow air drying. After cleaning, the artifacts were rebagged.

The archaeological remains were identified utilizing an altered version of the National Park Service Material Culture Data Base Taxonomy. Artifacts were indexed according to "function" and minimally included: functional group, class, morphology, and material.

Lithic Analysis

Methods used consisted of the investigation of flake attributes, raw material variety and the weighing of artifacts. Analysis was, for the most part, conducted macroscopically (with the naked eye). The use of a hand lens or microscope was also used in some instances for determining use-wear versus retouch, mineral composition and some general analysis. Calculations were in grams.

LABORATORY RESULTS

Phase II investigations of the Jamesport Hill 2 Site resulted in the recovery of 23 prehistoric artifacts. The amount combined with the 21 artifacts recovered during the Phase IB survey totaled 44 artifacts. The exact type of artifact and its location are listed in appendix 3 (inventory). (Historic artifacts were discarded in the field or lab. One faunal specimen was analyzed in the lab and after determining it to be from a domesticated animal, was not included in our prehistoric site evaluation.)

LITHIC ANALYSIS

A total of 23 lithic artifacts were recovered at this time. They are described as follows:

Debitage

Total Debitage (% of total Phase II)	primary flakes (% of debitage)	secondary flakes (% of debitage)	tertiary flakes (% of debitage)	shatter (% of debitage)
12	1	1	8	2

Tools

Tools (% of total Phase II)	Points (% of tools)	Bifaces (% of tools)
11	9	2

Fire Cracked Rock (FCR)
No fire cracked rock was recovered.

Hematite
Two raw, unworked, hematite pieces were recovered. One of these was a broken/split cobble in the shape of a paint pot but unused. (A paint pot was recovered during the Phase I work).

Material

Material	Count (% of lithics)	Artifact Type
quartz	15	8 points (out of 9), biface, most tertiary flakes, primary flake
quartzite	7	biface, 2 tertiary flakes, secondary flake, both shatter, 1 Wading River point
chert	1	1 point (Breterton or Vosburg with snapped base)
hematite	2	No artifacts at this time 2 raw pieces, 1 a split cobble

Artifacts per TU (% per TU)

TU	Count	Artifact Types
1	0	1 unworked hematite broken cobble
2	2	quartzite shatter
3	3	quartzite tertiary & secondary flakes & Wading River point
4	1	tertiary flake
5	1	chert Brewerton or Vosburg point
6	0	

Artifacts by Level

Level	Count	Artifact Type
surface	16	6 tertiary flakes & 1 primary flakes, 2 bifaces, 7 points
1 (Ap horizon)	7	see above TU's
2 (subsoil)	0	

CULTURAL INTERPRETATIONS

The Jamesport Hill 2 Site appears to represent, a multi-component, recurrent, hunting procurement and processing station with the emphasis on procurement and Late Archaic. The site was utilized heavily during the Late Archaic as judged by the number of Wading River type points and other points described as Lamoka/Wading River, Wading River, Lamoka, or Vosburg, Brewerton/Vosburg. However, there is also a Rossville point and possible Levanna from the Woodland Periods. (Note: those points classified as Wading River in the inventory could actually also be Lamoka points).

Activities at the site appear to have included:
-Hunting as evidenced by 9 points from the Phase II and an additional 4 from the Phase I work. The overwhelming majority of the diagnostic items are from the Late Archaic Period.

-Butchering/Hide processing as evidenced by 2 bifaces from the Phase II and an additional biface and a scraper from the Phase I.

-Stone tool manufacturing (1st stages of lithic reduction) sparsely represented by 1 primary flake from the Phase II and another 4 primary flakes form the Phase I.

-Stone tool manufacturing (last stage of lithic reduction) as evidenced by 8 tertiary flakes and the bifaces from the Phase II as well as an additional 4 tertiary flakes and biface from the Phase I.

-Ceremonial activity as represented by the Phase I paint pot recovered. The Phase II work only produced unworked hematite, one of which, a split cobble, appears ready to be utilized.

Spatial analysis appear to have delineated some intrasite patterns:
Projectile points appear endemic to the Jamesport Hill 2 site.They are found everywhere on site, from the northern to southern site extremities, from eastern to western site boundaries, as parts of artifact clusters, and as isolated finds. The time period representative is largely Late Archaic, including mostly Wading River types, which are the most common variant, but also a Brewerton/Vosburg, a possible Lamoka, and a Snook Kill from the Phase I work. A recovered Rossville point is diagnostic from the Early Woodland and the recovered Levanna from the Mid-Late Woodland. (This Levanna may also be a Late Archaic Beekman point) (see Ritchie 1989 and Funk 1991:154-156). The site in general appears to have functioned as a recurrent hunting procurement station.

The artifact cluster at the toe of the slope on the west side of the hill included the highest artifact variety. The Phase I investigation documented a scraper, biface and point as well as flakes, while the Phase II recovered additional bifaces, a point and flake. This area seemed to function as a procurement and processing station for hunter-gatherers whose hunting area turned into an on-site butchering and hide processing station.

Other, pot-hunted artifacts recovered from the property included Archaic and Woodland projectile points as well as a net-marked pottery sherd. Many of these were collected along the south side of the site and further south of the present site borders. Besides replicating hunting activities, it also appears that Woodland folks were utilizing the site for camps where cooking was conducted.

Topographically, the Jamesport Hill 2 Site is positioned west of a high hill, south and east of an old stream (now buried) and east of a pond (off project area). There is also another pond east of the hill off the project area. The site is essentially surrounded by small waters and the hill acts as a view point. Also, from the perspective of the Jamesport Hill burial makers, there may have been a religious symbolism in this, the high hill, surrounded by small water, overlooking a large body of water (see Figure 2, stream not shown & Figure 4 for stream location).

Local Intersite Settlement Patterns

The Jamesport HIll Site is located adjacent to the project parcel and the Jamesport Hill 2 Site is a Transitional Period (Terminal Archaic Period) Orient phase burial site. This site is located at the top of the hill which the project property shares, on its south side, in essence, facing Peconic Bay. The hill, appears to be the highest spot in this vicinity which is on an otherwise fairly flat outwash plain. According the Ritchie (1965: 54), the burial pit was dug through a white sand of "bright, clean and striking appearance". Bright white sand is not a normal soil horizon in this region. Normally, the A horizon is a brown to dark brown sandy type topsoil with a yellow subsoil. The soil on the Jamesport Hill site is Carver sand with colors in the dark brown hues. The topsoil color on the very same hill on our current property was a 10YR4/3 brown (Cammisa et al 2008A). The white sand Ritchie was describing could very well be "made", that is to say, brought in by man. The Orient burial pit makers may have gone to a great effort to bring in beach sand from the shore to create what they wanted. The burial itself was situated on the south side of the hilltop facing the shore, about 6000 feet away. Perhaps there was a ceremonial symbolism is using beach sand, as well as well known symbolism of human remains facing water.

Artifacts from the Jamesport Hill Site include many Orient Fishtail points, narrow stemmed points similar to those from Wading River Site, winged bannerstone, steatite pots, pottery (probable Vinette 1) and ocher (Ritchie 1965). Artifacts from our current area of research, the adjacent Jamesport Hill 2 Site, include narrow stemmed points, Wading River type points, a paint bowl (from the Phase I work) unworked raw hematite (1 looks like a paint bowl unused), and other Late Archaic to Woodland Period points.

The major time period represented at the Jamesport Hill 2 Site, the Late Archaic Period, slightly pre-dates the Transitional Period Jamesport Hill site up slope. The Jamesport Hill burial makers may have learned about this area, including the highest spot in Jamesport, from their predecessors (possibly their elders) hunting at the Jamesport Hill 2 Site. Since similar point types and ceremonial artifacts associated with ocher and burials (paint pot, unused hematite cobble, narrow stemmed points) were recovered from both sites, it is likely that the Jamesport Hill Site burial builders also utilized the Jamesport Hill 2 Site as a hunting station. Late Archaic points have been found associated with Terminal Archaic components on eastern Long Island (Cammisa et al 1999; Ritchie 1965:10-47).

Wading River and Lamoka points have also been recovered from the Bittner 2 Site on southern Shelter Island and the Payne Site on Fort Pond, a lake portage-able from the bay side. Lamoka points were the major Late Archaic type found at the large Carroll Site on Three Mile Harbor. These sites, and our current area, are all connected by the bay. Most Archaic sites, and the largest are found on, or close to, the coast. However, these folk also used networks of closely linked ponds when traveling through the interior of Long Island. Most prehistoric sites from Late Archaic to Late Woodland in this region appeared to be oriented towards large bodies of water (see also Cammisa et al 1999, 2000, 2008B, 2008C).

CONCLUSIONS AND RECOMMENDATIONS

The Jamesport Hill 2 Site appears to represent, a multi-component, recurrent, hunting procurement and processing station with the emphasis on procurement and Late Archaic. The site was utilized heavily during the Late Archaic as judged by the number of Wading River type points and other points described as Lamoka/Wading River, Wading River, Lamoka, or Vosburg, Brewerton/Vosburg. However, there is also a Rossville point and a possible Levanna from the Woodland Periods.

A site is eligible for nomination to the National Register of Historic Places if it meets one or more of the following criteria (as set forth in 9 NYCRR 427 and 428 or CRF 800):

A) Associated with events that have made a significant contribution to the broad patterns of our history;
B) Associated with the lives of persons significant in our past;
C) Embodies the distinctive characteristics of a type, period, or method of construction, or represents a significant and distinguishable entity whose components may lack individual distinctions; or
D) Has yielded, or may be likely to yield, information important in prehistory or history.

In our opinion, the Jamesport Hill 2 Site has limited research value that would make it eligible for the historic registers and at this point we would not recommend it for such. The following points should be considered:

- Artifact density is very low with 1/3 of the 6 TU's producing no artifacts at all and the remaining 4 TU's producing between 1 to 3 artifacts per TU.
- Neither features nor fire cracked rock were encountered, indicating both the absence of features and the lack of potential for features nearby.
-Diagnostic artifacts were recovered identifying a time range and cultural affiliation.
-There is some artifact diversity, although most of the site appears to have been a hunting station with lost projectile points as a major recovered item.
-Spatial analysis appears to indicate recurrent visits and at least 1 distinguishable activity area, other than the lost points from the recurrent hunting station and related hunting attempts.

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APPENDIX 1

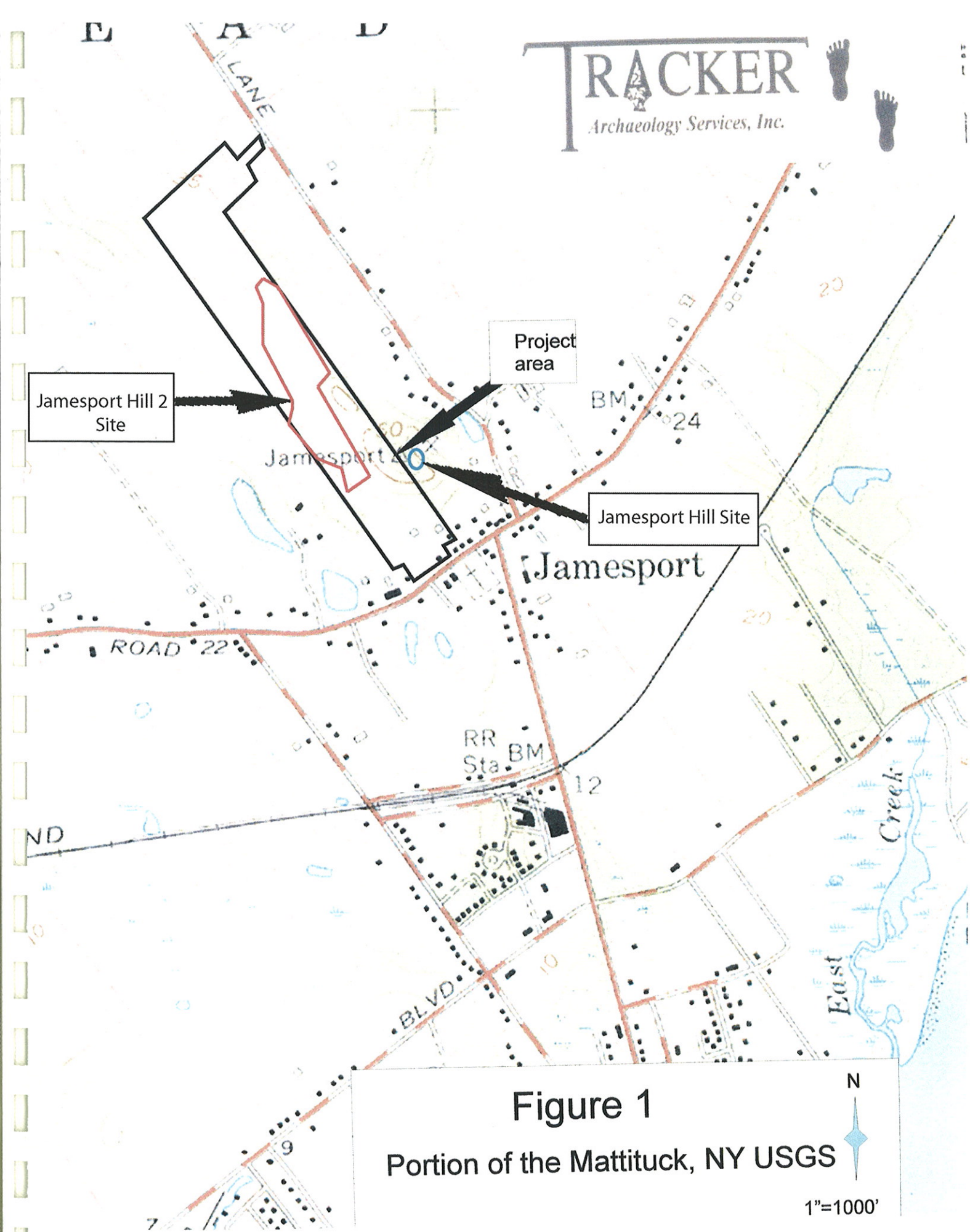

Figure 1

Portion of the Mattituck, NY USGS

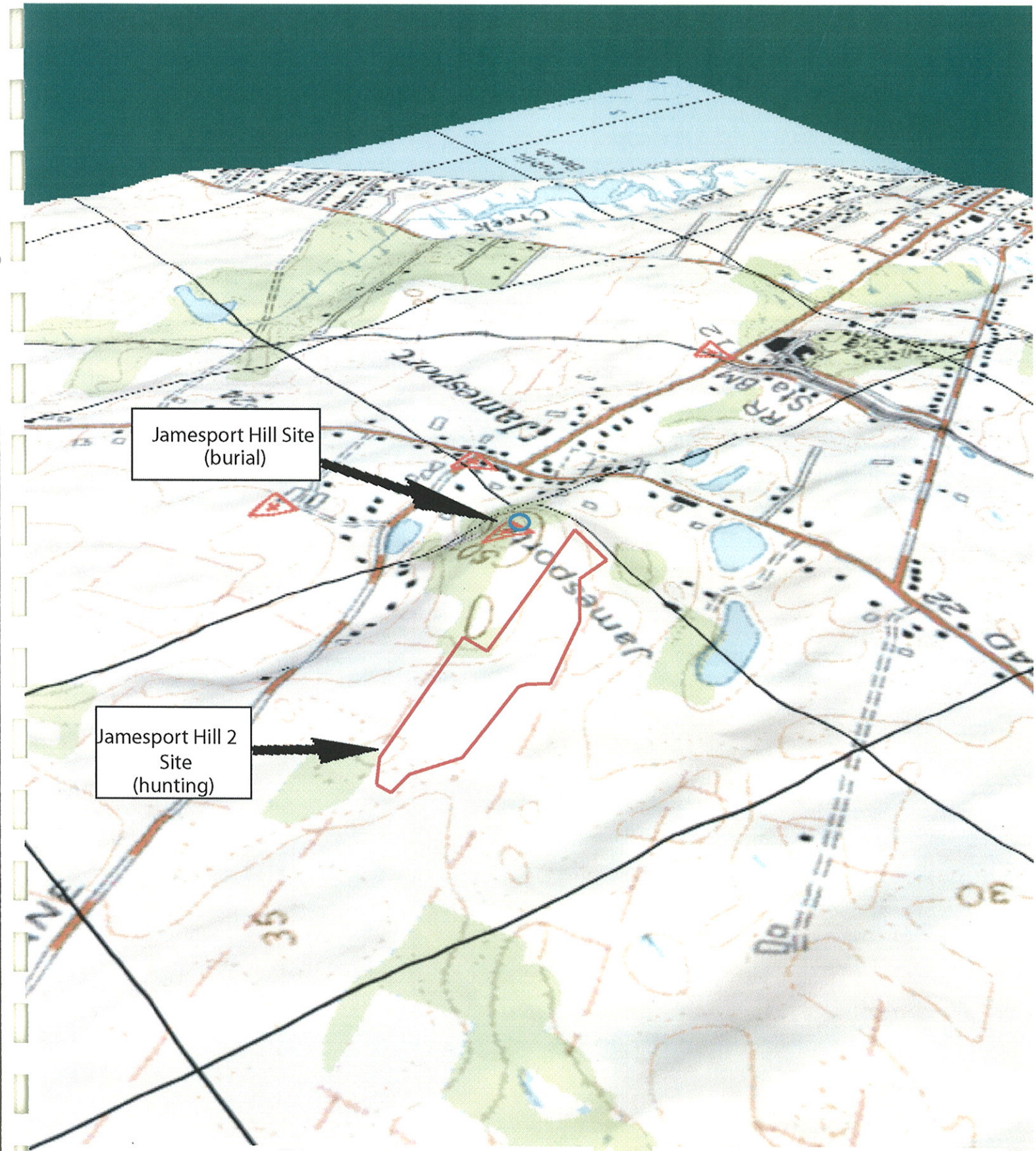

Figure 2

3D map showing burial & hunting sites oriented towards water

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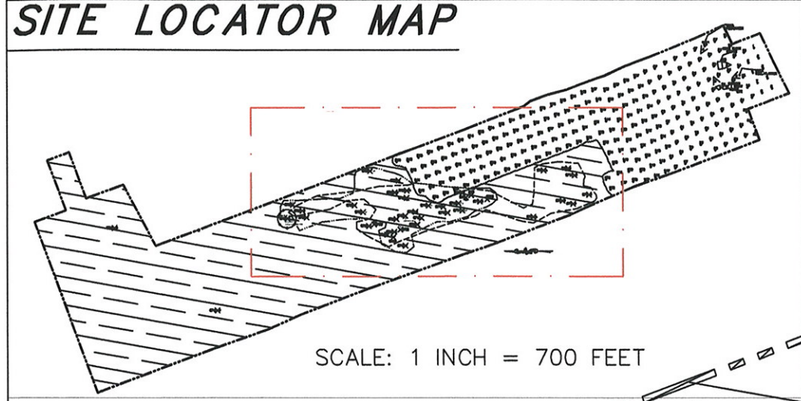
SITE LOCATOR MAP



SCALE: 1 INCH = 700 FEET

SF25 Ppt
SF24 F
SF26 EA
SF20 EA
SF21 H
SF30 F
SF29 F
SF35 H
SF34 C
GLASS Sc
(circa AD 1680-1710)
SF39 F
SF28 Pp
SF15 Sc
SF14 F
SF19 H
SF23 Pp
SF27 F
SF18 F
(SNOOK HILL)
SF12 F
SF11 BiF
SF22 F
SF32 H
EA SF33
Pp SF31
SF37 H
SF38 F
F
SF36
SF40 F
SF10 H
SF8 F
SF9 EA
SF16 F
SF7 EA
SF13 Pp
SF3 EA
SF2 H
SF17 H
SF1 H
SF5 H
SF4 H
SF6 EA

LINE LEGEND

- PREHISTORIC SITE
- HISTORIC SCATTER
- SITES DO NOT EXTEND TO THIS POINT
- CONTACT PERIOD SITE

FIGURE 3: PHASE IB ARTIFACT DENSITY & DISTRIBUTION (CAMMISA etal 2008)

SF X	PREHISTORIC SURFACE FIND(WITH ARTIFACT DETAIL)
SF X H	HISTORIC SURFACE FIND
SF X C	CONTACT PERIOD SURFACE FIND
SF X EA	EURO-AMERICAN SURFACE FIND
●	NEGATIVE SHOVEL TEST

ARTIFACT DESIGNATION

- ***BiF = BIFACE***
- ***F = FLAKE***
- ***Pp = PROJECTILE POINT***
- ***Ppt = PAINT POT***
- ***Sc = SCRAPER***

SCALE: 1 INCH = 100 FEET

200' 150' 100' 50' 0 100' 200'

PROJECT NAME: JAMESPORT HILL SITE 2

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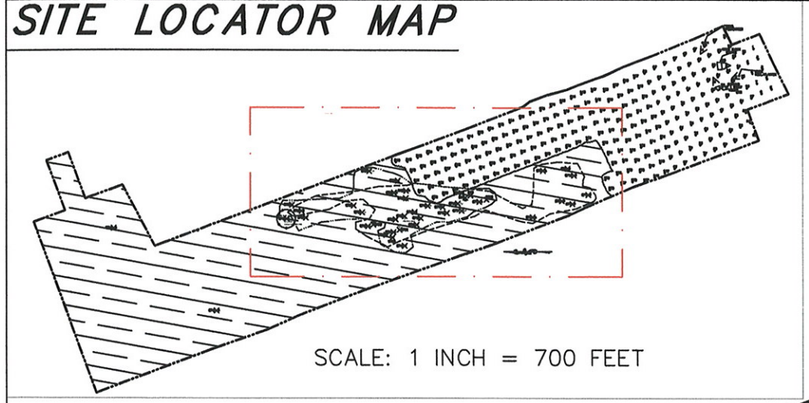
SITE LOCATOR MAP



SCALE: 1 INCH = 700 FEET

TO JAMESPORT BURIAL SITE

AREA OF OTHER RECOVERED ARTIFACTS BY AMATEUR ARCHAEOLOGIST

TOP OF HILL

SF25 Ppt
SF"A" F
SF"F" Pp(WADING RIVER)
SF24 F
SF"G"
SF29 F
30 F
GLASS Sc (circa AD 1680-1710)
SF34 C
SF39 F
SF28 Pp
Pp (SNOOK HILL)
SF23 F
SF"H"
SF27 F
SF15 Sc
SF14 F
SF12 F
SF11 BiF
SF13 Pp
SF"R" (ARCHAIC LIKE) Pm
SF"Q" BiF
SF"I" F
SF"J" BiF
SF8 F
SF16 F
SF"L" Pb(LAMOKA/WADING RIVER)
SF"T" F
SF"P" F
SF"N" P Pp(LEVANNA/BEEKMAN)
SF"O" Pp(ROSSVILLE)
SF"E" Pp(WADING RIVER)
SF"M" F
SF"K" Pp(WADING RIVER)
SF31 Pp
SF38 F
F
SF36
SF40 F
SF22 F
SF18 F

217 222 245 227 246 232 247 261 260 259 218 237 248 250 241 249 253 254 255 256 257 258 221 262 263 228 275 276 219 231 264 273 274 277 220 251 252 265 238 271 272 278 240 266 269 270 279 229 267 268 280 230 239 293 294 295 292 296 297 286 289 285 288 284 283 287 282 281 291 290 289 291 291 291 291

APPROXIMATE LOCATION OF STREAM CHANNEL (NOW BURIED)

2-TRACK FARM ROAD

SCALE: 1 INCH = 100 FEET

200' 150' 100' 50' 0 100' 200'

FIGURE 4: PREHISTORIC ARTIFACT DENSITY & DISTRIBUTION BASED ON PHASE I & PHASE 2 SURFACE FINDS.

SF✕ (1) PREHISTORIC SURFACE FIND(Phase 2)
EDGE OF PLOWED FIELD
PREHISTORIC SITE BOUDARY(based on Phases I&2 surveys)
PHASE 2 SHOVEL TEST(NEGATIVE)
PHASE IB SHOVEL TEST(NEGATIVE)

ARTIFACT DESIGNATION

BiF = BIFACE ***Ppt = PAINT POT***
F = FLAKE ***Sc = SCRAPER***
Pp = PROJECTILE POINT
Pb = POINT BASE
Pm = POINT MID-SECTION

SF✕ PREHISTORIC SURFACE FIND W/ARTIFACT DETAIL(PHASE IB)
SF✕C CONTACT PERIOD SURFACE FIND(PHASE IB)

PROJECT NAME: JAMESPORT HILL SITE 2

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TOP OF HILL

SF"N" Pp(LEVANNA/ BEEKMAN) TU3 TU6

SF"O" Pp(ROSSVILLE)

SF"Q" BiF SF"I" F TU2

SF"R" Pm (ARCHAIC-LIKE) BiF SF"J"

TU5

SF"E" Pp(WADING RIVER) TU1

SF"M" TU4 F

APPROXIMATE LOCATION OF STREAM CHANNEL (NOW BURIED)

2-TRACK FARM ROAD

NOTE: TEST UNIT SIZE NOT DRAWN TO SCALE.

FIGURE 5: TEST UNIT(TU) LOCATION & DENSITY MAP

SF (1) PREHISTORIC SURFACE FIND

EDGE OF PLOWED FIELD

TEST UNIT(TU)

PREHISTORIC SITE BOUDARY(based on Phases I&2 surveys)

ARTIFACT DESIGNATION

BiF = BIFACE

F = FLAKE

Pp = PROJECTILE POINT

Pb = POINT BASE

Pm = POINT MID-SECTION

SCALE: 1 INCH = 90 FEET

180' 135' 90' 45' 0 90' 180'

ARTIFACT TOTALS BY TU

= 0

= 1

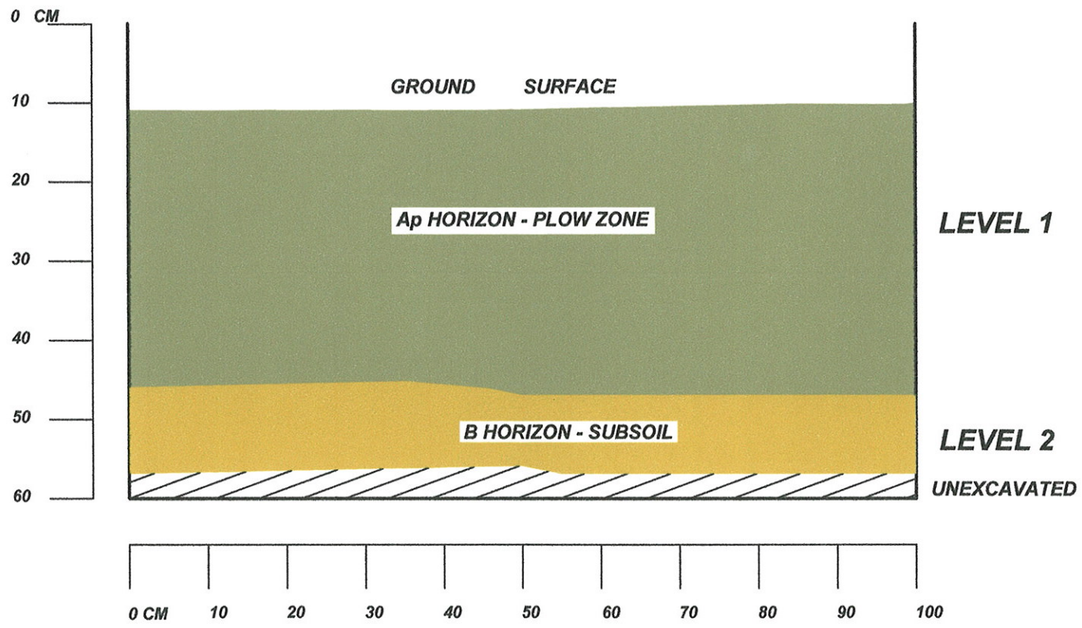
= 2

= 3

PROJECT NAME: JAMESPORT HILL SITE 2

TRACKER Archaeology Services, Inc. *Tracking the Footsteps of the Ancestors*

EAST VIEW PROFILE OF TU 2



NORTH VIEW PROFILE OF TU 3

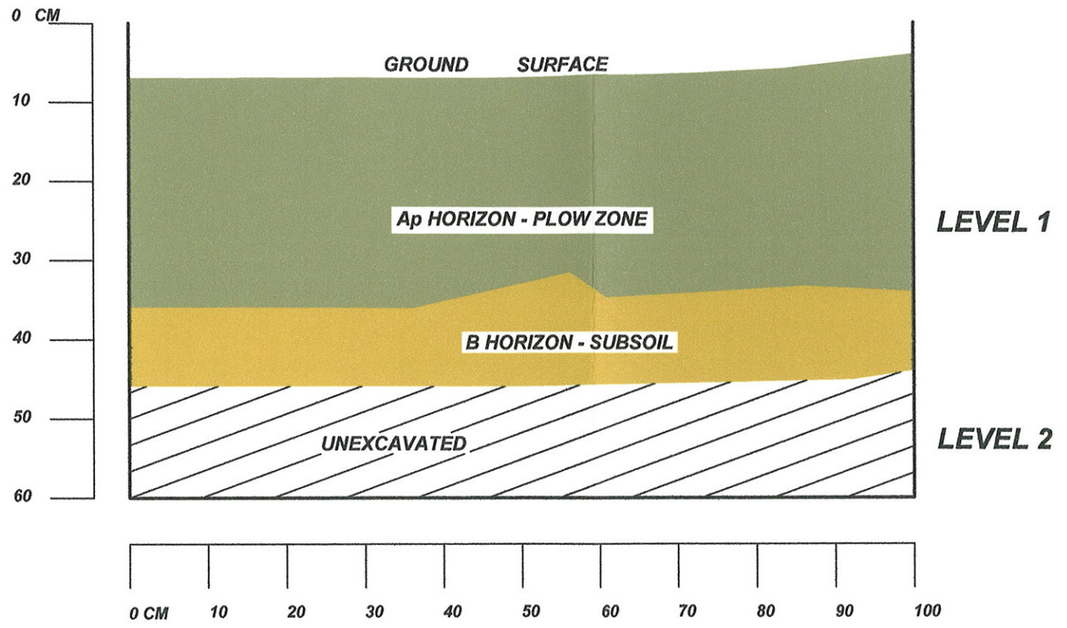


FIGURE 6: PROFILES OF TU's 2 & 3

PROJECT NAME: JAMESPORT HILL SITE 2

TRACKER
Archaeology Services, Inc.
Tracking the Footsteps of the Ancestors

Photo 1

TU 2, East Wall

Photo 2

TU 3, North Wall

Photo 3

Surface finds: left side top, Rossville & bottom Levanna-like (possible Beeekman)
right side, top to bottom, Wading River/Lamoka/Vosburg, Wading River, Wading River

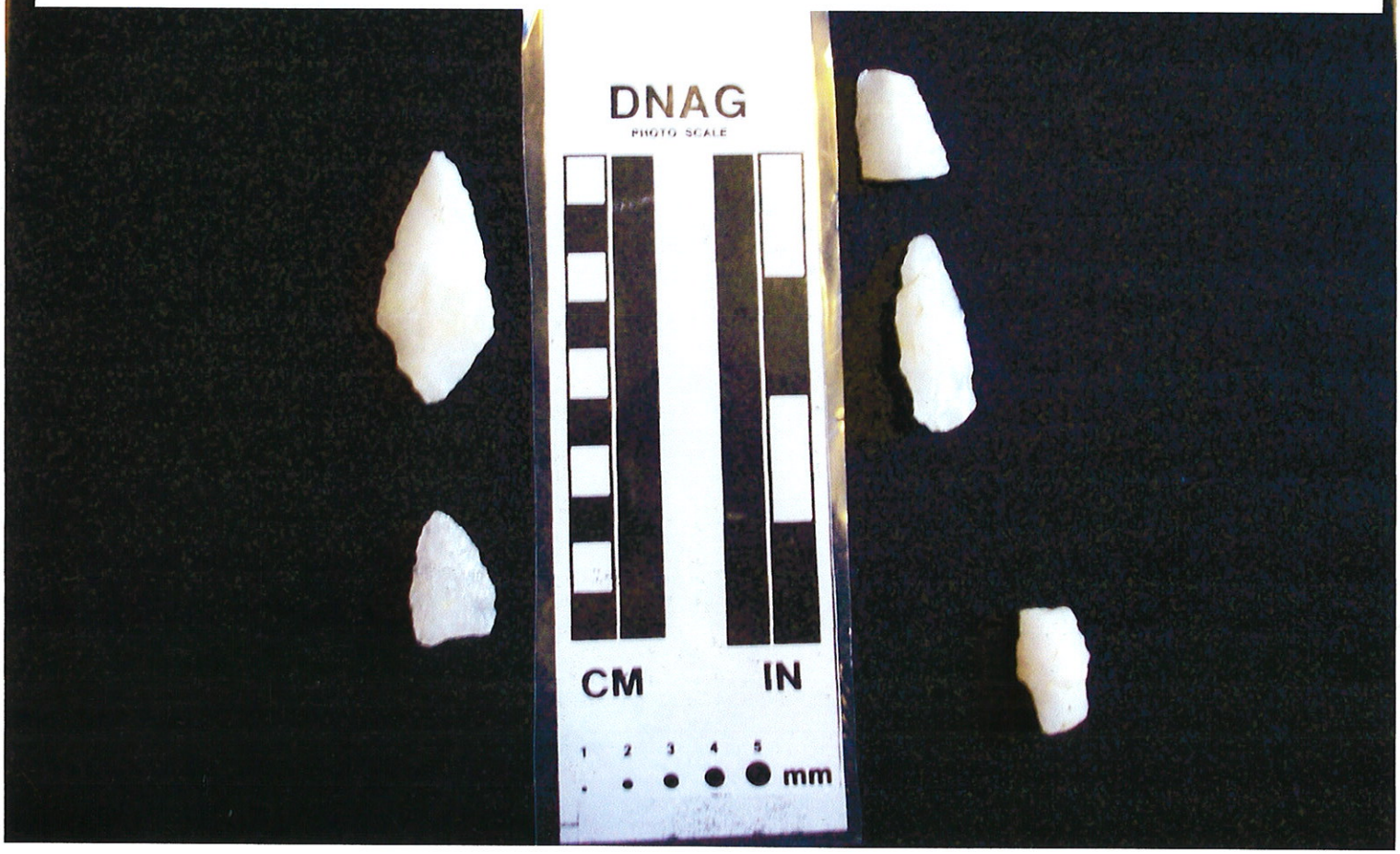


Photo 4

chert Brewerton or Vosburg from TU 5

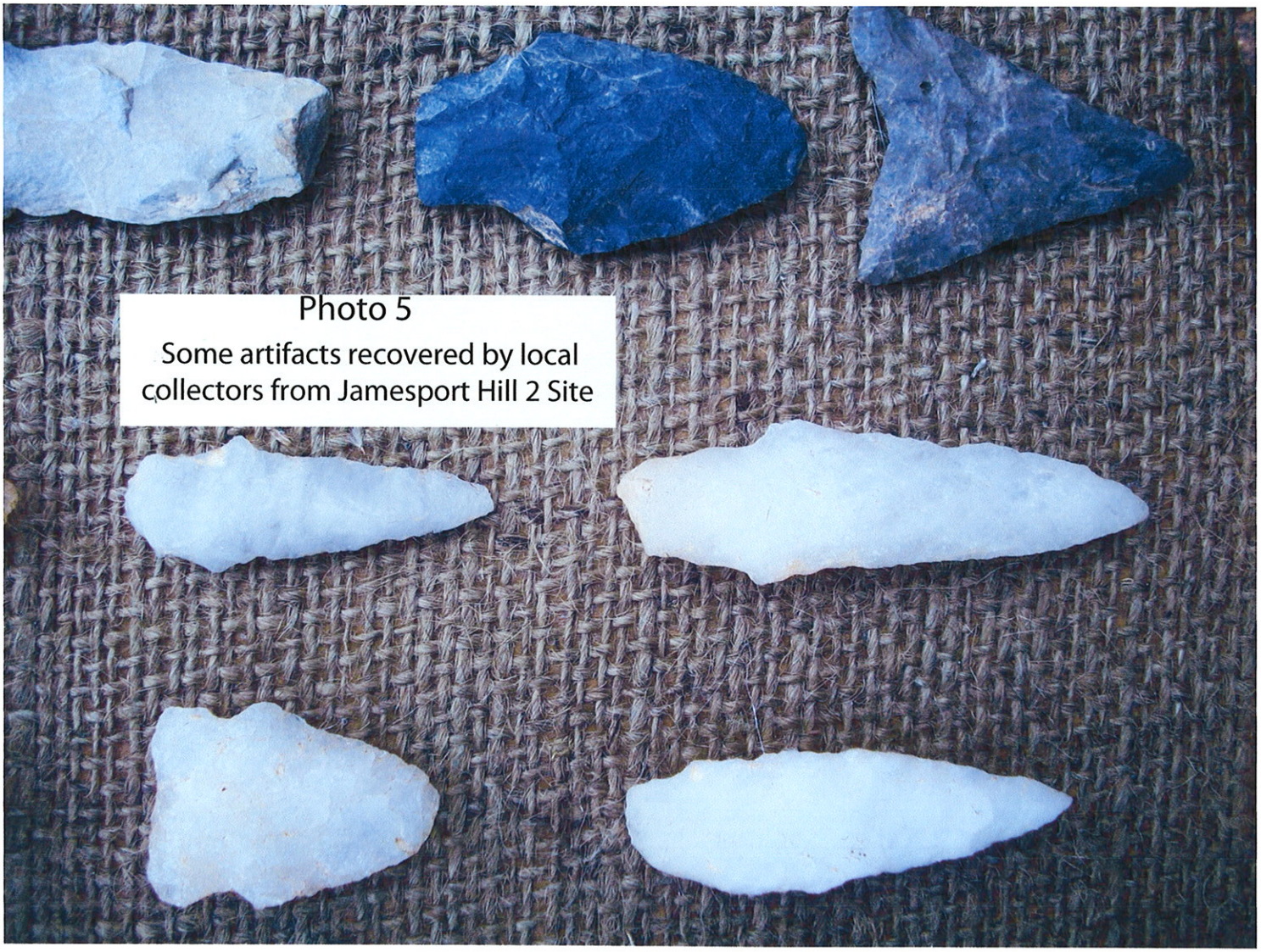


Photo 5

Some artifacts recovered by local collectors from Jamesport Hill 2 Site

APPENDIX 2

SHOVEL TESTS

STP	Lv	Depth(cm)	Texture	Color	Hor.	Comments
Wooded Area						
1	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-25	SaLo	10YR4/3	A	beer glass,clear glass
	3	25-38	LoSa	10YR5/6	B	NCM
2	1	0-2	rootmat,leaves,humus		A/O	NCM
	2	2-26	SaLo	10YR4/3	A	NCM
	3	26-39	SaLo	10YR5/6	B	NCM
3	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-32	SaLo	10YR4/3	A	plastic
	3	32-44	SaLo	10YR5/6	B	NCM
4	1	0-5	rootmatleaves,humus		A/O	NCM
	2	5-18	SaLo	10YR4/3	A	NCM
	3	18-roots.				
5	1	0-6	rootmat,leaves,humus	A/O	NCM	
	2	6-25	SaLo	10YR3/3	A	NCM
	3	25-38	LoSa	10YR5/6	B	NCM
6	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-25	SaLo	10YR4/3	A	NCM
	3	25-38	LoSa	10YR5/6	B	NCM
7	1	0-5	rootmat,leave,humus		A/O	NCM
	2	5-29	SaLo	10YR4/3	A	
	3	29-40	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	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-30	SaLo	10YR4/3	A	
	3	30-43	LoSa	10YR5/6	B	NCM
10	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-35	SaLo	10YR4/3	A	NCM
	3	35-49	LoSa	10YR5/6	B	NCM
11	1	0-6	rootmat,leaves,humus		A/O	NCM
	2	6-34	SaLo	10YR4/3	A	
	3	34-46	LoSa	10YR5/6	B	NCM
12	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-33	SaLo	10YR4/3	A	NCM
	3	33-47	SaLo	10YR5/6	B	NCM

26	1	0-2	rootmat,leaves,humus		A/O	NCM
	2	2-14	SaLo	10YR4/3	A	plastic
	3	14-27	LoSa	10YR5/6	B	NCM
27	1	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-33	SaLo	10YR4/3	A	NCM
	3	33-45	LoSa	10YR5/6	B	NCM
28	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-27	SaLo	10YR4/3	A	
	3	27-37	LoSa	10YR5/6	B	NCM
29	1	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-38	SaLo	10YR4/3	A	
	3	38-48	LoSa	10YR5/6	B	NCM
30	1	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-18	SaLo	10YR4/3	A	NCM
	3	18-roots.				
31	1	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-33	SaLo	10YR4/3	A	I
	3	33-45	LoSa	10YR5/6	B	NCM
32	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-30	SaLo	10YR4/3	A	
	3	30-45	SaLo	10YR5/6	B	NCM
33	1	0-5	rootmat,leaves,humus		A/O	NCM
	2	5-12	SaLo	10YR4/3	A	
	3	12-30	SaLo	10YR5/6	B	NCM
34	1	0-3	rootmatleaves,humus		A/O	NCM
	2	3-18	SaLo	10YR4/3	A	
	3	18-30	SaLo	10YR5/6	B	NCM
35	1	0-4	rootmat,leaves,humus		A/O	NCM
	2	4-24	SaLo	10YR4/3	A	
	3	24-37	SaLo	10YR5/6	B	NCM
36	1	0-3	rootmat,leaves,humus		A/O	NCM
	2	3-22	SaLo	10YR4/3	A	NCM
	3	22-39	SaLo	10YR5/6	B	NCM
In the field						
37	2	0-47	SaLo	10YR4/3	A	NCM
	3	47-58	SaLo	10YR5/6	B	NCM
38	2	0-54	SaLo	10YR4/3	A	NCM
	3	54-67	SaLo	10YR5/6	B	NCM
39	2	0-51	SaLo	10YR4/3	A	NCM
	3	51-61	SaLo	10YR5/6	B	NCM

58	2	0-37	SaLo	10YR4/3	A	NCM
	3	37-49	SaLo	10YR5/6	B	NCM

TEST UNITS

TU	LV	NE	SE	NW	SW	CENT	TEXTURE	COLOR	HOR
1	1	9-45	11-45	15-46	13-44	11-45	LoSa	10YR4/3	Ap
	2	45-55	45-55	46-56	44-54	45-55	LoSa	10YR5/8	B,compact
2	1	11-46	10-47	20-50	15-46	11-46	LoSa	10YR4/3	Ap
	2	46-57	47-57	50-60	46-57	46-56	LoSa	10YR5/4	B,compact
3	1	4-34	4-34	7-36	12-36	7-36	LoSa	10YR4/3	Ap
	2	34-44	34-44	36-46	36-46	36-46	LoSa	10YR5/6	B
Note: last 10cm. of Ap fairly compact									
4	1	8-42	10-42	8-42	8-41	9-41	LoSa	10YR4/3	Ap
	2	42-52	42-52	42-53	41-52	41-52	GrLoSa	10YR5/6	B,compact
5	1	15-35	9-35	15-37	9-39	12-39	LoSa	10YR4/3	Ap
	2	35-45	35-45	37-48	39-49	39-50	LoSa	10YR5/6	B
6	1	10-42	14-40	12-41	12-43	12-39	LoSa	10YR4/3	Ap
	2	42-52	40-50	41-51	43-53	39-50	LoSa	10YR5/4	B

APPENDIX 3

JAMESPORT HILL 2 SITE - PHASE II

CAT	SF	ST	TU	LV	ARB	FT	GP	CL	MAT	MOR	DESCRIPTION	CT	WT
1	A						10	3	53	29	tertiary	1	0.30
2	O						10	1	53	1	lobate, stemmed Rossville point	1	9.60
3	E						10	1	53	1	Wading River point w/cobble cortex base	1	4.00
4	F						10	1	53	1	Wading River point	1	6.80
5	G						10	3	53	27	primary, yellow qtz.	1	5.10
6	H						10	3	53	29	tertiary	1	2.70
7	I						10	3	53	29	tertiary	1	1.10
8	J						10	7	54	81	Biface, clear quartzite	1	20.40
9	K						10	1	53	1	narrow stemmed point, poss. Wading River	1	3.70
10	L						10	1	53	1	Point base (unfinished), poss. Lamoka/Wading River	1	4.20
11	M						10	3	53	29	tertiary	1	1.20
12	N						10	1	53	1	triangular point, poss. Levanna or Beekman	1	2.60
13	P						10	3	53	29	tertiary	1	3.40
14	Q						10	7	53	81	small Biface w/cobble cortex	1	6.30
15	R						10	1	53	1	Point mid-section, Archaic-like, poss. WR,Lamoka or Vosburg	1	3.50
16	T						10	3	53	29	tertiary	1	1.20
17			1	1							unworked hematite	1	62.40
18			2	1			10	3	54	33	shatter w/triangular cross section	1	0.50
19			2	1			10	3	54	33	shatter	1	2.80
20			3	1			10	3	54	29	tertiary	1	0.30
21			3	1			10	3	54	28	secondary	1	1.40
22			3	1			10	1	54	1	Wading River point w/cobble cortex	1	4.70
23			3	1							hemaite fragment	1	8.10
24			4	1			10	3	54	29	tertiary	1	0.50
25			5	1			10	1	52	1	Point, Brewerton or Vosburg, snapped base, grey & tan, Onondaga chert	1	4.30

APPENDIX 4

GLOSSARY

Band: The simplest form of human society. The basic social unit found in hunting-gathering societies. It is characterized by being based on kinship and egalitarianism.

Base Camp: A prehistoric dwelling site from hunter-gatherers from which resources procurement forays are made.

Biface: A lithic artifact exhibiting flake scars on both the dorsal and ventral surfaces.

Debitage: Waste material from the manufacture of stone tools.

Diagnostic: Dateable. Artifacts with dateable attributes.

Feature: Any soil disturbance or discoloration that reflects human activity or an artifact too large to be removed from a site (ex. hearth, cooking pit, storage pit, post holes, petroglyphs, house etc.).

FCR: Fire Cracked Rock, rock cracked by either intense direct heat or by adding cold water over hot rocks causing them to crack from the sudden change in temperature. FCR is usually either from hearth stone or used as cooking stones placed in pottery, gut bags, or wood baskets, etc. for the purpose of heating or boiling wate

Paint Pot: Natural hematite which was used, and appears modified, by man for its paint (ocher).

Point: A thin, symmetrical tool form, usually bifacially flaked, having one end pointed and the other end modified for hafting. Regularities in design and style are usually recognized and associated with broad cultures and provide an important tool for chronological analysis. Points included spear points, arrow points, or knives.

Primary Flake: Flake having all (100%) of the cortex remaining on the dorsal surface.

Scraper: A flake exhibiting flake scars on the dorsal surface along the entire lateral edge. These tools are useful for hide processing and butchering.

Secondary Flake: Flake having the dorsal surface partially covered by cortex (less than 100%). The dorsal surface exhibits flake scars from previous flake removal.

Shatter: Known as block shatter, chunks, or angular debris, most often the result of hard hammer percussion techniques applied to raw material containing fractures planes or flaws. Shatter exhibit no platform or termination

Stratigraphy: Sequence of geological of culturally deposited layers, or strata.

Subsoil: Technically, the B horizon, roughly, the part of the solum below plow depth.

Tertiary Flakes: Small pressure flake and thin, low intensity percussion flakes removed during the last stages of stone tool production. Small, thin flake with a well prepared platform and no remaining cortex.

APPENDIX 5

NYS OFFICE OF PARKS, RECREATION & HISTORIC PRESERVATION
(518) 237-8643

For Office Use Only--Site Identifier

Project Identifier Lakeview @ Jamesport Date 4-20-10

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 Site

2. COUNTY Suffolk One of the following: CITY
TOWNSHIP Riverhead
INCORPORATED VILLAGE
UNINCORPORATED VILLAGE OR HAMLET

3. PRESENT OWNER Jul-Bet Enterprises
Address Calverton, NY

4. SITE DESCRIPTION (check all appropriate categories):
Site

__Stray Find	___Cave/Rockshelter	___Workshop
__Pictograph	___Quarry	___Mound
__Burial	___ Shell Midden	___Village
_x_Surface Evidence	___Camp	_x_Material in plow zone
__Material below plow zone	_x_Buried evidence	___Intact Occupation floor
_Single component	__Evidence of features	___Stratified
	_x__Multicomponent	

Location

___Under cultivation	___Never cultivated	_x_Previously cultivated
___Pastureland	__Woodland	___Floodplain
__ Upland		___ Sustaining erosion

Soil Drainage: excellent _x_ good ___ fair ___ poor x
Slope: flat ___ gentle _x__ moderate ___ steep
Distance to nearest water from site (approx.) old, buried stream adjacent to site on north side & 400' to pond
Elevation: 30-40

5. SITE INVESTIGATION (append additional sheets, if necessary):
Surface--date(s) 1-10 to 4-10-2010
___Site map (Submit with form)
___Collection

Subsurface--date(s) 3-10 to 4-2010
Testing: shovel _x_ coring ___ other_____ unit size 30cm.
no. of STs 58 (Submit plan of units with form)

Excavation: unit size 1m no. of units 6

Investigator Alfred Cammisa

Manuscript or published report(s) (reference fully):

The Jameport Hill 2 Site: Phase II Archaeological Intensive Testing for the proposed Lakeview@Jamesport subdivision Jamesport, Town of Riverhead, Suffolk County, New York

Present repository of materials TRACKER

6. COMPONENT(S) (cultural affiliation/dates):

Late Archaic - Woodland

7. LIST OF MATERIAL REMAINS (be specific as possible in identifying object and material):

primary, secondary and tertiary flakes, shatter, 9 points, and 2 bifaces.

If historic materials are evident, check here and fill out historic site form

8. MAP REFERENCES

USGS 7.5 Minute Series Quad. Name Mattituck, NY

UTM Coordinates

9. Photography