



Engineering, Surveying and Landscape Architecture, P.C.

**FINAL ENVIRONMENTAL IMPACT STATEMENT
PROPOSED CHANGE OF ZONE AND MIXED-USE REDEVELOPMENT
INCORPORATED VILLAGE OF PATCHOGUE
SUFFOLK COUNTY, NEW YORK**

PROJECT LOCATION: 4.82± acres located on the north side of West Main Street, the east and west sides of Havens Avenue, north and south sides of Lake Street, and the west side of North Ocean Avenue in the Incorporated Village of Patchogue, Suffolk County, New York.

APPLICANT: Downtown Patchogue Redevelopers, LLC
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LEAD AGENCY: Board of Trustees of the Incorporated Village of Patchogue
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Contact: The Honorable Paul V. Pontieri, Jr., Mayor
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DATE OF PREPARATION:

March 2009

**AVAILABILITY OF
DOCUMENT:**

This document, together with the Draft Environmental Impact Statement (“DEIS”), represents a Final Environmental Impact Statement (“FEIS”). Copies are available for public review at the offices of the Lead Agency and on the Lead Agency’s website at <http://www.patchoguevillage.org>.

DATE OF FILING:

March 11, 2009



Engineering, Surveying and Landscape Architecture, P.C.

This document represents a Final Environmental Impact Statement (“FEIS”) for the Proposed Change of Zone and Mixed-Use Redevelopment by the Downtown Patchogue Redevelopers, LLC. This FEIS incorporates, by reference, the Draft Environmental Impact Statement (“DEIS”) for this proposed action, dated November 2008.

The above-referenced DEIS was the subject of a public hearing held by the Board of Trustees of the Incorporated Village of Patchogue on January 20, 2009. Public comments on the DEIS were accepted by the lead agency through February 2, 2009.

The Written Correspondence and Public Hearing Minutes are contained in Appendices A and B, respectively, of this FEIS.

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INTRODUCTION

This document is a Final Environmental Impact Statement (“FEIS”) prepared in response to comments received by the Board of Trustees of the Incorporated Village of Patchogue (hereinafter the “Board of Trustees”) on the “Draft Environmental Impact Statement for Proposed Change of Zone and Mixed-Use Redevelopment,” dated November 2008 (“DEIS”). The comments include those that were made at the Board of Trustees public hearing of January 20, 2009 and in written correspondence to the Board of Trustees.

Comments from the minutes of the public hearing, annexed as Appendix “B” hereto, and the written comment letters, annexed as Appendix “A” hereto, were grouped by topic into the following categories:

- Amenities;
- Parking; and
- Traffic.

Each author of a written comment was assigned a code. The following table identifies each code, the name of the commentator, and the date and description of the comment.

Table 1 – Written Public Comments

<u>Code</u>	<u>Commentator</u>	<u>Date</u>
C1	Chairman John V. Rocco, Planning Board of the Village of Patchogue	January 20, 2009
C2	Thomas J. Keegan, Jr.	January 31, 2009
C3	John A. Giaccio	February 2, 2009

In addition, each comment at the public hearing was assigned a number. The minutes of the public hearing with comment designations is included in Appendix “B” of this FEIS. The following table identifies each code and the name of the commentator.

Table 2 – Commentators at the January 20, 2009 Public Hearing

<u>Code</u>	<u>Commentator</u>
H1	Dick Schroeder
H2	Joe Arabia
H3	Trustee Crean
H4	Trustee Krieger
H5	Mayor Pontieri

All comments are included within each topic area, and the commentators are identified by their assigned code. The following section of the FEIS provides the responses to comments made at the public hearing and/or in written documentation.

RESPONSES TO COMMENTS

Amenities

Comment A-1: This [Town Square] will be a welcome addition to this project and will have a beneficial effect for not only the applicant and it's [sic] merchants but also for out citizens as well. The applicant has promised "Seasonally Appropriate Use" for the square and one prominent resident had a great idea of a skating rink for winter use. It was pointed out that Port Jefferson Village has installed a skating rink and it has created quite a buzz in the community and would be a very worthwhile feature for the Village to endorse. We feel the applicant should take the necessary steps to insure that the infrastructure is put into place during the initial building phase to support this "Seasonally Appropriate" feature of the square. (C1-8)

Response A-1: The comment is noted. The Town Square is currently proposed to house benches, tables, and landscaping to promote an active, outdoor public space. The applicant will work with the Board of Trustees regarding the possibilities of specific features or activities within the Town Square.

Comment A-2: I think the top of that hotel should be a restaurant and should be open to the public . . . A place to go sit down and sit in the Village Square, I think most people in this village, now that it is a restaurant village, would kill to go sit on top of the building and have a nice view. (H2-1)

Response A-2: The comment is noted. The applicant has previously attempted to secure a restaurant for the top floor of the hotel, but was not able to secure a restaurant tenant. The applicant is willing to continue to work with the Village to investigate the potential to secure a restaurant tenant.

Comment A-3: Joe's comments about the public space on top of the hotel I think if that could be worked out would be a great magnet for people to come from miles and miles to see the view. (H4-1)

Response A-3: The comment is noted. See Response A-2.

Comment A-4: That is a concern for the hotel because there is valuable space up there. If they get people up there, they get people in the hotel rooms. We need to come up with a way . . . and the additional [parking] spaces that would be needed for it. (H5-1)

Response A-4: The comment is noted. While, as explained in Response A-2, a restaurant on the upper floor of the hotel is not currently proposed, the applicant is willing to continue to investigate this type of tenancy further. Additional parking spaces, based on the requirements of the DRD, would be required for such restaurant space.

Parking

Comment P-1: No parking of any kind should be allowed on either side of Lake Street from Jennings Avenue east to North Ocean Avenue in order to allow for the safe passage of Fire Apparatus. If possible, Lake Street should be widened nominally by 10 feet or so to create a right turn lane onto North Ocean Avenue for southbound traffic. (C1-5)

Response P-1: Lake Street is approximately 34 feet wide within a 50-foot right-of-way. Even with the on-street parking proposed, there will be sufficient space to allow for the safe passage of emergency vehicles (e.g. fire trucks). According to the Fire Code of New York State, fire apparatus access roads shall have a minimum unobstructed width of 26 feet. Removal of the two on-street parking spaces on the south side of Lake Street closest to North Ocean Avenue and increasing the curb radius at the southwest corner of the intersection would assist in emergency vehicles (e.g. fire trucks) negotiating right turns onto North Ocean Avenue. It is not necessary to create a right-turn only lane on Lake Street at North Ocean Avenue, as the existing configuration at this intersection allows for right-turns only. Furthermore, the applicant has and will continue to consult with the Patchogue Fire Department to ensure that the subject site is designed to properly accommodate emergency access.

Comment P-2: While we have studied the parking plan of the applicant we are concerned that parking will be at a premium for this project as well as for future expansion plans of the Brickhouse Brewery, the Planning Board strongly suggests that additional parking be procured either by the applicant or the Village to support the various uses on this and adjoining parcels. Perhaps a Federal grant may be procured to create an elevated parking garage structure or additional property can be procured for ground level parking. (C1-6)

Response P-2: An extensive traffic and parking analysis was required by the Board of Trustees as part of the DEIS (see Sections 3.4 and 4.4, and Appendix J of the DEIS). The *Traffic Impact Analysis Report* (“*Traffic Analysis*”) evaluated the existing traffic conditions and the potential changes in operating conditions with the proposed action. Said analysis reviewed the adjacent roadway system and key intersections, including site driveways, three signalized and four unsignalized intersections; and included field observations and inventories, with traffic counts, to create trip generation estimates and analyze intersection capacity. The *Parking Analysis Report* (“*Parking Analysis*”) evaluated the adequacy of the proposed parking. This analysis reviewed the proposed development, the Code of the Village of Patchogue (“*Village Code*”), and available parking generation data sources, as well as field inventories of municipal parking available proximate to the subject site.

Regarding the parking requirements, a change of zone is being requested to create a Downtown Redevelopment District (“DRD”) according to the Local Law No. 3 of 2008 for the majority of the subject site (with the exception of Lot 44 on the northwest corner of Lake Street and Jennings Avenue [see Appendix O of the DEIS]). Notwithstanding the provisions of §93-17 of the Village Code, the parking requirements for the permitted uses of the DRD include the following:

- *Retail and office uses: the greater of (i) one public space per 250 square feet of floor area, or (ii) the number of public parking spaces in existence, as of the date of the zone change, on the property proposed to be established as a DRD or to be added to an existing DRD;*
- *Multi-family residential uses: one space per unit;*
- *Hotel uses: one space per two guest rooms; and*
- *All other uses: as determined by the Board of Trustees at the time of site development approval.*

A total of 433 parking spaces are provided as part of the proposed action, with the elimination of the two on-street parking spaces detailed in Response P-1 and the addition of two spaces in the Jennings Avenue lot (see revised *Proposed Parking Plan* in Appendix C of this FEIS). The proposed action includes 243 private parking spaces and 190 public parking spaces (see Appendix C of this FEIS). The majority of the parking would be situated within the proposed redevelopment block, with 95 public spaces and 225 private spaces. The Jennings Avenue lot would include 64 total spaces, with 18 spaces reserved as private, and 46 public spaces. The remaining 49 public spaces would be situated along Lake Street, Havens Avenue, and West Main Street. Field inventories were made of four municipal parking lots that are available within a five-minute walk of the subject site, which were found to contain 921 parking spaces. Thus, in total, there are 1,354 available parking spaces in the area of the subject site. Thus, there is sufficient parking in the vicinity of the subject site to accommodate demand spillover that may occur from the proposed action and from any existing uses, as explained in detail in the *Parking Analysis* (see Appendix J of the DEIS).

Any expansion or change in other uses in the Village, such as the Brickhouse Brewery, would be subject to its own environmental review and permitting processes.

Comment P-3: The parking issue is certainly striking and with all due respect to the study, it seriously underestimates the requirements. I have taken a quick run through Table 1 of the parking Schedule J. The 547 spaces required has some fundamental errors. For instance, it assumes the Brickhouse Brewery is only 5,213 feet and requires 13 spaces. It is actually a bit over 8,000 square feet and parking based on the occupancy issued by the Village (220) is 55, not 13! I have attached a copy of table 1 with what I think is the correct load we could expect based on Village Code section 93-17. (C2-1)

Response P-3: As detailed in Response P-2, the applicant is proposing a change of zone to the DRD, which has its own specific parking requirements (see Appendix O of the DEIS). Under the existing condition, as the proposed action includes the replacement of any existing public parking spaces that are being affected, there would be no impact to available parking for the Brickhouse Brewery. Moreover, as explained in Responses P-2, upon implementation of the proposed action, sufficient parking will exist on and proximate to the subject property to satisfy the parking demands of the existing uses and the proposed action.

Comment P-4: I know it is the intent to re-zone some non D-3 property to D-3 or some such zone that does not require off street parking, but that only highlights the problem. Notably the

prior proposed development on the west side of Havens went down the tubes, I trust largely due to the parking issues. (C2-2)

Response P-4: As previously detailed in Response P-2, specific parking requirements are associated with the adopted DRD (see Appendix O of the DEIS). Furthermore, review of the *Parking Analysis* (see Appendix J of the DEIS) and proposed action concluded that there is sufficient parking in the vicinity of the subject site to accommodate demand spillover that may occur from the proposed action and from any existing uses.

Comment P-5: I will not be submitting them [photographs] to the Patchogue Arts Council for a blue ribbon, but I believe we all can see there was a nowhere to park Friday night at 8:00 p.m. This is perhaps a bit of the missed realities in the parking study as I believe it does not seem to address what happens after 8:00 p.m. (C2-3)

Response P-5: An additional parking study of the available municipal parking in the vicinity of the project site was undertaken in October 2008 to confirm the conclusions of the *Parking Analysis* (see Appendix J of the DEIS). Parking counts were undertaken at four nearby lots, within a five minute walk of the project site, and a total of 921 public parking spaces were identified. The counts were conducted from 8:00 p.m. to 2:00 a.m. on a Friday and a Saturday. It was observed that the combined peak demand for parking was between 8:00 p.m. and 8:30 p.m. on both Friday and Saturday. During these peak demand periods, there were 465 and 585 spaces occupied, leaving a combined total of 456 and 336 vacant spaces in these lots on Friday and Saturday, respectively. These available spaces represent a vacancy rate of 36.5 percent and 49.5 percent during the peak demand periods. As such, upon implementation of the proposed action, public parking would continue to be available in the nearby municipal parking lots. Therefore, based on the analyses conducted, sufficient parking is available for the anticipated demand of the proposed action and existing uses on or proximate to the subject site.

Comment P-6: Just say “you have to spend another \$5,000,000.00 or so” to the developer. They came in expecting to build the 25 to 30 million dollar garage with 15 million from the County, so I know this is not a total surprise this year’s 3.7k is not enough. However I have no idea if it would kill the whole deal – and no one wants to do that. (C2-4)

Response P-6: The comment is noted. However, as explained in Response P-2 and in Sections 4.4.5 and Appendix J of the DEIS, the proposed parking is adequate to serve the demand associated with the proposed action, and thus, a parking garage is not required.

Comment P-7: Thoughts that come to mind [regarding parking solutions]:

- A. **Suffolk County** to get the additional monies originally anticipated – spreading it over two to four years of development.
- B. **Federal Government** either directly or via whatever, State or local conduit will be dealing with the stimulus funds. . . In any event the current administration has the momentum to get the stimulus package through. Furthermore I am sure they (and we) all know “parking” is an excellent “stimulus” for downtown revitalization.
- C. **Local bonding** I am a big fan of not spending borrowed money for day-to-day expenses, but the parking of today should last well beyond a 20 year bond term.

With the recently reported good job the Village has done with our bond rating it seems a likely avenue to at least consider hoping to share the burden. (C2-5)

Response P-7: The comment is noted. However, as explained in Responses P-2 and P-6, the proposed action does not require the construction of a parking garage.

Comment P-8: Outside private development. Paid parking constructed partially or wholly by a private franchisee who then runs the garage. We can consider:

- A. Not many new projects are likely coming up that will keep the crews, material suppliers and support staffs busy.
- B. Material costs have dropped recently.
- C. We could structure parking system with some parking:
 - i. **Free.** Anyone in and out of a shop, office etc...in less than one hour
 - ii. **Dedicated.** The apartment and hotel are going to require a substantial portion but certainly not all.
 - iii. **Shared.** Apartment dwellers and visitors with offices in areas reasonably convenient but not as choice as the dedicated spots.
 - iv. **Paid parking.** This can be set up with any number of mitigating incentives. One obvious program will be for the restaurants to cover the parking costs for customers who patronize their establishments. An inducement frequently used in NYC. I for one will sign on immediately that the Brickhouse will be happy to “comp” the parking costs for the customers that spend a set minimum. . . This should also include a sliding scale:
 - (1) One to four hours costs \$x.xx
 - (2) Four to six \$y.yy
 - (3) Up to 12 hours or to close \$z.zz (C2-6)

Response P-8: The comment is noted. However, as explained in Responses P-2 and P-6, the proposed action does not require the construction of a parking garage.

Comment P-9: Several examples come to mind [of paid parking]. I often use the paid parking behind the 200 Old Country Road Building in Mineola and it is a pleasure to have it here, even if I am going to another office building. The pedestrian overpass on the 3rd or 4th floor would be a nice touch going from the north side of Lake street to the rest of the development. SUNY Hospital Stony Brook and I believe there is even a student paid parking garage that is frequently used. (C2-7)

Response P-9: See Responses P-2, P-6, and P-7.

Comment P-10: The project is proposing 433 parking spaces to satisfy the parking requirements of the new development and replace the existing municipal parking in the Lake Street Lot. For the new Rental Apartments, Hotel and Retail Space – 462 parking spaces are required. There is a deficiency between the proposed parking provided and the parking required of 29 spaces (462-433). (C3-1)

Response P-10: The proposed project includes 433 parking spaces (accounting for the removal of two on-street spaces on Lake Street and the additional two spaces in the Jennings Avenue lot) to satisfy the parking requirements for the DRD (see Appendix C of this FEIS). Based on the zoning for the DRD (see Appendix O of the DEIS), 464 parking spaces are required for the proposed rental apartments, hotel and retail space, including 240 spaces for the proposed rental apartments, 56 spaces for the proposed hotel and 168 spaces for the proposed retail space (to replace the number of public parking spaces in existence). Thus, the proposed action would require a variance from the Zoning Board of Appeals of the Village of Patchogue, as discussed in Sections 4.3.2 and 4.4.5 of the DEIS, for 31 parking spaces (including the two on-street spaces eliminated as detailed in Response P-2 and the additional two spaces in the Jennings lot).

Comment P-11: The municipal parking in the Lake Street Lot was counted at 172 spaces. The project is proposing a total deficiency of 201 parking spaces (29 + 172). (C3-2)

Response P-11: See Responses P-2, P-5, and P-10.

Comment P-12: There are 13 parking spaces proposed for the existing Brickhouse Brewery, 16 for the Existing Bank and 56 (32 + 24) for the Existing Office/Retail area in the Wedgewood Building. The Wedgewood Building is approximately 20% occupied and 80% underutilized – and therefore has an 80% reduced current parking demand. This writer observed this past Friday between 7 and 8 pm, 30 January 2009, that the entire Lake Street Lot was occupied by parked cars as well as all the curb parking along West Main Street and Havens Avenue and the empty lot on Havens. There were zero parking spaces available and this writer has observed this condition numerous times over the past couple of years. The current parking capacity of the Lake Street Lot marginally satisfies the existing parking demand at normal times and does not satisfy the demand at peak times. Any increase in demand on the existing parking facilities would exacerbate an already deficient condition. (C3-3)

Response P-12: Under the existing condition, as the proposed action includes the replacement of any existing public parking spaces that are being affected, there would be no impact to available parking for the Brickhouse Brewery. Moreover, as explained in Responses P-2 and P-5, upon implementation of the proposed action, sufficient parking will exist on and proximate to the subject property to satisfy the parking demands of the existing uses and the proposed action. In the event the Brickhouse Brewery were to expand, it would be required to undertake its own parking analysis and would be subject to its own environmental and land development review processes. Notwithstanding this, if the Brickhouse Brewery were to expand, the potential exists that it could apply for the DRD zoning district. In that case, the zoning provisions detailed in Response P-2 would be applied, and sufficient parking would be available on or proximate to the subject site.

Comment P-13: The parking requirements for existing businesses stated in the report of 85 spaces (24 + 32 + 16 + 13), is 87 spaces (172 – 85) less than already existing. (C3-4)

Response P-13: As explained in Responses P-2, P-5 and P-12, upon implementation of the proposed action, sufficient parking will exist on and proximate to the subject property to satisfy the parking demands of the existing uses and the proposed action.

Comment P-14: The project is proposing to park fewer cars than the report admits to needing. The project proposes to resolve this deficiency with a ‘shared parking’ system that has not been sufficiently described and may not work in this situation (i.e., all rental units occupied, a full hotel and a few hundred parking spaces needed for local business). (C3-5)

Response P-14: Since the proposed action includes a mix of land uses, a “shared parking” consideration acknowledges that the various land uses have different parking demand characteristics and peak at different times. For example, the peak parking demand for residential apartments and hotels occurs at night, whereas the peak parking demand for offices, banks and the majority of retail occurs during the day as detailed in Section 4.4.5 of the DEIS. This “shared parking” concept is standard practice within the transportation profession. The Urban Land Institute has published a report entitled *Shared Parking*, which offers analytic methods and time-of-day parking utilization curves to calculate parking needs for specific projects. Regardless of the “shared parking” consideration, there are 1,354 available parking spaces within a five minute walk of the subject site, as previously explained in Response P-5 and detailed in Section 4.4.5 of the DEIS and the *Parking Analysis* (see Appendix J of the DEIS).

Comment P-15: Although the residential parking component may be satisfied, it appears the new hotel and retail is short and the municipal parking is not being replaced by a serious shortfall. In conclusion, the project is deficient some 300 municipal parking spaces. (C3-6)

Response P-15: See Responses P-2, P-5, and P-14.

Comment P-16: The only concern I have is parking. From the report . . . , it made some comments or assumptions that I disagree with. I know we are working on trying to solve a parking solution here, but to report that the current retail uses and brewery on that block has basically zero need for evening parking is a flawed report to that regard. (H3-1)

Response P-16: See Responses P-2, P-5, and P-14. Section 4.4.5 of the DEIS indicated that “the peak parking demand for the proposed residential use and hotel use is during night-time hours, at a time when the peak parking demand for the retail and office uses is very low.”

Traffic

Comment T-1: All electronic signals need to be coordinated and synchronized throughout the Main St. corridor to enhance traffic flow. (C1-1)

Response T-1: As required by the Village of Patchogue, the traffic signals along the Main Street corridor would be coordinated and synchronized in order to enhance traffic flow.

Comment T-2: All new traffic devices must be equipped with an “Opticom” receiver to allow Emergency vehicles to operate the device and control the flow of traffic to make a clear path for the emergency vehicle. Additionally these devices must be enabled in such a manner as to insure that traffic cueing on North Ocean Avenue which could result from the installation of the light at Oak and North Ocean Ave. does not back up southbound traffic on North Ocean Ave. This back-up of traffic would make a right turn onto North Ocean Ave. from Lake St. very difficult for most fire apparatus to make. (C1-2)

Response T-2: Any new signalization will be equipped with Opticom devices compatible with the existing Opticom equipment that is installed on the existing traffic signals in the Village of Patchogue. If required by the Village of Patchogue, provisions can be made at the signals on North Ocean Avenue to preclude vehicles blocking the intersections of Lake/Oak Street on North Ocean Avenue.

Comment T-3: Right turns on red should be allowed where feasible to clear these corridors of traffic as quickly and as safely as possible. (C1-3)

Response T-3: The current restrictions of right turns on red were considered in the *Traffic Analysis* included in Appendix J of the DEIS. The decision to allow right turns on red along these corridors is under the jurisdiction of the Village of Patchogue.

Comment T-4: The “no left turn” on the four Corners should be-revisited to ascertain if left turn signals would expedite traffic flow. (C1-4)

Response T-4: The current restriction of left turns at the four Corners (West Main Street/East Main Street at North Ocean Avenue) is for the northbound and southbound traffic on North Ocean Avenue. The northbound approach is a single shared lane, and the traffic on this approach would not benefit from this change. The decision to allow left turns at this location is under the jurisdiction of the Village of Patchogue.

Comment T-5: Suffolk County needs to step up and re-open the left hand turn from the Westbound Lake St. Spur which will allow traffic to once again proceed Southbound to West Avenue and points East and West via Main St. This access will give us the option of closing of Havens Avenue to all but emergency vehicle traffic and will greatly reduce the traffic generated around the “Village Square” as well as move traffic flow in the entire area. (C1-6)

Response T-5: The comment is noted. The Village of Patchogue will work with the Suffolk County Department of Public Works (“SCDPW”) to explore this option.

Comment T-6: An additional concern was raised by a few speakers as to the traffic which will be created by the circle of roadway which by default becomes part of the Jennings Avenue extension and is the route by which people will have to reach Main Street via Havens Avenue. This risk to pedestrians posed by this thoroughfare could be reduced by limiting the number of pedestrian walks to two to access the square. Of course the reopening of the Spur by County as previously mentioned will also mitigate much of this risk as well. (C1-9)

Response T-6: The “circle” or in this case “square” provides traffic calming to Havens Avenue, which remains open to through traffic. The square does not create traffic, but only slows traffic flow upon Havens Avenue. The location and number of pedestrian crosswalks around the Village Square are in accordance with the Americans with Disabilities Act (“ADA”) requirements. The proposed pedestrian crosswalks provide a direct route for pedestrian traffic from the primary parking area to Havens Avenue and, ultimately to Main Street from the proposed buildings.

Comment T-7: Looking at the Havens Ave. and North Ocean Ave. modifications, it seems to me you have taken what are currently free flowing avenues of traffic – especially when

headed south in the case of Havens and north in the case of North Ocean Ave. – and instead of being free flowing, they are now restrictive flowing. Especially Havens when you go around that little square; that is the main avenue of getting from the north central/west central part of Patchogue down to Main Street to make a left turn because you can't make a left turn at Ocean. So that means you have created sort of a roadblock; people will have to go all the way out Oak St. or down past Waverly Ave. to get heading east on Main Street. (H1-1)

Response T-7: Havens Avenue will still function as a north-south roadway, with the addition of pedestrian enhancements and traffic calming principles to increase safety. These enhancements will not significantly increase delay or create roadblocks for vehicles travelling on Havens Avenue.

Comment T-8: The other thing is the traffic flow on North Ocean Avenue. At the present time, traffic heading north on South Ocean Avenue can cue up back to Terry Street sometimes. Once the light changes on Main Street, the traffic has no impediment whatsoever, people can either continue north on North Ocean Avenue until they get up at least one block north on Lake Street or they can make a free turn at Lake Street because they have the right of way. By placing those two lights, the traffic heading north can conceivably back up so that the traffic reaches that first light at Oak Street – because it is a short block – and that means people that are intending to head farther up north on North Ocean Ave. have to stop at Main Street and wait for the traffic to clear up ahead or you might get some blocking the box on Main Street – the same thing could happen at Oak Street. (H1-2)

Response T-8: Traffic signal coordination will be installed on the existing Main Street traffic signal and the proposed traffic signals at North Ocean and Oak Street/Lake Street to ensure efficient traffic flow.

APPENDIX A

21931 3



MAYOR
PAUL V. PONTIERI, JR.
DEPUTY MAYOR
STEPHEN J. MCGIFF
VILLAGE CLERK
PATRICIA M. SEAT

INCORPORATED
VILLAGE OF PATCHOGUE

TRUSTEES
GERARD J. CREAN
JOSEPH P. DEAN
LORI B. DEVLIN
WILLIAM HILTON
JOHN A. KRIEGER

January 20, 2009

Memo To: Paul Pontieri, Mayor Inc. Village Of Patchogue

From: John V. Rocco Chairman Patchogue Village Planning board

C.C. Village Trustees
Planning Board Members

Ref: Down Town Redevelopers LLC West Main St. and North Ocean Ave.
"Four Corners Project "

Mr. Mayor, as you know our Board has met with this applicant on numerous occasions to help shape and design this most important of projects which will form the basis for a complete makeover and revitalization of our Village. The site plans officially presented to the Planning Board dated September 15, 2008 are a culmination of this work. On January 8, 2009 the planning board held a Public Hearing to gather specific input from all concerned citizens. Virtually all attendees who spoke at this meeting were positive about the project. Most concerns were addressed by the applicant to the public and these explanations were well received. We have listed a few issues which should be considered and incorporated into the official record we feel these should to be part of the final site plan approval (if and when) enacted by the Village Board of Trustees.

Traffic Flow:

- All electronic signals need to be coordinated and synchronized throughout the Main St. corridor to enhance traffic flow. C1-1
- All new traffic devices must be equipped with an "Opticom" receiver to allow Emergency vehicles to operate the device and control the flow of traffic to make a clear path for the emergency vehicle. Additionally these devices must be enabled in such a manner as to insure that traffic cueing on North Ocean Avenue which could result from the installation of a the light at Oak and North Ocean Ave does not back up southbound traffic on North Ocean Avenue. This back-up of traffic would make a right turn onto North Ocean Ave. from Lake St. very difficult for most fire apparatus to make. C1-2
- Right turns on red should be allowed where feasible to clear these corridors of traffic as quickly and as safely as possible. C1-3

- The “no left turn” on the four Corners should be re-visited to ascertain if left turn signals would expedite traffic flow | C1-4

- No Parking of any kind should be allowed on either side of Lake Street from Jennings Avenue East to North Ocean Avenue in order to allow for the safe passage of Fire Apparatus. If possible, Lake Street should be widened nominally by 10 feet or so to create a right turn lane onto North Ocean Avenue for Southbound traffic. | C1-5

- Suffolk County needs to step up and re-open the left hand turn from the Westbound Lake St. Spur which will allow traffic to once again proceed Southbound to West Avenue and points East and West via Main St. This access will give us the option of closing of Havens Avenue to all but emergency vehicle traffic and will greatly reduce the traffic generated around the “Village Square” as well as move traffic flow in the entire area. | C1-6

Parking:

- While we have studied the parking plan of the applicant we are concerned that parking will be at a premium for this project as well as for future expansion plans of the Brick House Brewery, the Planning board strongly suggests that additional parking be procured either by the applicant or the Village to support the various uses on this and adjoining parcels. Perhaps a Federal grant may be procured to create an elevated parking garage structure or additional property can be procured for ground level parking. | C1-7

The New Village Square:

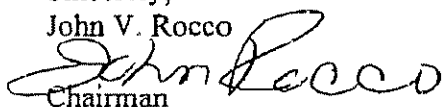
- This will be a welcome addition to this project and will have a beneficial effect for not only the applicant and it’s merchants but also for our citizens as well. The applicant has promised “Seasonally Appropriate Use” for the square and one prominent resident had a great idea of a skating rink for winter use. It was pointed out that that Port Jefferson Village has installed a skating rink and it has created quite a buzz in the community and would be very worth while feature for the Village to endorse. We feel the applicant should take the necessary steps to insure that the infrastructure is put into place during the initial building phase to support this “Seasonally Appropriate” feature of the square. | C1-8

- An additional concern was raised by a few speakers as to the traffic which will be created by the circle of roadway which by default becomes part of the Jennings Avenue extension and is the route by which people will have to reach Main Street via Havens Avenue. This risk to pedestrians posed by this thoroughfare could be reduced by limiting the number of pedestrian walks to two to access the square. Of course the reopening of the Spur by County as previously mentioned will also mitigate much of this risk as well. | C1-9

These were the comments of the public as well as some additional concerns voiced by the members of the planning board. Aside from these issues, we feel this project is with merit and should be considered by the Village Board for approval.

Sincerely,

John V. Rocco

A handwritten signature in cursive script that reads "John Rocco". The signature is written in black ink and is positioned to the right of the printed name "John V. Rocco".

Chairman



Keegan & Keegan, Ross & Rosner, LLP

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January 31, 2009

Village of Patchogue
14 Baker Street
Patchogue, NY 11772

Re: Tri Tec project

Dear Ms. Seal:

I have asked the management at the Brickhouse to take a look at the new "scaled down" Tri Tec project and the parking issue is jumping out at us. Maud Franklin will send you a letter directly since I entrust her to the operations of the business. However, I would like to share my own observations and thoughts both to consider the present viewpoint with a bit of an historical perspective and more importantly hopefully start us thinking about some possible solutions.

Those of us who were around to see or recall the stories of well spent Village funds from the 60s, we remember Bob Walbauer and Angie Julian having delightfully vibrant debates on all sorts of subjects, but spending money for parking seemed to always get done. They picked up where the late George Lechtrecker left off in the 50s. They recognized parking was a compelling issue at the time when my parents were raising a half dozen kids, often with one car. It is no less important now. Although we are attracting people less dependent on the automobile for every trip to the deli, there will most likely be car parked in a spot for every working person and a slew of the young adults in the two and three bedroom apartments.

The parking issue is certainly striking and with all due respect to the study, it seriously underestimates the requirements. I have taken a quick run through Table 1 of the parking Schedule J. The 547 spaces required has some fundamental errors. For instance, it assumes the Brewery is only 5213 feet and requires 13 spaces. It is actually a bit over 8000 square feet and parking based on the occupancy issued by the Village (220) is 55, not 13! I have attached a copy of table 1 with what I think is the correct load we could expect based on Village Code section 93-17.

C2-1

I know it is the intent to re-zone some non D-3 property to D-3 or some such zone that does not require off street parking, but that only highlights the problem. Notably the prior proposed development on the west side of Havens went down the tubes, I trust largely due to the parking issue.

C2-2

January 31, 2009

Patricia Seal

page - two -

Quite by coincidence I had occasion to stop at the Brickhouse after work on Friday January 30, 2009 and was not able to park anywhere nearby. Granted there are probably 10 to 12 spots occupied by the snow piled up, but Patchogue's parking west of North Ocean Ave. was **totally filled**. I snapped some poor quality pictures with my phone-camera and they are attached. I will not be submitting them to the Patchogue Arts Council for a blue ribbon, but I believe we all can see there was nowhere to park Friday night at 8:00 p.m. This is perhaps a bit of the missed realities in the parking study as I believe it does not seem to address what happens after 8:00 p.m.

C2-3

So there sits the problem; what about some solutions? I am not an expert in any of this but I am concerned that we find a solution and here are some thoughts that come to mind:

1. Just say "you have to spend another \$5,000,000.00 or so" to the developer. They came in expecting to build the 25 to 30 million dollar garage with 15 million from the County, so I know this is not a total surprise this year's 3.75k is not enough. However I have no idea if it would kill the whole deal - and no one wants to do that.
2. Additional municipal funding from:
 - a. **Suffolk County** to get the additional monies originally anticipated -spreading it over two to four years of development.
 - b. **Federal Government** either directly or via whatever, State or local conduit will be dealing with the stimulus funds. (I'll volunteer to go punch one of my beloved fellow- Republican Congressmen in the nose if it will help, but they don't seem to be too motivated at the moment). In any event the current administration has the momentum to get the stimulus package through. Furthermore I am sure they (and we) all know "parking" is an excellent "stimulus" for downtown revitalization.
 - c. **Local bonding**. I am a big fan of not spending borrowed money for day-to-day expenses, but the parking of today should last well beyond a 20 year bond term. With the recently reported good job the Village has done with our bond rating it seems a likely avenue to at least consider helping to share the burden.
3. Outside private development. Paid parking constructed partially or wholly by a private franchisee who then runs the garage. We can consider:
 - a. Not many new projects are likely coming up that will keep the crews, material suppliers and support staffs busy.
 - b. Material costs have dropped recently.
 - c. We could structure a parking system with some parking:
 - i. **Free**. Anyone in and out of a shop, office etc... in < one hour

C2-4

C2-5

C2-6

January 31, 2009
Patricia Seal
page - three -

- ii. **Dedicated.** the apartments and hotel are going to require a substantial portion but certainly not all
- iii. **Shared.** Apartment dwellers and visitors with offices in areas reasonably convenient but not as choice as the dedicated spots.
- iv. **Paid parking.** This can be set up with any number of mitigating incentives. One obvious program will be for the restaurants to cover the parking costs for customers who patronize their establishments. An inducement frequently used in NYC. I for one will sign on immediately that the Brickhouse will be happy to "comp" the parking cost for the customers that spend a set minimum. (Probably not available with "free-beverage-card only users but I'll defer to Maud on the details). This should also include a sliding scale:
 - (1) one to four hours costs \$x.xx
 - (2) four to six \$y.yy
 - (3) up to 12 hours or to close \$z.zz

C2-6
Cont'd

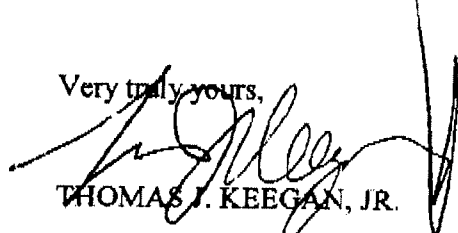
Several examples come to mind. I often use the paid parking behind the 200 Old Country Road Building in Mineola and it is a pleasure to have it there, even if I am going to another office building. The pedestrian overpass on the 3rd or 4th floor would be a nice touch going from the north side of Lake street to the rest of the development. SUNY Hospital Stony Brook and I believe there is even a student paid parking garage that is frequently used.

C2-7

Finally I have attached a picture of a parking garage I believe located in Kansas City. Those mid-westerners can't be THAT much more creative than we Patchogueons!

This is obviously something that will require a lot of careful consideration by people more knowledgeable than I. If you would like any additional thoughts feel free to call.

Very truly yours,


THOMAS J. KEEGAN, JR.

cc: Mr. Joel Peck

2 February 2009



Dear Village Clerk Seal,

In response to the Downtown Patchogue Redevelopment Project Environmental Impact Statement, please consider the following comments pertaining to the Parking Analysis Report. The statistics stated are extracted from that report, or the source of statistics otherwise stated.

1. The project is proposing 433 parking spaces to satisfy the parking requirements of the new development and replace the existing municipal parking in the Lake Street Lot.
2. For the new Rental Apartments, Hotel and Retail Space – 462 parking spaces are required.
3. There is a deficiency between the proposed parking provided and the parking required of 29 spaces (462 - 433).
4. The municipal parking in the Lake Street Lot was counted at 172 spaces.
5. The project is proposing a total deficiency of 201 parking spaces (29 +172).
6. There are 13 parking spaces proposed for the Existing Brewery, 16 for the Existing Bank and 56 (32 + 24) for the Existing Office/Retail area in the Wedgewood Building.
7. The Wedgewood Building is approximately 20% occupied and 80% underutilized – and therefore has an 80% reduced current parking demand.
8. This writer observed this past Friday between 7 and 8pm, 30 January 2009, that the entire Lake Street Lot was occupied by parked cars as well as all the curb parking along West Main Street and Havens Avenue and the empty lot on Havens. There were zero parking spaces available and this writer has observed this condition numerous times over the past couple of years.
9. The current parking capacity of the Lake Street Lot marginally satisfies the existing parking demand at normal times and does not satisfy the demand at peak times.
10. Any increase in demand on the existing parking facilities would exacerbate an already deficient condition.
11. The parking requirements for existing businesses stated in the report of 85 spaces (24 + 32 + 16 + 13), is 87 spaces (172 – 85) less than already existing.

The project is proposing to park fewer cars than the report admits to needing. The project proposes to resolve this deficiency with a 'shared parking' system that has not been sufficiently described and may not work in this situation (i.e. – all rental units occupied, a full hotel and a few hundred parking spaces needed for local business)

Although the residential parking component may be satisfied, it appears the new hotel and retail is short and the municipal parking is not being replaced by a serious shortfall.

In conclusion, the project is deficient some 300 municipal parking spaces.

John A. Giaccio
Arch Spire Architecture, P.C.

APPENDIX B

The Board Meeting of the Board of Trustees met in the Municipal Building, 14 Baker Street, Patchogue, New York on January 20, 2009.

The meeting was called to order at 7:30 p.m. by Mayor Pontieri with Trustees Crean, Dean, Devlin, Krieger, McGiff, Village Attorney Egan and Village Clerk Seal present. Trustee Hilton not present.

The flag salute was made.

Mayor Pontieri read the safety message.

Village Clerk Seal read: Notice is hereby given that a combined public hearing will be held on Tuesday, January 20, 2009 at 7:30 p.m. in the Municipal Building, 14 Baker Street, Patchogue, New York, by the Board of Trustees of the Village of Patchogue relative to the following. 1) Change of Zone on the application of Downtown Patchogue Redevelopers, LLC (Applicant) from D2 Business District and D3 Business District to Downtown Redevelopment District (DRD) for certain properties, totaling 4.31 acres, located on the north side of West Main Street, the east and west sides of Havens Avenue the north and south sides of Lake Street and the west side of North Ocean Avenue. 2) Site plan and architectural review for mixed-use development, consisting of proposed residential units, hotel, retail and associated parking and appurtenances on the properties set forth above. The site plan also includes an additional 0.51 acre parcel located at the northwest intersection of Lake Street and Jennings Avenue. 3. The Draft Environmental Impact Statement (DEIS) (heretofore submitted by the applicant and accepted as complete by the Board of Trustees by resolution dated December 8, 2008. Copies of the change of zone application, site plan and DEIS are available for public review at the office of the Village Clerk. At said public hearing any person interested will be given the opportunity to be heard and written comments on the DEIS will be accepted through February 2, 2009.

Village Attorney Egan stated: Tonight's hearing is to consider the draft of the environmental impact statement which was submitted by the developer and deemed complete by resolution of this Board on December 8, 2008. As a lead agency, tonight is to consider the completeness of the DEIS. Previously we had issued a positive declaration and required the evaluation of certain issues that is being consider under the DEIS, e.g. soils and topography, water resources, land use zoning and community character and transportation. Those issues are extensively addressed in this DEIS and the purpose of tonight's public hearing is to address some of those issues that are contained in here and to deem the DEIS not only complete, but also ultimately to issue a negative declaration or some positive declaration in the future. Again, that is not a determination we are going to make tonight, that is a determination that the Board, the lead agency, is going to make after February 2, 2009, which is the close of the public comment period.

David Sloane of Certilman Balin, attorney for the applicant, Downtown Patchogue Redevelopers, LLC which is a subsidiary of Tritec Corp. stated: Just for clarification, the hearing this evening is not only on the DEIS, but is a hearing on the proposed change of zone and on the site plan. On April 21, 2008 this Board adopted both pursuant to Local Law 3.2008 and established a Downtown Redevelopment District (DRD). This was forwarded to the Secretary of State and became effective in late May, 2008. This Local Law in effect created a Floating Zone within a limited area of the Village. It is bounded on the east by North Ocean Avenue, on the south by West Main St., on the west by West Avenue and on the north by Lake Street. This merely created the zoning classification,. Thereafter, an application was filed by my client to rezone properties within that area; however, not the entire area. The area which is the subject of the Change of Zone application goes from North Ocean Ave. to the former Maggio Bowling alley property which is just west of Havens Street. The ordinance that this Board adopted authorized a broad array of uses including a hotel, residential units, retail on the first floor and office. When this application was filed for the Change of Zone on Sept. 19, 2008, the plans submitted and the plans before you this evening comply 100% with this ordinance and Local Law except we will require a parking variance for reasons our team will later on go into. The Village Board of Trustees on Nov. 10, 2008, declared itself lead agency under SEQRA and adopted a positive declaration, meaning that an environmental impact statement had to be drafted and submitted. That is the document before the Village Attorney that goes through the various impacts and the proposal and how we propose to take care of these impacts. You will hear this in detail from our traffic engineers, our civil engineers and client. A complete analysis is contained in that document, including traffic, parking analysis, economic impacts, water, soils, availability of community services such as fire, ambulance and solid waste. On Dec. 10, 2008, as previously indicated, the Trustees adopted a resolution finding that the Draft Environmental Impact Statement was complete and scheduled this hearing this evening on both the DEIS, the change of zone and the

site plan. The site plan includes a parcel of property situated on the northwest corner of Jennings and Lake which is not within the DRD but is going to be additional parking in connection with the development, a part of all of which will be transferred to the Village for public parking. As indicated, we comply with each and every aspect of the criteria contained in Section 93.16(e) of the DRD code as far as the location. As far as the area, it was required that it be at least 1.75 acres and we have 4.31 acres. As far as ownership, my client either owns or controls all the properties which is within this application. The area within this application excludes, obviously, the areas that my client does not control which is the bank; the Brick House, as well as the Wedgewood structure which although my client owns that property is going to be developed separately. With reference to the height, the code authorizes anywhere, depending on the location of a structure, 60 to 130 feet in height. We are compliant in all respects and at the present time the building at the corner of North Ocean Avenue and West Main Street which is the highest will not exceed 90 feet. Workforce Housing is a requirement of the code, a minimum of 25%. We are proposing 28%. The eligibility under the code is that the first eligibility for Workforce Housing is for residents of the Village, then people who work in the Village, and the third category is everyone else. As I have indicated, the parking does not meet the code and we will have to go to the Zoning Board of appeals after we are through with this body and after SEQRA is complete. However, we have done a parking study and we feel that what we are proposing will work. Numerous public meetings have been held. This is a very public process. The last meeting that was held was a joint meeting before the Planning Board and the ARB which was a public hearing. I understand they will be making comments to this Board. The site plan authority in this zoning classification is within this Board. Under the SEQRA regulations this Board cannot make a decision on anything this evening. The hearing should be closed except for written comments which have to be accepted to Feb. 2, 2009.

Robert Loscalzo, Chief Operating Officer of Tritec Real Estate Co., along with Bob Conklin, Principal of Tritec, have been developing this property over the last few years, Kevin Walsh from Barrett, Bonacci & Van Weele, P.C., site civil engineers, Jim Graham from Eschbacher VHB Engineering, Surveying and Landscape Architecture, P.C. our traffic & parking engineer and Candice Andre from GHD but formerly from Freudenthal and Elkowitz Consulting Group, Inc. the environmental engineers who prepared the DEIS.

Robert Loscalzo stated: This project is the "Four Corners" known as the Swezey property, hopefully to be transformed in the next few years to what we want to see happen in the downtown. We have control and own sites 1, 2, 3, 4 and are in contract on sites 5 and 6 with an option to close in the next two years. Originally, the site included 1, 2, 3 and 5. Since that time we have basically acquired 4 and 6 and we spread the development over that entire site. Originally it had called for a 5 story parking structure. Right now we have a one story parking structure spread out over the entire site. In addition to that, by spreading the density out we have been able to reduce some of the height concerns especially at the Four Corners, no higher than 90 feet is currently projected for a 7 story hotel.

Bob and I have traveled all over the country to find out the best of what other developments that are happening and tried to incorporate suggestions from the Board of Trustees and public and tried to include it into this overall site plan. One of the things we are excited about is the Town Square. At the "Four Corners" there were some suggestions about opening up Oak Street and we have done that. We have maintained pedestrian passageways throughout the site and feel it adds to a promotes an active downtown and Main Street. One of the key elements here is establishing a central neighborhood.

The Patchogue Bank and The Brick House will remain. We purchased 31 West Main Street and were going to make that as part of the development, but are going to maintain it as an investment property, re-skin the front of it and re-tent it. We have gone before the ARB and Planning Boards and will be back before them relatively soon. The main floor of the hotel will be retail. We will have a passageway that will run underneath the residential. Basically, you would be able to access in off of North Ocean Avenue into the site. It will be two way traffic and we will signalize lights at Oak and Ocean. You will be able to make a left and right turn. On Lake Street you will be able to make a left and right as well and also potentially on West Street. The level one parking will sit underneath the four stories of residential and will be on grade and will be accessed from the interior up to the residential units. The orange shadowed corner areas are more retail.... It was expressed to try and fix the traffic pattern and we think we have done this by making this Town Square—it will be two way traffic on Havens and Lake Street. It will be one way traffic going around the Square....it will not promote traffic, but we do need that for circulation through the development. Along Havens Avenue we envision more retail and a restaurant. That will be a brick-lined street which will have benches and perhaps bike racks and there will be places for people to sit—perhaps a small ice cream shop on the corner. The plan calls for 28,000 sq.ft. of retail. That includes 9,000 sq.ft. at the base of 31 West Main Street—so it is about 19,000 sq.ft. of new retail. The original plan called for 38,000 sq.ft. of

office; the new plan calls for 12,600 sq.ft.—that is existing office spaces in 31 West Main. Since 31 West Main is not what we are talking about today, it is really zero office that is being added. The original plan called for 250 apartments; we have downsized that down to 240 apartments and there will be about 28% Workforce Housing. The original plan called for a 100 room hotel; right now the plan is coming in about 104 rooms.... We expect to take the home down on Jennings and turn that into surface parking to allow for 435 spaces that will be within the development site. This is the block that is outside of the ERD. At the plus five elevation, you have the hotel that starts at floor 2 and goes up to floor 7. You have buildings 1, 2 and 3 which are residential buildings and you can see how the pedestrian passageways take shape throughout the site. You will be able to have access to Lake Street across this serenity gardening. We expect the areas on the top of the parking to be green space-serenity garden for the residents. When we do construction, we will do it in phases. Phase I will be buildings 1, 2 and 3. Once we have about 80% occupancy we will start with Phase II and Phase II will be buildings 5 and 4. The Carnegie Library is a structure that is endeared to the Village and we are going to try to relocate that for the Village to a site that they designate within the Village. Should it not be able to be relocated to a site, then we have accommodated for it in our site plan, purple block, to duplicate elements of the parking lot area such as the roof line, the windows and incorporated to some sort amenity that will oversee the central neighborhood space, the Town Square. We met several times with the Fire Department and one of the first things we were concerned about was to make sure that the fire trucks can get in and around the Town Square. We took one of the largest trucks that are in Suffolk County and did a radius analysis to make sure that that truck—obviously safety of the residents is our primary concern—could get in and around the square. As you can see, the truck can get in and around the square and in addition to that should the truck have to run over a curb or two there are brick pavers and it will not impact the main square. We want this to be an intimate space. Currently we have pedestrian crosswalks in two places. The parking structure has a two story entryway—above and at the lobby, ground level. It is two story, has cornices and columns that breaks up the view line of the parking structure and at the base it doesn't look like a parking structure. We did an extensive analysis of parking and I know it is a great concern of the Village as it is to us. We have invested over 10 ½ million dollars into this property at this point and we need to make sure that parking works for us. We want to make sure that the residents have a place to park. We don't want to have a development that is one in which we don't have parking for retail, for the hotel and for residential use itself. We did a parking study and one of the things that came out was we did the study from 8 a.m. to 9 p.m. and did another study from 9 p.m. to 2 a.m. just to be certain that what we were looking at with respect to the number of spaces there are available within the Village. There is over 900 municipal parking spaces within a five minute walking distance of the site of which at the peak times during the first analysis there were 400 spaces available. There are 350 spaces available from 9 p.m. to 2 a.m. We feel that there is plenty of parking. This study was done on a Friday and Saturday, the busiest times during the week. We feel that there is adequate parking for the development. The proposed existing property that the Village owns is 1.68 acres and we will return 1.68 acres. We are just going to reconfigure where that land is. We did an analysis of the on street parking and the parking within the center court, there are 191 spaces that are existing, including along Havens. The new parking will return 192 spaces as currently configured, that will be 95 spaces in the current courtyard, 51 spaces we are going to add spaces along the street due to the use now, and 46 spaces in the Jennings Avenue lot. There will be 243 spaces allocated and reserved for the residential uses. We don't want to get to a point where we have 200 apartments rented and we don't have reserved space for the last four units.

We expect to start 31 West Main Street in February. We have engaged the architects. We are going to reskin the face of that building, refinish the interiors, the elevator and lobby. We actually have three tenants that I think you are going to like, one is a national tenant, one office tenant, and several have expressed an interest in being a part of this development. Phase I will be at Buildings 1, 2 and 3. We expect to start that demolition as soon as we have site plan approval. And we expect that to take 12-14 months to complete and then we will start Phase II. 85% occupancy of Phase I and we expect the whole project to be completed in two years.

We are negotiating a contract with a hotel operator and he has secured a flag Hilton Garden Inn for the Four Corners. These are his architect's initial renderings and we made sure that it kept in the spirit that we proposed initially with the stone at the base and brick above. There is ground floor retail. There will be a pool and spa area on the ground floor, there will be meeting rooms, a lounge and breakfast at the second floor and hotel room above.

The fact that Patchogue has the Theatre, it is a trans oriented development, the new YMCA, the new restaurants, the nearby colleges, the FINSS, etc., is why we are excited about coming into Patchogue. Some of the building amenities we expect to have is public green space, brick lined street scapes, state of the art security, residential lounges, fitness facilities and secure parking.

Target markets. Local and national retail as I mentioned. Young working singles and families and empty nesters. Again, the preference will be given to Village residents. These target income ranges are \$50,000 to \$80,000 for Workforce and \$65,000 to \$116,000 for market rate. These are some of the rent range numbers we will actually have units at \$1,050 and one bedroom units at \$1,150 and they will range up to three bedrooms at the market rate. It will be dictated based upon the view, etc. We have target sale ranges in here. There are no condominiums in this project. It is all rental housing, but should the market change in two years, we can easily convert this project to condos. But at this point it is 100% apartments.

Statistics: We really feel Workforce Housing is something that Long Island really needs and that it is a fact that we are losing our young people. As small business owners, we want to make sure we have places for our young people to live. In the last 15 years the number of 25-34 year olds has declined 35% on Long Island. The national average is 8%. So, there is a need for this type that is going on all over the country and it needs to happen on Long Island. 100% of the project will be geared for renters that are under 120% of their medium income, that is the standard set by Nassau and Suffolk Workforce Housing programs. The school district impact will be positive. The school will make money. Pearl Kamer, the Chief Economist for the Long Island Association, did a study on this development and it showed there would be only 27 school aged children that would be added to the school system from K through 12. The approximate total cost is \$130 million dollars, including the hotel. When you look at sales tax impact, the County will receive \$550,000 in tax revenues from the hotel, retail and restaurant space that is expected. From the construction impact they expect 2000 jobs to be created that will generate over 82.6 million of new payrolls. Of those 264 related construction jobs will be needed each year to complete the development.

Permanent Economic Impact – We expect about 473 new residents in this new development of which that translates into about 3.7 million discretionary spending power into the local economy. It is estimated that 300 full time equivalent jobs will be created and there is a ripple effect when those jobs are created, they will create more job, etc.....

The rendering of 31 West Main Street shows brick coming up to the top. In the background you can see the hotel. On Lake Street there are planters along the street line, two story entryway with cornices involved, the screening of the parking above. These are all residential units. We have broken up the architecture to make it look like this development was created over time as opposed to just one big, monolithic construction site. There is an entry way that passes through to the center court to Main Street. We envision brick lined street scapes—a restaurant row with awnings and café style dining standing out to the streets. The Village Square will be a community gathering space and we are going to try and program this space so there is always something going on throughout the year. The hotel envisions some type of observation deck up there.

Public Comments:

Dick Schroeder, Shore Road, stated: As I stated at the earlier meeting on January 8th, I was concerned about some of the traffic conditions. Looking at the Havens Ave. and North Ocean Ave. modifications, it seems to me you have taken what are currently free flowing avenues of traffic—especially when headed south in the case of Havens and north in the case of North Ocean Ave—and instead of being free flowing, they are now restrictive flowing. Especially Havens when you go around that little square; that is the main avenue of getting from the north central/west central part of Patchogue down to Main Street to make a left turn because you can't make a left turn at Ocean. So that means you have created sort of a roadblock; people will have to go all the way out Oak St. or down past Waverly Ave. to get heading east on Main Street. The other thing is the traffic flow on North Ocean Avenue. At the present time, traffic heading north on South Ocean Avenue can cue up back to Terry Street sometimes. Once the light changes on Main Street, the traffic has no impediment whatsoever, people can either continue north on North Ocean Avenue until they get up at least one block north on Lake Street or they can make a free turn at Lake Street because they have the right of way. By placing those two lights, the traffic heading north can conceivably back up so that the traffic reaches that first light at Oak Street—because it is a short block—and that means people that are intending to head farther up north on North Ocean Ave. have to stop at Main Street and wait for the traffic to clear up ahead or you might get some blocking the box on Main Street—the same thing could happen at Oak Street.....

H1-1

H1-2

David Sloane stated: From the standpoint of procedure, can I recommend that we hear everybody first and then we will either respond this evening or as part of the FEIS. The Final Environmental Impact Statement is really the comments and response to the comments that are heard at this hearing as well as the written comments that come in between now and Feb. 2nd.

Joe Arabia, 55 West 3rd Street, stated: We have more of a traffic nightmare on Waverly Avenue than this project is proposing. I think we should worry about that problem over a problem that is going to really develop this Village. I have lived in Patchogue for 46 years myself and Waverly Avenue has gone down the tubes, but this is not the meeting for that. It is just a comment. Second, I have been to most of the meetings and have written letters. I think the top of that hotel should be a restaurant and should be open to the public. I go to the beach a lot and would want to sit up in a 6-7 story hotel and be able to view the water. I think that is something they should consider. We can go to the city to see an observation deck. A place to go sit down and sit in the Village Square, I think most people in this village, now that this is a restaurant village, would kill to go sit on top of the building and have a view. Other than that I did they did a nice job.

H2-1

Trustee Crean stated: I appreciate your presentation and the detail that you put into it. A lot of thought and a lot of public hearings have been held and a lot of good commentary from each meeting. It is a work in progress—a little enhancements here and there that will help the success of the project. The only concern I have is parking. From the report that Mr. Graham put together, it made some comments or assumptions that I disagree with. I know we are working on trying to solve a parking solution here, but to report that the current retail uses and brewery on that block has basically a zero need for evening parking is a flawed report to that regard. Like I said, it is a work in progress and will continue to work with the Mayor and the rest of the Board to try and solve the parking issue. We have some thoughts that we would like to present to Tritec in future meeting and work with the BID to hopefully be able to finance some of these solutions.

H3-1

Trustee Krieger stated: Joe's comments about the public space on top of the hotel I think if that could be worked out would be a great magnet for people to have people come from miles and miles to see the view.

H4-1

Mayor Pontieri stated: Obviously, that is a concern for the hotel because there is a valuable space up there. If they get people up there, they get people in the hotel. rooms. We need to come up with a way, as Gerry was speaking, to come up with a way and the additional spaces that would be needed for it.

H5-1

Village Clerk Seal read into record the following: "January 20, 2009. Memo to: Paul Pontieri, Mayor, Inc. Village of Patchogue. From: John V. Rocco, Chairman Patchogue Village Planning Board. cc: Village Trustee and Planning Board members. Ref: Downtown Redevelopers, LLC, West Main St., and North Ocean Avenue "Four Corners Project." Mr. Mayor, as you know our Board has met with this applicant on numerous occasions to help shape and design this most important of projects which will form the basis for a complete makeover and revitalization of our Village. The site plans officially presented to the Planning Board dated September 15, 2008 are a culmination of this work. On January 8, 2009 the planning board held a Public Hearing to gather specific input from all concerned citizens. Virtually all attendees who spoke at this meeting were positive about the project. Most concerns were addressed by the applicant to the public and these explanations were well received. We have listed a few issues which should be considered and incorporated into the official record we feel these should to be part of the final site plan approval (if and when) enacted by the Village Board of Trustees.

Traffic Flow:

- All electronic signals need to be coordinated and synchronized throughout the Main St. corridor to enhance traffic flow.
- All new traffic devices must be equipped with an "Opticom" receiver to allow Emergency vehicles to operate the device and control the flow of traffic to make a clear path for the emergency vehicle. Additionally, these devices must be enabled in such a manner as to insure that traffic cueing on North Ocean Avenue which could result from the installation of the light at Oak and North Ocean Ave does not back up southbound traffic on North Ocean Avenue. This back-up of traffic would make a right turn onto North Ocean Ave. from Lake St. very difficult for most fire apparatus to make.
- Right turns on red should be allowed where feasible to clear these corridors of traffic as quickly and as safely as possible.
- The "no left turn" on the Four Corners should be re-visited to ascertain if left turns signals would expedite traffic flow.
- No Parking of any kind should be allowed on either side of Lake Street from Jennings Avenue East to North Ocean Avenue in order to allow for the safe passage of Fire Apparatus. If possible, Lake Street should be widened nominally by 10 feet or so to create a right turn land onto North Ocean Avenue for southbound traffic.

- Suffolk County needs to step up and re-open the left hand turn from the westbound Lake St. Spur which will allow traffic to once again proceed southbound to West Avenue and points east and west via Main St. This access will give us the option of closing of Havens Avenue to all but emergency vehicle traffic and will greatly reduce the traffic generated around the “Village Square” as well as move traffic flow in the entire area.

Parking:

- While we have studied the parking plan of the applicant we are concerned that parking will be at a premium for this project as well as for future expansion plans of the Brick House Brewery. The Planning Board strongly suggests that additional parking be procured either by the applicant or the Village to support the various uses on this and adjoining parcels. Perhaps a Federal grant may be procured to create an elevated parking garage structure or additional property can be procured for ground level parking.

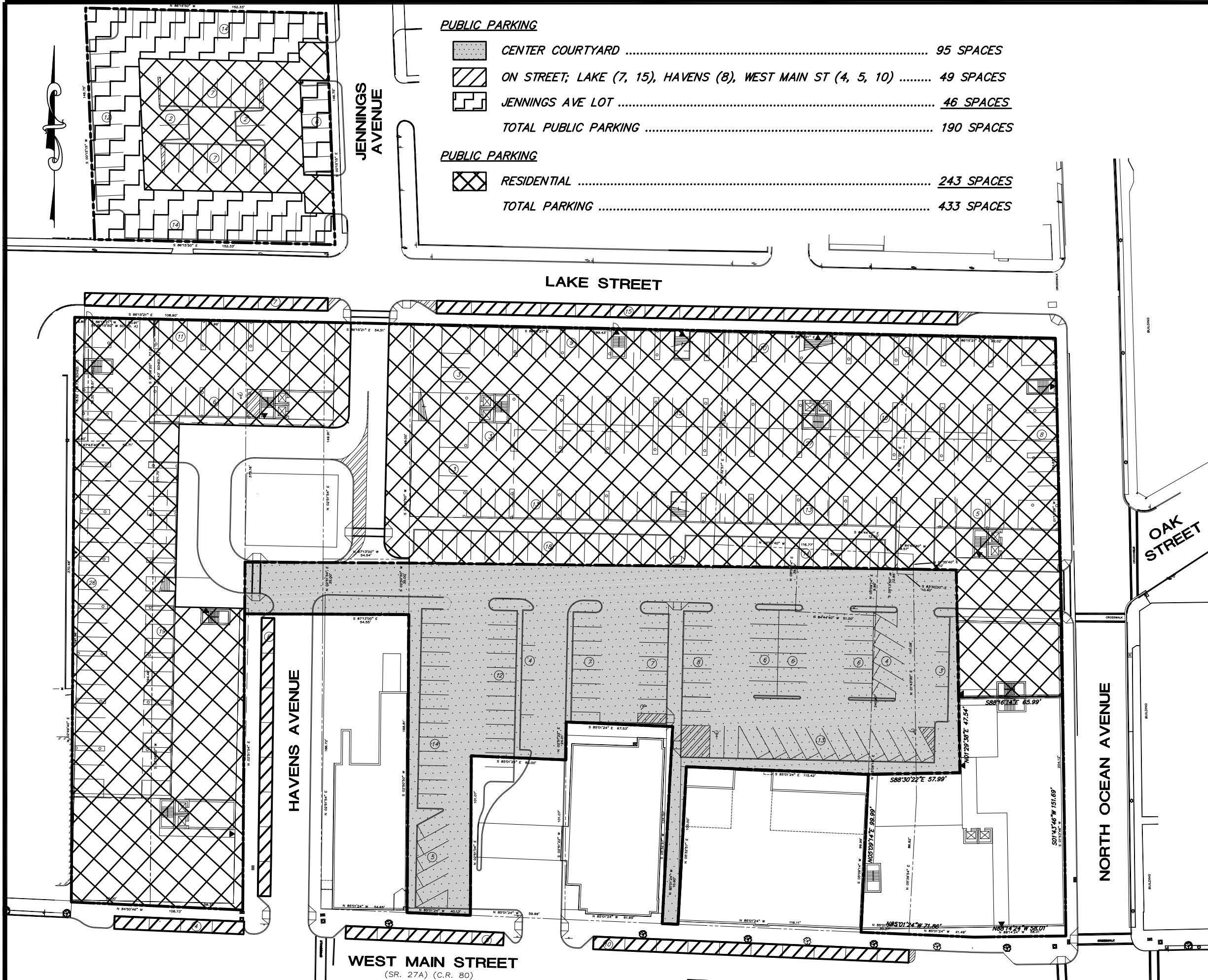
The New Village Square:

- This will be a welcome addition to this project and will have a beneficial effect for not only the applicant and it’s merchants but also for our citizens as well. The applicant has promised “Seasonally Appropriate Use” for the square and one prominent resident had a great idea of a skating rink for winter use. It was pointed out that Port Jefferson Village has installed a skating rink and it has created quite a buzz in the community and would be very worthwhile feature for the Village to endorse. We feel the applicant should take the necessary steps to insure that the infrastructure is put into place during the initial building phase to support this “Seasonally Appropriate” feature of the square.
- An additional concern was raised by a few speakers as to the traffic which will be created by the circle of roadway which by default becomes part of the Jennings Avenue extension and is the route by which people will have to reach Main Street via Havens Avenue. This risk to pedestrians posed by this thoroughfare could be reduced by limiting the number of pedestrian walks to two to access the square. Of course the reopening of the Spur by County as previously mentioned will also mitigate much of this risk as well.




These were the comments of the public as well as some additional concerns voiced by the members of the planning board. Aside from these issues, we feel this project is with merit and should be considered by the Village Board for approval. Sincerely, John V. Rocco, Chairman Patchogue Village Planning Board.”

Upon a motion made by Trustee Crean, seconded by Deputy Mayor McGiff, and unanimously carried at 8:45 p.m., the Board withheld decision and left meeting open for written comments only until Feb. 2, 2009.


APPENDIX C



PUBLIC PARKING

	CENTER COURTYARD	95 SPACES
	ON STREET; LAKE (7, 15), HAVENS (8), WEST MAIN ST (4, 5, 10)	49 SPACES
	JENNINGS AVE LOT	46 SPACES
	TOTAL PUBLIC PARKING	190 SPACES

PUBLIC PARKING

	RESIDENTIAL	243 SPACES
	TOTAL PARKING	433 SPACES

Date	By	Revision	
Surveyed by:	Drafted by:	Checked by:	
BBV		Barrett Bonacci & Van Weele, PC	
Civil Engineers		175A Commerce Drive	
Surveyors		Hauppauge, NY 11788	
Planners		T 631.435.1111	
		F 631.435.1022	
		www.bbvpc.com	
Tax Map DIST. 204 SECT. 9 BLK. 1 LOT 44 - DIST. 204 SECT. 9 BLK. 5 LOTS 14, 15, 16, 17, 18, 20, 24, 25.1, 25.2, 25.3, 26 & p/o HAVENS AVENUE			
Certifications indicated hereon signify that this plat of the property depicted hereon was made in accordance with the existing Code of Practice for Land Surveyors adopted by the New York State Association of Professional Land Surveyors. This certification is only for the lands depicted hereon and is not certification of title, zoning or freedom of encumbrances. Said certifications shall run only to the persons and/or entities listed hereon and are not transferable to additional persons, entities or subsequent owners.			
PROPERTY		SITUATE	
VILLAGE OF PATCHOGUE			
TOWN OF BROOKHAVEN		NEW YORK	
PROPOSED PARKING MAP			
Unauthorized alteration or addition to this survey is a violation of Section 7209 of New York State Education Law. Copies of this survey map not bearing the land surveyor's embossed seal and signature shall not be considered to be a true and valid copy.			
Date	Scale	Project No.	Sheet No.
MARCH 10, 2009	1" = 60'	A070572	1 of 1