

# **APPENDIX**

**APPENDIX A**  
**HEARING TRANSCRIPT**

OFFICIAL PLANNING BOARD MINUTES

PUBLIC HEARING HELD BY THE PLANNING BOARD  
OF THE TOWN OF HUNTINGTON, HELD ON THE  
1ST DAY OF OCTOBER, 2008 AT 7:32 P.M.,  
AT TOWN HALL, 100 MAIN STREET, HUNTINGTON,  
NEW YORK, IN THE MATTER OF CANON AMERICAS  
HEADQUARTERS, PURSUANT TO NOTICE OF  
HEARING, AND BEFORE DONNA GILMORE, A  
NOTARY PUBLIC OF THE STATE OF NEW YORK.

PRESENT:

PAUL MANDELIK, Chairman  
JANE DEVINE, Vice-Chairman  
MARILYN HEALY, Board member  
AVRUM ROSEN, Board member  
LORRAINE A. SANTOIANNI, Board member  
STEVEN SCHNITTMAN, Board member  
MITCHEL SOMMER, Board member  
ANTHONY J. ALOISIO, Director, Planning & Environment  
ROBERT E. RIEKERT, Deputy Director of Planning  
STEVEN A. HABER, Executive Assistant to Director  
J. EDWARD GATHMAN, JR., ESQ., Attorney for the Board  
LORRIE EMBERTON, Secretary to the Planning Board

1 MR. MANDELIK: I'm going to ask everyone to  
2 please rise and we'll have Scott Robin lead  
3 us in the Pledge of Allegiance.

4 (FOLLOWING THE PLEDGE OF ALLEGIANCE, THE  
5 PUBLIC HEARING OF THE PLANNING BOARD OF THE  
6 TOWN OF HUNTINGTON WAS CALLED TO ORDER BY  
7 CHAIRMAN PAUL MANDELIK AT 7:32 P.M.)

8 MR. MANDELIK: Welcome to the Town of Huntington  
9 Planning Board Public Hearing. The first  
10 hearing we're going to have tonight is  
11 related to the Draft Environmental Impact  
12 Statement for Canon Americas Headquarters.

13 Just to give you an idea of  
14 sequence, the applicant will be making a  
15 presentation about the project. After the  
16 applicant speaks, if members of the public  
17 wish to makes comments on the project they  
18 may do so. Just for your information, the  
19 comments will be recorded and responses to  
20 those comments will be made at the formal  
21 comment response period, I believe after  
22 October 12th --

23 MR. ALOISIO: 14th.

24 MR. MANDELIK: -- 14th.

25 When you do speak, please try to

1 restrict your comments to fewer than three  
2 minutes. If your comments are longer than  
3 that we will receive a written documentation  
4 accordingly and include that in the package.

5 Upon completion of public  
6 comments we may call the applicant back for  
7 additional questions; however, members of  
8 the public will not be allowed to speak  
9 again. But if you have other comments you  
10 would like to supply to us, please provide  
11 them in writing before October 14th so we  
12 can include them in the package.

13 That's pretty much it, so we can  
14 begin. I'll ask the applicant to come  
15 forward.

16 MR. AMBROSINO: Good evening, Mr. Chairman,  
17 members of the planning board.

18 MR. MANDELIK: Oh, and when you come forward and  
19 you speak, please state your name and  
20 address and spell your last name, please.

21 MR. AMBROSINO: Sure will, Mr. Chairman.

22 My name is Edward Ambrosino. The  
23 stenographer has my business card. I'm from  
24 the law firm Ruskin Moscou Faltischek,  
25 zoning attorney for Canon USA.

1                    Good evening. Canon has a  
2                    long-standing corporate philosophy called  
3                    Kyosei, which loosely translated means all  
4                    people harmoniously living and working to  
5                    ensure the common good. Canon has been  
6                    living this philosophy for decades, long  
7                    before being green was in vogue. The  
8                    company cares about how its actions impact  
9                    the planet as a whole and lives its culture  
10                   every day through recycling efforts, product  
11                   life cycles, and supporting causes that give  
12                   back to our community.

13                   In keeping with the Kyosei  
14                   philosophy, the headquarters facility being  
15                   planned for Melville is being designed and  
16                   built around a core objective of being  
17                   environmentally responsible.

18                   Mr. Chairman, I'm going to  
19                   present to you copies of the PowerPoint  
20                   presentation and distribute them to the  
21                   board members to review at their desk. It's  
22                   being handed out now.

23                   The Canon Headquarters Project  
24                   consists of a new headquarters facility for  
25                   Canon's operations in all of North and South

1           America. The Headquarters Project, in  
2           keeping with the Canon philosophy of Kyosei  
3           and its commitment to the environment, is  
4           being designed as a green building and will  
5           attain a Silver LEED certification. The  
6           project will be completed in two phases.  
7           Phase I will consist of a 690,000 square  
8           foot office building with two parking  
9           garages. Phase II will consist of an  
10          addition to the north garage and the  
11          construction of an additional 210,000 square  
12          feet of office space. Assuming the project  
13          is approved, the target date for completion  
14          of Phase I is the end of 2010 and Phase II  
15          to be completed somewhere in the  
16          neighborhood of 2020.

17                   The Canon project will result in  
18                   the retention and creation of approximately  
19                   3000 jobs. As evidenced by a letter dated  
20                   September 25, 2008, by Pearl Kamer, chief  
21                   economist to the Long Island Association,  
22                   the Canon Headquarters Project will result  
23                   in the following, and a copy of the letter  
24                   is being submitted to the board as we speak:  
25                   "An increase to Long Island's gross regional

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product of \$1.3 billion, increase in local earnings of \$490 million, and the creation of more than 10,000 secondary jobs."

The proposed Canon headquarters complies with all current zoning and is before this board for the required public hearing pursuant to SEQRA and the regulations promulgated thereunder.

Canon has received approval of a soil management plan, and a copy of the approving resolution is included in the Draft Environmental Impact Statement. The DEIS is comprehensive and it is respectfully submitted that it contains all the relevant data for this board to review the Canon project fully in accordance with statutory and regulatory criteria in accordance with principles of common law.

There are several key elements that need to be highlighted: Silver LEED certification, traffic impact, and a visual impact.

Tonight we're going to orally present the summary of the Green Building LEED certification, the traffic plan and the

1 visual impact issues. In accordance with  
2 SEQRA procedure, our team is present to hear  
3 the questions addressed to this board and to  
4 answer global issues that can be addressed  
5 tonight prior to their inclusion in the  
6 FEIS.

7 Mr. Chairman, members of the  
8 board, behind me I have the Canon team.  
9 I'll just take a moment to introduce them to  
10 you, and at this time we also have  
11 curriculum vitae that we'll give to you so  
12 that you can see their qualifications.

13 From Cameron Engineering we have  
14 Janise Jijina and David Berg.

15 From HOK, the architectural firm,  
16 we have Greg Smith and John Seitz.

17 From Bohler Engineering we have  
18 Tom Filazzola; Atlantic Traffic, Charles  
19 Olivo and Frank Filiciotto.

20 From Morton Weber and Associates  
21 we have Mitchell Pally. We have from  
22 Whitestone Associates Ronald Meloskie,  
23 Dr. Pearl Kamer submitted a letter, and  
24 myself and Dennis Loiacono from Ruskin  
25 Moscou.

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At this point in time I'd like to go to one of our critical issues, which is LEED certification. I'd like to introduce John Seitz from HOK. Thank you.

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MR. SEITZ:

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Hi. Hello. My name is John

Seitz, I live on Long Island but in Brooklyn, and I think my card is also with the stenographer.

Canon is working with HOK and our team to ensure the new Canon America Headquarters Project is a model of sustainable design and integration of the natural and built requirements.

The proposed environmental measures extend beyond those required by the US Green Building Council's LEED silver certification and demonstrate Canon's commitment to the environment in creating a healthy, stimulating and productive workplace.

We're going to look initially at site measures. One of the most significant commitments Canon has made is the use of parking garages for all employee parking. This measure alone has reduced potential

1 paved site area by more than 50 percent and  
2 significantly increased green open space.  
3 The site is located on an existing public  
4 bus route and Canon will provide additional  
5 shuttle buses to the train station.  
6 Preferred parking is provided for low  
7 emission and fuel efficient vehicles and  
8 bicycle commuting is encouraged through  
9 convenient access to bike storage and  
10 showers.

11 The site design provides native  
12 plantings on more than 50 percent of the  
13 non-built site area, and minimizes  
14 irrigation and maintenance requirements  
15 through the selection of those plantings.

16 Best practice site lighting  
17 guidelines will be followed to ensure there  
18 is no light trespass or night sky pollution.

19 Under water measures we'll be  
20 employing water efficient and low flow  
21 fixtures, which with other measures will  
22 reduce water demand more than 40 percent.  
23 Buildings on site will harvest rain water  
24 and retain it for site irrigation.

25 Under energy measures the

1 building will have a very energy efficient  
2 mechanical system, high performance building  
3 envelope, daylighting, heat recovery and  
4 integrated controls, which together will  
5 lift energy performance more than 14 percent  
6 above the standard requirement. Canon will  
7 conduct performance testing of all energy  
8 systems to ensure they're installed and  
9 operating at peak performance levels. Air  
10 conditioning and refrigeration equipment  
11 will not contain CFCs or HCFCs.

12 Under material measures, a  
13 construction waste management plan will  
14 ensure that a minimum of 75 percent of  
15 construction waste is diverted from  
16 landfills and new materials will incorporate  
17 recycled and regional materials.

18 Under operational measures Canon  
19 recently renewed their ISO 14001  
20 certification, which doesn't apply  
21 specifically to this building, as you know,  
22 but it applies to the larger organization.  
23 The new building will ensure comprehensive  
24 recycling. There will be programs and  
25 built-in stations for recycling paper,

1 cardboard, aluminum, glass and plastic.  
2 Building maintenance and operation protocols  
3 will include green cleaning and integrated  
4 pest management and waste organics will be  
5 composted and used to support site  
6 plantings.

7 Indoor environment measures will  
8 include an indoor air quality management  
9 plan and testing, and environmentally  
10 friendly materials, high efficiency air  
11 filtration, which together will ensure  
12 superior air quality. An under floor air  
13 delivery system will ensure thermal comfort  
14 and provide for individual control.

15 All together these measures and  
16 Canon's high performance buildings and  
17 restorative landscape bring a state of the  
18 art green campus to Huntington that  
19 demonstrates commitment to sustainable  
20 principles, community building, and the  
21 local economy.

22 Thank you.

23 MR. MANDELIK: Thank you.

24 MR. AMBROSINO: Thank you, Mr. Seitz.

25 At this point in time I'd like to

1 have Charles Olivo from Atlantic Traffic  
2 address this board with traffic issues.

3 Thank you.

4 MR. OLIVO: Good evening. Charles Olivo.

5 I'm a principal at Atlantic Traffic and  
6 Design Engineers, 2002 Orville Drive North,  
7 Ronkonkoma.

8 I'd like to summarize up to this  
9 point what our office has provided in terms  
10 of the traffic impact assessment of the  
11 Canon office complex project.

12 As part of the comprehensive  
13 analysis that our office has undertaken and  
14 completed at this point, fifteen study  
15 intersections have been included as part of  
16 the traffic impact assessment. The  
17 intersections are along both the Old Walt  
18 Whitman Road corridor as well as the Route  
19 110 corridor and include intersections with  
20 the north and south service roads of the  
21 Long Island Expressway as well as local town  
22 roads.

23 These intersections were counted  
24 using manual turning movement counts as well  
25 as automatic traffic recorder tubes which

1 were used to collect data continuously  
2 throughout not only the peak hours but  
3 through the 24-hour period along these  
4 roadways. These counts and the data  
5 provided within the study were discussed  
6 with both the department of transportation  
7 as well as the town's consultant,  
8 Greenman-Pederson, to arrive at the existing  
9 inventory of traffic volumes on the roadway  
10 today. This was used as a base for  
11 projecting the proposed conditions with the  
12 Canon project in place.

13 The analysis has been prepared  
14 after a considerable coordination effort  
15 with a number of the jurisdictional agencies  
16 involved. There have been meetings with the  
17 regional director of department of  
18 transportation as well as the town and  
19 town's consultant to discuss the various  
20 elements of the project that are important  
21 from a traffic analysis perspective.

22 The department is currently  
23 reviewing the application as well as the  
24 traffic analysis that has been provided.

25 Some of the initial feedback has been that

1                   they're agreeable to the modifications that  
2                   have been made in the most recent study that  
3                   has been submitted for review.

4       MR. MANDELIK:                If I may, we haven't got full  
5                   clearance from the DOT yet?

6       MR. OLIVO:                   That's correct. It's currently  
7                   under review.

8                   With regard to site access, there  
9                   are five access points to the site in total.  
10                  Just for orientation purposes, north is the  
11                  top of the screen. The westernmost access  
12                  point located along the Long Island  
13                  Expressway South Service Road is an inbound  
14                  driveway only. This will primarily serve  
15                  those employees that are traveling to the  
16                  site during the morning peak hour period.

17                  Just east of that would be an  
18                  egress only driveway along the south service  
19                  road, and again, this would serve vehicles  
20                  or employees that would be leaving the site  
21                  during the evening or afternoon peak hour  
22                  period.

23                  I don't know if you can see it  
24                  from the aerial, but both access points are  
25                  upstream of the off ramp from eastbound

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Expressway, that's Exit 49S.

Along Old Walt Whitman Road we have three primary access points. The northern-most access point is an inbound driveway only. Again, the use of this access point, the utility of this access point would be to draw vehicles off of the southbound traffic flow to make a right turn into the site and they would not impede those vehicles that are traveling south past Canon if they have a destination further south.

A centrally located access point is proposed to be a new traffic signal. This would be a signalized access point that provides full movement into and out of the site, and just south of that would be an unsignalized access point. This would be full movement and would provide access to both employees and delivery vehicles alike.

MR. SCHNITTMAN: Are you widening Old Walt Whitman Road?

MR. OLIVO: There is a proposal to widen along the Canon frontage, that's correct.

MR. SCHNITTMAN: So they're going to have a

1 turning lane into that first one?

2 MR. OLIVO: There would be a right turn bay  
3 provided into the inbound lane of the  
4 northernmost driveway. There would also be  
5 a right turn lane as a vehicle traverses  
6 southbound into the site at the traffic  
7 signal, and furthermore, there would be a  
8 right turn lane provided for the  
9 unsignalized access.

10 MR. ROSEN: So would it run the whole, the  
11 length of the entire property?

12 MR. OLIVO: Essentially it wouldn't. It  
13 wouldn't be striped in that way so as to  
14 channelize vehicles into the through lane  
15 and at a certain decision point they would  
16 then pull off into the bay to be able to  
17 pull into the site.

18 Those roadway plans have not yet  
19 been finalized, but they are under  
20 development at this time.

21 MR. SCHNITTMAN: Is there a turning lane from the  
22 other direction?

23 MR. OLIVO: In the northbound direction?

24 MR. SCHNITTMAN: Yes.

25 MR. OLIVO: Yes. Left turn bays would be

1 provided for both access points.

2 MR. ROSEN: And going back to the first one  
3 back up on the South Service Road --

4 MR. OLIVO: The westernmost point?

5 MR. ROSEN: No, the next one, it would be the  
6 exit, that is not going to be signalized,  
7 correct?

8 MR. OLIVO: That's correct, both will be  
9 unsignalized, right turn movements allowed  
10 only.

11 MR. SCHNITTMAN: What are you trying to do,  
12 because right around there are some of the  
13 worst intersections in the town in terms of  
14 traffic, so what are you trying to do to try  
15 to improve the flow or make sure there is a  
16 flow?

17 MR. OLIVO: Well, at this time there are no  
18 definitive improvement measures in place.  
19 There are a number of town proposed  
20 improvements, there are DOT proposed  
21 improvements, as well as other mitigation  
22 measures that have been identified as part  
23 of the report.

24 MR. SCHNITTMAN: Well, what are some of the  
25 mitigation factors that have been identified

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and what would Canon hope to do?

MR. OLIVO:

Generally speaking, in terms of mitigation along the roadway there would be additional capacity provided, say, via a widening along the South Service Road, along the front of the site some of the widening that we talked about along Old Walt Whitman Road as well as some pavement marking modifications to add more capacity, changing a one-lane approach to a two-lane approach, things of that nature.

But again, we're not at a point where they have been finalized, but I can assure you we will have to go through that process.

MR.. SCHNITTMAN:

How about where the service road meets 110? I mean, once you start hitting that intersection from the Expressway to the Northern State, that is one of the most backed-up intersections I have seen in this town during lunch hour and rush hour.

MR. OLIVO:

Understood. Understood. And we noted that during our traffic counts and during our observations of the existing roadway inventory. There is a proposal to

1 add an eastbound travel lane between Old  
2 Walt Whitman Road and Route 110, as well as  
3 department of transportation improvements at  
4 those intersections that we're discussing.

5 MR. SOMMER: I didn't see it in the plan, is  
6 there an on-site cafeteria food service for  
7 the workers?

8 MR. OLIVO: Yes, I believe there is.

9 MR. ROSEN: So when you're laying this out,  
10 you have evaluated, because I know there's a  
11 lot of jurisdictions that have a say in  
12 this, perhaps too many --

13 MR. OLIVO: Certainly. Certainly.

14 MR. ROSEN: -- are you laying this out in  
15 such a way so that they're leaving enough  
16 room if lanes have to be added or if they  
17 have to be taken further on?

18 MR. OLIVO: Along the site frontage?

19 MR. ROSEN: Yeah.

20 MR. OLIVO: Absolutely. Absolutely.

21 As far as the trip generation  
22 analysis of the site, Canon is committed to  
23 certain trip reductions that are sometimes  
24 referred to as transportation management,  
25 transportation demand management tools. The

1 first and possibly the most significant  
2 would be the use of staggered employee  
3 arrivals and departures. The purpose of  
4 this, for analysis purposes typically what  
5 we'd looking at in the traffic engineering  
6 industry is the peak hour, the 60 minute  
7 period during what we sometimes call rush  
8 hour where traffic peaks. What this would  
9 accomplish, staggered employee arrival  
10 during the morning and staggered departures  
11 during the evening, would be a more spread  
12 distribution of traffic coming to and from  
13 the site, which would benefit the operation  
14 of the adjacent roadway network.

15 In addition to the staggered  
16 hours there would be provisions and  
17 incentives for utilizing car pools on the  
18 way to the site, there would be a guaranteed  
19 ride program that would provide employees  
20 with an emergency type ride home should they  
21 not be able to join the car poolers that  
22 they came with. In addition, there would be  
23 reserved parking stalls for car pool and  
24 going to the LEED accreditation there would  
25 be reserved parking stalls for hybrid

1 vehicles.

2 Furthermore, bicycle parking  
3 space within the parking garages would be  
4 provided, again, to encourage the use of a  
5 different type and mode of transportation to  
6 this site. Canon is certainly committed to  
7 having a number of modes of transportation,  
8 including employees using the Long Island  
9 Railroad station, using car pools, using  
10 buses, things of that nature to, again,  
11 spread the distribution and decrease the  
12 amount of trip generation to and from the  
13 site.

14 The analysis demonstrates, the  
15 analysis that we have prepared and submitted  
16 that is being reviewed by both the town and  
17 the department of transportation  
18 demonstrates that the traffic impacts  
19 generated by the proposed development would  
20 be mitigated to acceptable operating  
21 conditions within the noted study area once  
22 the recommended signal timing modifications  
23 and some of the roadway improvements that  
24 we've just talked about are implemented.

25

MR. ROSEN:

I assume you're talking about --

1 I have one more question.

2 When you're talking about the  
3 railroad station shuttles, right now are you  
4 just planning on running them up to  
5 Huntington?

6 MR. OLIVO: It really depends on the need and  
7 what is the most convenient line;  
8 Farmingdale, Huntington, whichever station  
9 seems to suit the employee base the best.  
10 So we're flexible there.

11 MR. ROSEN: Thank you.

12 MR. AMBROSINO: Thank you, very much.

13 I just want to stress one point  
14 to this board. This is a fluid process and  
15 we are here for the comment period pursuant  
16 to SEQRA to incorporate the comments here  
17 within our FEIS to be submitted subsequent  
18 to this hearing in the comment period of  
19 time.

20 At this point in time Janice  
21 Jijina of Cameron Engineering would like to  
22 address the visual impact of the proposed  
23 project. Thank you.

24 MS. JIJINA: Good evening. My name is Janice  
25 Jijina. I'm from Cameron Engineering, the

1 stenographer has my information.

2 For the EIS the visual analysis  
3 was illustrated by three different methods.  
4 The first is a rendered aerial view which  
5 shows the Phase I building, the parking  
6 garages and the landscaping. As you can  
7 see, a large portion of the site will be  
8 open space surrounding the building in all  
9 directions.

10 MR. MANDELIK: What direction is that view?

11 MS. JIJINA: That is looking from Old Walt  
12 Whitman Road towards the buildings, looking  
13 west.

14 MR. MANDELIK: So it's looking from the east to  
15 the west?

16 MS. JIJINA: Correct. This is the Old Walt  
17 Whitman Road would be out here and this is  
18 the front of the building, behind it is the  
19 hillside that's being preserved, this is the  
20 South Service Road.

21 MR. MANDELIK: Okay.

22 MS. JIJINA: The second method that we looked  
23 at, there is a model of the Phase I building  
24 which shows similar features as the  
25 rendering, but provides a better

1 understanding of the relative dimensions of  
2 the structures and the site. The model is  
3 here, it's at the rear of the room, and I  
4 invite you to look at it at the end of the  
5 hearing. We knew most people wouldn't  
6 necessarily be able to see it easily from  
7 their seats, so we did want to provide a  
8 couple of photographs of the model.

9 And this first slide shows an  
10 aerial view looking northwest into the site  
11 and looking northeast into the site where  
12 you can see the buildings and the parking  
13 garages.

14 These are additional two views.  
15 This one is looking east where you see the  
16 hillside over here, the back of the building  
17 and the parking garage out to Old Walt  
18 Whitman Road on this side, and this is  
19 another view looking to the southeast from  
20 the service road at the site.

21 The third method was a computer  
22 simulation of the Phase II buildings. Those  
23 first two that I just showed you had just  
24 the Phase I buildings on them, so this one  
25 incorporates the Phase II buildings as well.

1 The photographs, what we did was we went out  
2 and took photographs of the existing vacant  
3 site from various viewpoints in each  
4 direction. A three-dimensional computer  
5 model with the existing site with the  
6 proposed structures, grading and landscaping  
7 added was used to superimpose these features  
8 onto the photographs. The existing and  
9 proposed views are from the viewpoint of a  
10 six foot tall person located at the position  
11 where the photograph was taken.

12 We have a few of the simulations  
13 from EIS to show here. In each case an  
14 aerial map shows the photograph position,  
15 the lower left shows the existing condition,  
16 that's the actual photograph that was taken,  
17 and the larger picture on the right shows  
18 the simulation with the building added,  
19 which in this case because of the blocking  
20 of all of the landscaping that we have here,  
21 existing buildings, topography, et cetera  
22 you would see a few of the upper levels of  
23 the building.

24 The next view is from the LIE  
25 westbound, as you can see in this direction

1 looking into the site. And again, you have  
2 the existing photograph here and you have  
3 the proposed simulation where, again,  
4 because of this existing vegetation that's  
5 here a lot of the building is blocked, but  
6 you will see the upper floors.

7 The next one, this one from the  
8 LIE South Service Road does show a lot more  
9 of the building facade, and that is because  
10 obviously you're close, right on top of it,  
11 so you're seeing the garage is here, the  
12 building. There is some existing vegetation  
13 that's blocking part of it, and if you can  
14 just see in here, there's a row of  
15 evergreens that as they grow and mature will  
16 provide additional screening of that  
17 building. But this is fairly similar to the  
18 view that you see on the LIE of office  
19 buildings that exist today.

20 The final one we're going to show  
21 you is a simulated view from Paumonauk Hills  
22 Court, and that roadway runs right from here  
23 through a residential development. And what  
24 we found is a lot of the spots that we  
25 looked at from this roadway is that the

1 existing buildings tend to block a lot of  
2 the Canon building. It's hard to see in  
3 here, but all the homes are here, so when  
4 you're on this roadway a lot of the views of  
5 the building, which is set further back on  
6 the site, are blocked.

7 Several hundred trees are  
8 proposed to be planted on the site,  
9 including over a hundred evergreens to  
10 buffer the north and south boundaries.  
11 Since these simulations were done the town  
12 has requested that the southern buffer be  
13 planted even more heavily and those  
14 additional trees will further reduce views  
15 of the buildings. In some open areas where  
16 there aren't these existing buildings to  
17 block it, the upper levels of the building  
18 would be visible looking up above the tree  
19 line.

20 MR. AMBROSINO: Thank you, Janice.

21 In conclusion, prior to the  
22 questions, in keeping with its corporate  
23 philosophy Canon does remain committed to  
24 the environment, the community, and the  
25 future prosperity of our Long Island region.

1 We thank you for giving us the time to  
2 present our vision. We look forward to  
3 working with you in the Town of Huntington  
4 as our governmental partner to make our  
5 vision a reality.

6 Thank you, very much, and I  
7 encourage you to look at our model. We  
8 spent a lot of money on it so make us feel  
9 good and go back and look at it.

10 Thank you so much.

11 MR. SCHNITTMAN: Before you leave, I just have a  
12 couple of questions out of curiosity.

13 What is the trigger to build  
14 Phase II?

15 MR. AMBROSINO: With the fluid context, Phase II  
16 initially we're going to build the project  
17 as is right now to accommodate the initial  
18 influx of employees. As our employee base  
19 grows we will need the additional space to  
20 accommodate the additional employees. When  
21 we attempt to phase that out, Phase II  
22 should be completed in 2020.

23 MR. SCHNITTMAN: So you're not looking to build a  
24 Phase II and sublet?

25 MR. AMBROSINO: No. No. This is going to be a

1 Canon site for Canon.

2 MR. ROSEN: And was Pearl Kamer's letters  
3 based on Phase I and Phase II?

4 MR. AMBROSINO: Correct. I believe --

5 MR. ROSEN: Is there a breakout on Phase I?

6 MR. AMBROSINO: I believe Phase I should be  
7 contained in the letter.

8 MR. SCHNITTMAN: How many employees do they  
9 currently employ on Long Island?

10 MR. AMBROSINO: I believe the number is  
11 approximately 1500. Is that accurate?

12 AUDIENCE MEMBER: Yes.

13 MR. SCHNITTMAN: And after this is built, how many  
14 do they intend to be?

15 MR. AMBROSINO: 2020 I believe the total is about  
16 3000 new employees, including --

17 MR. SCHNITTMAN: How about 2010?

18 MR. AMBROSINO: What's the projection for 2010?

19 AUDIENCE MEMBER: 1800.

20 MR. AMBROSINO: About 1800 in 2010.

21 MR. MANDELIK: This is a corporate work space as  
22 opposed to manufacturing?

23 MR. AMBROSINO: This will be the world  
24 headquarters for the North and South  
25 Americas of Canon, USA, corporate workspace.

1 MS. HEALY: No manufacturing?

2 MR. AMBROSINO: No manufacturing. Research,  
3 product development, but not manufacturing  
4 per se, no raw materials coming in. It will  
5 not be a manufacturing site at all.

6 MR. ROSEN: I have one question, I'm sure  
7 I'll have a few more after people comment.  
8 This one may seem, it's really addressed to  
9 your architect.

10 A lot of it sounds really  
11 wonderful. If you're going for silver, what  
12 else would it have taken to get, well, I  
13 guess the next phases would be gold and  
14 platinum, am I right? I guess what I'm  
15 saying is what was left out. I assume your  
16 other building projects are platinum.

17 MR. AMBROSINO: The would prefer the architect,  
18 the architect will answer that, but I just  
19 want to point out something.

20 As part of the Town Code of the  
21 Town of Huntington, a Silver LEED  
22 certification was required pursuant to a  
23 recent Local Law change, so our target was  
24 silver. We intend to do everything possible  
25 to make this as green a building as

1 possible. We do guarantee that town that it  
2 will be a Silver LEED certification. We're  
3 not saying we're going to stop our efforts  
4 at silver, however, we will do anything we  
5 can, however, we only were required to do  
6 silver.

7 MR. ROSEN: Thank you, that helps a lot.

8 MR. SOMMER: You might have answered the  
9 question, but what do you estimate the tax  
10 impact to be?

11 MR. AMBROSINO: The tax impact on this project, I  
12 believe when it's all said and done the real  
13 property taxes you're probably looking at a  
14 multiplier of about fifty to a hundred times  
15 the current tax base. In addition to the  
16 secondary multiplier we're probably looking  
17 at an injection into the local economy of  
18 northward of \$1.5 billion. Lot of zeroes.  
19 Did you want --

20 MR. ROSEN: Yeah, please.

21 MR. SEITZ: This is either a short answer or  
22 a long answer.

23 MR. ROSEN: Short answer.

24 MS. HEALY: Short answer.

25 MR. SEITZ: The US Green Building Council's

1 LEED rating system awards credits in the  
2 five categories we looked at, and then  
3 operation actually or LEED for existing  
4 buildings is another rating system.

5 They're actually, we, Canon, has  
6 not ruled out a higher level of achievement  
7 or certification. It's just, you know, as  
8 was characterized earlier, it's a fluid  
9 process. So we are still looking at the  
10 full basket of potential measures and doing  
11 pay back analysis, cost benefit analysis, to  
12 try and understand what works best for  
13 Canon. As you might imagine, some of the  
14 energy measures, such as photovoltaics,  
15 renewables, which in the LEED system you can  
16 get three points for are quite expensive,  
17 and they still haven't really been  
18 demonstrated as economically feasible  
19 without grant incentives. So some of these  
20 measures might actually depend upon other  
21 potential financing.

22 MR. ROSEN: That was one of my questions,  
23 that one of the things that's out there  
24 they're talking about is putting the bidding  
25 out for the solar generation through LIPA

1 and they're talking about putting it in the  
2 school buildings, and there's a whole plan  
3 going on and I know there's a lot of  
4 negotiations. So that was part of my  
5 reasoning for asking if that was still in  
6 the -- it's also part of us knowing what  
7 things you're thinking about doing that have  
8 a wider planning kind of view, and so there  
9 may be things we could coordinate as other  
10 things come before us. So I wasn't really  
11 saying I want you to go higher or require  
12 this in a way so that we know more about it.

13 MR. SEITZ: Okay. So that answers the  
14 question?

15 MR. ROSEN: That answers, yeah. If there's  
16 anything else that's out there in terms of  
17 that that involves other agencies, in other  
18 words, is there anything else we can do in  
19 that relationship in terms of through the  
20 town or other agencies to help that.

21 MR. SEITZ: Okay. We'll certainly let you  
22 know.

23 MR. ROSEN: Okay.

24 MS. DEVINE: I have a question I think maybe  
25 you can answer, I'm not sure. Someone, I

1 think it was you, said that 75 percent of  
2 construction waste would be diverted from  
3 the local landfill. Where will it go?

4 MR. SEITZ: It would be diverted to recycling  
5 centers or other businesses that have  
6 established markets for construction  
7 demolition waste -- not demolition waste,  
8 but construction waste. I mean, there is a  
9 variety of materials that come off a  
10 construction site waste-wise, from a piece  
11 of the Gyp board to pieces of wood, metal,  
12 other scraps through the process, and  
13 there's actually, the industry has grown  
14 significantly in the last five to ten years.  
15 So the markets exist for these products.

16 MS. DEVINE: Is there a significant market on  
17 Long Island?

18 MR. SEITZ: I would say there's a significant  
19 market, there are significant markets in the  
20 New York Metropolitan area. I don't know if  
21 they're specific to Long Island.

22 MS. DEVINE: All right.

23 MR. AMBROSINO: Members of the board -- Dennis,  
24 if you could just -- we also have a copy of  
25 Canon's Corporate Charter, Environmental

1 Charter, which I think will be very helpful  
2 for you to review.

3 MR. MANDELIK: Thank you, Mr. Ambrosino.

4 Members of the community wishing  
5 to make comment on this application please  
6 come forward, raise your hand and be  
7 recognized. Yes.

8 Let me just remind you that you  
9 please hold your comments to three minutes.  
10 If you wish to comment more than that,  
11 please submit it in writing to the planning  
12 board before October 15th. And start by  
13 stating your name and address and spell your  
14 last name, please.

15 MS. COHEN: My name is Wendy Cohen. I live  
16 at 68 Northgate Circle in Melville.

17 I appreciate the board's concerns  
18 about the traffic. As a resident of the  
19 area I am more concerned about the traffic  
20 impact on Walt Whitman Road and the service  
21 road of the Expressway.

22 In the afternoon when people  
23 leave Canon on the service road of the  
24 Expressway they are going to have to merge  
25 with the traffic that's coming east on the

1 South Service Road. They will have to make  
2 a left turn on Walt Whitman Road if they  
3 want to go west. This will be a traffic  
4 problem since there's no light on egress.

5 Walt Whitman Road is a major  
6 traffic jam going north in the morning and  
7 at five, between five and six in the  
8 evening, and that is, it's a major traffic  
9 jam now after all the mortgage companies  
10 have left the area so I'm assuming when  
11 those buildings fill up again eventually  
12 when the economy improves this is going to  
13 be tragic. One additional lane going into  
14 Canon is not going to help the situation.

15 This road was supposed to be  
16 fixed in 2004. The town did surveys, they  
17 had engineers, we went to meetings and it is  
18 still not fixed. So the three egresses or  
19 entrances and exits from Canon on Walt  
20 Whitman Road was a promise that was made by  
21 Mr. Petrone that this would not happen, and  
22 obviously Canon has said there was no deal  
23 without these egresses. So I would hope  
24 that the town and the department of  
25 transportation will do something for this

1 area, because it can take me in the morning  
2 six traffic lights to get across that bridge  
3 to get past the service road.

4 And the bridge is another issue  
5 that has to be addressed and nobody has  
6 talked about that. It hasn't been widened,  
7 it hasn't been fixed. If there's one truck  
8 at the traffic light to go across the bridge  
9 going north, it's one truck and the traffic  
10 light changes.

11 So these are all issues that  
12 should be addressed.

13 MR. MANDELIK: Thank you, Mrs. Cohen.

14 MS. COHEN: Thank you.

15 MR. MANDELIK: Anyone else wishing to speak?

16 Yes, sir.

17 MR. O'CONNOR: Hello. For the record, my name  
18 is Christopher O'Connor, I'm the program  
19 director for the Neighborhood Network. The  
20 Neighborhood Network is an environmental  
21 public policy organization that has over  
22 40,000 members in Nassau and Suffolk County,  
23 several thousand in the Town of Huntington.

24 Generally, the Neighborhood  
25 Network is supportive of the project and the

1 building itself. There are a lot of good  
2 concepts in the LEED standards. The  
3 Neighborhood Network has worked diligently  
4 in over nine towns to create new energy  
5 codes for residential construction to Energy  
6 Star standards. And we would challenge  
7 Canon to bring it up to the highest possible  
8 standard and do everything it can to make it  
9 as green as possible. We have quite a bit  
10 of expertise in this and we look forward to  
11 working with them in the future.

12 Our concerns are also about  
13 traffic. As it's been noted that Walt  
14 Whitman Bridge can be a bottleneck and can  
15 have problems, and one of the things that  
16 we're concerned about which hasn't been  
17 mentioned here is air quality, because when  
18 you have thousands of cars traveling and  
19 making extra trips, you're increasing the  
20 greenhouse gases and footprints in the area,  
21 and I haven't seen too much in the EIS about  
22 mitigation on air quality and what to do  
23 about that. If you're going to have cars  
24 idling for minutes on end you're increasing  
25 the carbon emissions into the atmosphere and

1                   you're creating a problem.

2                   So how do we offset that? What  
3                   kind of mitigation is needed to do that I  
4                   think needs to be addressed and looked at.

5                   I think when you talk about the  
6                   bridge, that bridge has been there for many  
7                   years. We're talking about significant  
8                   trips over it for many times. The  
9                   infrastructure of that bridge and the  
10                  engineering of it has to be gone over to  
11                  make sure it's going to withstand the  
12                  traffic and the potential traffic of the  
13                  construction trucks that will be going  
14                  through it and pass by it as the building  
15                  continues on over the years.

16                  So we look forward to seeing this  
17                  project reach its fulfillment and its goals  
18                  and its environmental goals. LEED standards  
19                  is something that we endorse as an  
20                  organization. Energy efficiency is part of  
21                  our mantra, and we hope that this is a good  
22                  beginning, but there are still things that  
23                  need to be addressed.

24                                   Thank you.

25                  MR. MANDELIK:                   Thank you, Mr. O'Connor.

1 I just wanted to remind everyone,  
2 we have a stenographer taking everyone's  
3 comments and as I indicated before these  
4 comments are being recorded and will be  
5 located in the FEIS in addition to the  
6 responses made by Canon and other experts  
7 related to the comments being made.

8 We appreciate your comments.

9 Thank you, Mr. O'Connor.

10 MR. O'CONNOR: Thank you, very much.

11 MR. MANDELIK: Anyone else? Yes, sir.

12 MR. CARAMORE: My name is Thomas Caramore. I  
13 live at 106 Northgate Circle in Melville.

14 We had an opportunity a short  
15 time ago, four communities; the Villas,  
16 Northgate, the Coves, and Millenium Hills to  
17 meet with representatives of Canon and also  
18 representatives of the town, and we did  
19 voice the concerns with them about the  
20 traffic issue. You know, we live that  
21 traffic issue every day, especially in the  
22 morning and in the evenings.

23 And while a lot of what Canon is  
24 able to do and what their plan says, and  
25 we've been over the plan, the traffic study

1 plan, there still is an issue beyond Canon's  
2 property. I know part of what they were  
3 saying is that while Canon will have a lane  
4 along Walt Whitman Road, and Fed Ex, which  
5 is directly across the street from the Canon  
6 property, is also going to expand and have a  
7 lane at that point which will help at the  
8 service road, there's still in my mind no  
9 plan to deal with the problem, especially in  
10 the evenings, of the area from 110 past Walt  
11 Whitman Road going east, which already backs  
12 up without any Canon traffic at all, and if  
13 that's backing up now and cars park or they  
14 go right in the middle of Walt Whitman Road  
15 and sit there, so even if the light turns  
16 green you can't go north because it's  
17 already gridlocked. So that's one issue.

18 Also, south of the Canon  
19 property, I'm not aware of an expansion of  
20 any of the lanes. If that's in the plan  
21 maybe that will help, but there are only one  
22 lane either way at the Northgate cross  
23 section with Walt Whitman Road. While  
24 there's a left-turn lane it's very difficult  
25 to make that left-turn lane because coming

1 south on Walt Whitman Road you have a  
2 problem with cars that are going south, many  
3 cars turn left. It's one of the worst  
4 intersections in the Canon traffic study  
5 where many of the cars make a left onto  
6 Baylis and so cars go straight even though  
7 that's a turn lane in and it's a very  
8 dangerous situation currently. If there's  
9 additional Canon employees that situation  
10 will probably be worse.

11 So we're very concerned about the  
12 traffic. We're also concerned about the  
13 fact that Canon plans to be building Phase I  
14 by 2010. We're not aware of the town  
15 planning to do the appropriate changes to  
16 Walt Whitman Road, the service road, and  
17 110, which are proposed in the traffic  
18 study, we're not aware that that's going to  
19 take place prior to Canon's facility being  
20 opened. And if it's not and if it's two to  
21 four years, five years down the road when  
22 that roadway is done, then obviously in that  
23 time in between the situation is going to be  
24 even worse than it is now.

25 So I just ask in closing that you

1 consider and make that information known to  
2 the representatives of the town. We hope to  
3 meet as a group, a community, meet with the  
4 members of the town board and share our  
5 thoughts with them too.

6 Thank you.

7 MR. MANDELIK: Thank you, Mr. Caramore. Your  
8 comments are appreciated and I'm happy that  
9 those four large residential groups got  
10 together with Canon to, you know, discuss  
11 this matter. I think that's certainly a  
12 good sign and we are concerned as you are  
13 about the other elements of traffic that you  
14 explained.

15 Anyone else? Yes, sir.

16 MR. PTUCHA: Hi. James Ptucha. I'm vice  
17 president of the Four Towns Civic  
18 Association and I live at 15 Cheryl Drive in  
19 Dix Hills, New York.

20 MR. SOMMER: Spell your last name, please.

21 MR. PTUCHA: P-T-U-C-H-A.

22 The first thing I'd like to say  
23 is I do live on the east side of the  
24 district and I'm accustomed to seeing a lot  
25 of other type of development on the eastern

1 side and the best advice I can give to the  
2 developer and of course everyone else  
3 assembled here is to listen to the local  
4 residents around the site, because no one  
5 knows a community like its local residents,  
6 and a very impassioned group, I'm sure, and  
7 basically we could all learn a lot from  
8 them.

9 But basically, a couple of  
10 things, the one thing that I think it's a  
11 great project, I think we're all concerned  
12 about traffic, and that Old Walt Whitman  
13 Road Bridge over the LIE is a major concern  
14 to everybody. I know it comes down to  
15 dollars and cents and money, and one thing  
16 I'm not sure if it's been considered is the  
17 impact to the developer. If we can all  
18 share in contribution to this as far as  
19 widening that bridge I think that would be  
20 critical and go a long way in satisfying the  
21 community.

22 And the other thing on a separate  
23 note I'd like to ask a question, if Canon is  
24 planning on partnering with the local school  
25 district; basically mentoring programs,

1 scholarships specifically to the Half Hollow  
2 Hills School District, which is the district  
3 of residence.

4 Can that be addressed now?

5 MR. MANDELIK: Mr. Ambrosino?

6 MR. AMBROSINO: Mr. Chairman, even though  
7 normally this is just a comment period, we  
8 do want to tell this board that Canon is  
9 very much committed to contributing to the  
10 local economy and the local school district.  
11 Canon is a technological innovator and there  
12 will be programs, won't have the details for  
13 you yet, but Canon has always been committed  
14 to the local education, especially in the  
15 science and mathematical fields.

16 MR. MANDELIK: Thank you, Mr. Ambrosino.

17 MR. AMBROSINO: You're welcome.

18 MR. MANDELIK: And those comments will be put in  
19 the DEIS as well to be responded to more  
20 formally.

21 MR. ROSEN: Can we go back to traffic one  
22 second? Seems like a stupid question, but  
23 widening, doing something with that bridge,  
24 I'm going to assume there's probably at  
25 least four jurisdictions that get involved

1 if you want to do anything over the Long  
2 Island Expressway. Is that a safe call?

3 MR. AMBROSINO: I think four is a conservative  
4 number.

5 MR. ROSEN: And widening that bridge  
6 obviously, while it's needed for, at least  
7 as a construction project it's probably a  
8 nightmare construction project also as well,  
9 has any thought been given, maybe doesn't  
10 work statistically, towards a second bridge  
11 or placing another bridge across which might  
12 be actually cheaper and easier to build at  
13 some point? Not necessarily by Canon,  
14 obviously not talking just about Canon, but  
15 in your discussions with everybody in terms  
16 of with DOT and the town, has that ever been  
17 approached or discussed?

18 MR. AMBROSINO: In our desire to understand the  
19 global impact of this project, we have met  
20 with local government officials; to wit,  
21 Supervisor Petrone, Congressman Israel, and  
22 various other local officials seeking from  
23 the government and the private sector  
24 working together. Those discussions are  
25 ongoing, we intend to address that over the

1 next fifteen to twenty years as this project  
2 is phased in. No talk specifically has been  
3 made as to a second bridge and Canon is not  
4 introducing that at this time. We are  
5 willing to speak to government officials and  
6 work with them to find solutions to this  
7 global problem.

8 MR. ROSEN: Fair enough.

9 MR. MANDELIK: Anyone else wishing to speak on  
10 this?

11 Okay. There being no further  
12 comments I'll declare that this public  
13 hearing is closed. Thank you all.

14 (PUBLIC HEARING RE: CANON AMERICAS  
15 HEADQUARTERS WAS CLOSED AT 8:25 P.M.)

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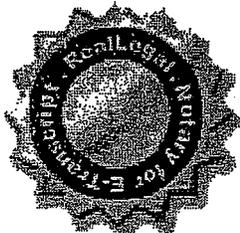
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COUNTY OF SUFFOLK )

I, DONNA C. GILMORE, a Shorthand Reporter  
and Notary Public within and for the State of New  
York, do hereby certify:

THAT the foregoing transcript is a true and  
accurate transcript of my original stenographic notes.

IN WITNESS WHEREOF, I have hereunto set my  
hand this 2nd day of October, 2008.



*Donna C. Gilmore*

DONNA C. GILMORE

**APPENDIX B**  
**COMMENT LETTERS AND**  
**CORRESPONDENCE**

**AGENCY COMMENT LETTERS**

<u>Date</u>	<u>Author</u>
09/23/2008	Suffolk County Department of Public Works
09/30/2008	Holzmacher, McLendon & Murrell, P.C. on behalf of South Huntington Water District
10/07/2008	Greenman-Pedersen, Inc.
10/10/2008	Town of Huntington Highway Office
10/14/2008	Town of Huntington
10/17/2008	Town of Huntington
10/17/2008	Town of Huntington
10/23/2008	New York State Department of Transportation
10/23/2008	Melville Fire District
10/27/2008	Melville Fire District
11/21/2008	New York State Department of Transportation
12/10/2008	Greenman-Pedersen, Inc.
12/19/2008	New York State Department of Transportation
01/14/2009	Greenman-Pedersen, Inc.

COUNTY OF SUFFOLK



STEVE LEVY  
SUFFOLK COUNTY EXECUTIVE  
DEPARTMENT OF PUBLIC WORKS

RECEIVED  
PLANNING DEPARTMENT  
TOWN OF HUNTINGTON, NY  
2008 SEP 30 P 1:24

THOMAS LAGUARDIA, P.E.  
CHIEF DEPUTY COMMISSIONER

GILBERT ANDERSON, P.E.  
COMMISSIONER

LOUIS CALDERONE, P.E.  
DEPUTY COMMISSIONER

September 23, 2008

Mr. Scott Robin  
Town of Huntington  
Department of Planning and Environment  
Town Hall  
100 Main Street  
Huntington, N.Y. 11743-6991

Re: Southeast corner of Long Island Expressway North Service Road and Old Walt Whitman Road,  
Melville, NY  
Canon, U.S.A., Inc., Draft Supplemental Environmental Impact Statement

Dear Mr. Robin:

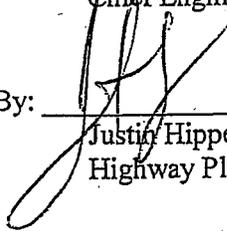
Please refer to the September 4, 2008 letter from Cameron Engineering to SCDPW transmitting a CD of the Draft Supplemental Environmental Impact Statement for Canon U.S.A. Inc. in Melville.

We have reviewed the Draft Supplemental EIS and concur that a permit from this Department for the proposed development will not be required. However, please forward us copies of any future Environmental Impact Statements or Traffic Impact Studies so we can gauge the potential impacts, if any, on the local County roadway network.

If you have any questions or require additional information, please contact either myself or Justin Hipperling, Highway Planning and Permits at 852-4100.

Very truly yours,

William Hillman, P.E.  
Chief Engineer

By:   
Justin Hipperling  
Highway Planning & Permits

DIRECTOR	
DEPUTY DIR	
ASST. DIRECTOR	
SR	
AGENDA	
ADDED STARTER	
TECH	CORR.

WH:JH:RR:dm

Cc: Tom Isles, Suffolk County Planning  
Janice Jijina, P.E., AICP, Cameron Engineering & Associates, LLP



Engineers | Architects | Scientists | Planners | Surveyors

575 Broad Hollow Road  
Melville, New York 11747  
v 631.756.8000 f 631.694.4122  
www.h2m.com

Holzmaacher, McLendon & Murrell, P.C. | H2M Associates, Inc.  
H2M Labs, Inc. | H2M Architects & Engineers, Inc.

September 30, 2008

Mr. Scott Robin, Senior Planner  
Town of Huntington Dept. of Planning and Environment  
Town of Huntington  
100 Main Street  
Huntington, New York 11743

Re: **South Huntington Water District  
Canon Americas Headquarters  
Comments for Draft Supplemental Environmental Impact Statement (DSEIS)**

Dear Mr. Robin:

The South Huntington Water District (SHWD) is in receipt of the DSEIS for the subject property. On behalf of the SHWD, please accept this response as it relates to public water supply for the proposed Canon Americas Headquarters.

The Canon site is situated at the westerly boundary of the Water District's low pressure zone. Due to the size of the proposed building (900,000 SF) and the location within the District and proximity to existing mains, improvements and reinforcements to the water supply system must be made. In order to provide proper fire protection and domestic water service for the site, the old 8" cast iron main on Walt Whitman Road along the frontage of the subject property shall be replaced with new 12" ductile iron main. Also, new water main is required along the LIE South Service Road, in order to eliminate an existing dead-end main and complete a hydraulic loop between the high and low pressure zones. The interconnection of the two pressure zones will allow for two means of water supply to the site should there be an unfavorable pressure or flow condition in either zone.

Additionally, the District is requiring that each of the two proposed combined fire and domestic water service feeds to the site originate on separate supply mains; one on Walt Whitman Road and the other on the South Service Road. All on-site water facilities shall remain private and therefore shall be the responsibility of the developer/owner.

Please note that the above issues have been brought to Canon's attention in a water availability letter dated July 15, 2008. Should you have any questions regarding the information provided, please contact our office. Thank you.

Very truly yours,

HOLZMAACHER, McLENDON & MURRELL, P.C.

Robert J. Lucas, P.E.

cc: Board of Commissioners  
Supt. Kevin J. Carroll  
Michael M. McCarthy, Esq.  
Janice Iijina, P.E., A.I.C.P. - Cameron Engineering

11 2 P 2 11  
2008 OCT - 7 P 2 11

RECEIVED  
PLANNING DEPARTMENT  
TOWN OF HUNTINGTON

DIRECTOR	
DEPUTY DIR	
ASST. DIRECTOR	
AGENDA	

X:SHWD (South Huntington Water District) - 10885\SHWD0850 - Return Correspondence\Canon - Comments to Town (DSEIS).doc



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# GPI Greenman - Pedersen, Inc.

Engineering and Construction Services

October 7, 2008

Mr. Anthony Aloisio, Director  
Town of Huntington Planning Department  
100 Main Street, Rm 212  
Huntington, NY 11743

RECEIVED  
OCT 10 2008

Re: Canon Americas Headquarters  
DEIS Traffic Comment Review  
GPI Project No. 2008321.00

TOWN OF HUNTINGTON  
DEPARTMENT OF PLANNING  
& ENVIRONMENT

Dear Mr. Aloisio:

Greenman-Pedersen, Inc (GPI) is in receipt of the Traffic Impact Analysis prepared for Canon USA by Atlantic Traffic & Design Engineers (ATDE). The Canon Headquarters development, on land what was once known as a pumpkin farm, is a significantly large-scale project. Its effects will be as far reaching in an area already known to be oversaturated with traffic. Once retained and underway, GPI's review has been conducted in coordination with the New York State Department of Transportation.

### Executive Summary

The issues are complex as the size of the project and traffic, envisioned from the firm's employment projections, is spread over a wide area between roadways in the Town of Huntington's jurisdiction which is largely Walt Whitman Road and those under the State's, which includes the LIE and its Service Roads and Rt. 110. Coincidentally, all these same roadways have been planned for roadway improvements in the very near future. While the Town's Walt Whitman Road project is not a capacity improvement project but primarily a roadway reconstruction project to upgrade within the existing right of way, the State's roadway improvements along Route 110 are far more reaching in their scope. Based upon the applicant's traffic study, assuming we are in agreement with all the analyses, it indicates a myriad of traffic impacts in the area that would further degrade the existing traffic circulation conditions.

The report suggests that significant mitigation is needed to address the project's traffic impacts but within the study the applicant does not accept responsibility for

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DIRECTOR	AM
DEPUTY DIR	
ASST. DIRECTOR	
PLANNING	
AGENDA	
FORWARDED STARTER	
TECH	CORR.

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# GPI

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constructing these off-site improvements claiming rather that they are already programmed by others (i.e. NYSDOT & Huntington) or the municipal projects should easily be able to expand their respective project limits to include the necessary roadway geometrical improvements. This seems to be the heart of the matter.

Typical to any new project site development, it is the applicant's responsibility to reasonably mitigate impacts caused by its creation. This is assessed by comparing the traffic operations between conditions of "without the project", usually referred to as the "no-build" scenario and the "with the project" condition, known as the "build" scenario. Thus, adverse impacts usually need to be mitigated so traffic operations approximately mimic the level they were under the no-build condition. In this unusual case, it is all a matter of timing. While the State's roadway improvements for the Route 110 project may not be fully constructed before Canon is anticipating to be opened, nevertheless their planning and design development has occurred well in advance of Canon. Thus, the no-build condition used as a base reference for comparison should include the Town's and more germane, the State's roadway improvements, whether they are constructed yet or not. This request was made in one of our comment letters to ATDE, they complied, and the results included within the DEIS.

The assumption noted in page 33 of the traffic study "*it is reasonable to assume that the improvement (addition of a third lane on the north and south LIE Service Roads) could be extended westerly to the Old Walt Whitman Road intersection as well*" is perplexing as it assumes it will be constructed by the DOT in their owned programmed Route 110 project. Furthermore, this significant mitigation measure has been included in the No Build condition scenario thereby providing better levels of service than will actually exist. This in turn would appear to reduce the potential impact of the Canon Build scenario when comparing to the no-build scenario as this unfunded improvement is assumed to be already part of the network - when in fact, it is not.

We understand that a number of negotiations and discussions have arisen with Town and State officials with regard to potential funding of roadway improvements. The following statement in the report is very telling: "*The following mitigation package includes improvements to the area-wide transportation network that would be required to address Canon's traffic impact on the noted intersections. These modifications are regionalized improvements and are not necessarily required for the efficient ingress and egress from the site itself.*" While some "modifications" may not be necessary to access or egress the site directly, they are nevertheless needed to reach to the site and permit the existing traffic to get to their destination without significant further delay caused by the Canon development.



A Mitigation Summary Table was included within the DEIS at our request and has been essentially recreated here in a slightly abbreviated format.

CANON MITGATION SUMMARY TABLE

	LOCATION	TOWN ACTIONS	NYS DOT ACTIONS	UNFUNDED ACTIONS
1	Canon Frontage LIE South Service Rd	NA	NA	Additional EB through lane along LIE SSR; continuing easterly to meet widened EB approach just west of RT. 110.
2	Canon Frontage Walt Whitman Rd.	NA	NA	Additional SB through lane along WWR; meets existing right turn lane at Paumonauk Hills Court.
3	Walt Whitman Rd @ Canon Main Driveway	NA	NA	Traffic Signal Installation
4	Walt Whitman Rd. & Old Country Rd.	Pavement marking upgrades	Signalization and Extension of Walt Whitman Rd. to meet RT. 110.	Traffic Signal Modifications
5	Walt Whitman Rd. & Pinelawn Rd./Sweet Hollow Rd.	Pavement marking upgrades	NA	Traffic Signal Modifications
6	Walt Whitman Rd. & LIE N. Service Rd.	Pavement marking upgrades	NA	Additional NB left Turn bay Additional WB Service Road thru lane west through WWR. Additional WB left turn lane*
7	Walt Whitman Rd. Bridge	Pavement marking upgrades on NB app.	NA	NA
8	Walt Whitman Rd. & LIE S. Service Rd.	Pavement marking upgrades on NB app.	NA	Additional EB thru lane along Canon's frontage east through WWR
9	Walt Whitman Rd. & Pineridge Street	Pavement marking upgrades	NA	Traffic Signal Modifications
10	Walt Whitman Rd. & Northgate Cir./Baylis Rd.	Pavement marking upgrades	NA	Traffic Signal Modifications
11	Walt Whitman Rd.& Park Drive	Pavement marking upgrades	NA	Traffic Signal Modifications
12	NYS RT. 110 & Old Country Rd.	NA	Additional through lane on NB & SB approaches brwn. LIE & NSP	Traffic Signal Modifications
13	NYS RT. 110 & LIE N. Service Road	NA	Additional WB thru lane on Service Road	Traffic Signal Modifications
14	NYS RT. 110 & LIE S. Service Road	NA	Additional EB thru lane on Service Road	Traffic Signal Modifications
15	NYS RT. 110 & Walt Whitman Rd.	Pavement marking upgrades	NA	Traffic Signal Modifications
16	Round Swamp Rd. & LIE S. Service Rd.	NA	NA	Traffic Signal Modifications

\* The additional WB left turn lane was not included as mitigation in this table of the traffic study but a review of the capacity analyses indicated this additional lane was provided by ATDE. Thus, the approach would require reconstructed from a 3 lane WB approach to a 5 lane approach.

# GPI

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Our comments follow and should be addressed by the applicant as they may alter the final mitigation outcome. The comments follow this *Executive Summary*.

The list of unfunded actions indicated as necessary in the report is significant are summarized below. But those listed involving roadway reconstruction are limited to the following off-site improvements:

- The extension of the NYSDOT's planned additional third lane on the LIE North and South Service Roads from a point about 600 ft. west of RT. 110 through Walt Whitman Road to a logical point west of Walt Whitman Road. On the North Service Road likely considerably longer than the 200 ft recommended in the traffic Study and on the South Service for a distance at least the length of the Canon property.
- A further widening of the N. LIE Service Road on the WB Walt Whitman Road approach to accommodate a left turn lane as considered in the SYNCHRO analysis.
- Widening Walt Whitman Road along the frontage of Canon to accommodate an additional SB thru lane and auxiliary turn lanes into the site. The widening needs to be sufficient enough to ensure retention of shoulders which the Town retained in its original reconstruction plans.
- Traffic Signal Installation at Canon's main access driveway.

A great many locations identified the need to revise the signal timings. These generally are very low cost improvements provided the existing signal equipment can accommodate the changes in phasing if requested. However, as part of GPI's comments outlined later in this document it appears that not all the proper and current timings, cycle lengths and offsets may have been utilized in the analysis and as such, the inputs need to be reviewed. In any case, we specifically request ATDE to list all such timing, phasing, cycle length and offset data in a table that was used for each signal and then in an adjacent column what signal modifications are being proposed. The State attends to signal timing, especially in a corridor such as this, with great attention. Signal timing modification can readily help many situations but they have to be done logical and in coordination with adjacent locations and the systems they may already be a part of. Independent changes at one location may not coordinate well with adjacent locations. A summary table of the before and after recommendations would be extremely useful and help expedite the review.

The biggest and most costly issue that has not been addressed concerns itself with the Walt Whitman Road Bridge over the LIE. This narrow structure is envisioned to be restriped to accommodate 3 - 10 ft lanes over the bridge under the Town's project.

# GPI

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Attached please reference the current aerial view of the intersection. This structure is currently 2 lanes over the LIE and widens out to two -approach lanes and one receiving lane on the approaches to the LIE service roads. To maximize every inch of pavement on the structure, the Town's Walt Whitman Road plans called for utilizing the existing shoulder areas to provide three narrow lanes on the bridge structure itself (2 northbound, 1 southbound) and widening at North Service Road



WALT WHITMAN ROAD BRIDGE

# **GPI** Greenman - Pedersen, Inc.

Engineering and Construction Services

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approach to accommodate an additional through lane. While the short storage lengths provided on the bridge for vehicles to access and store in advance of the service road approaches may not be fully sufficient for proper utilization and efficient vehicular flow, the Town's project simply attempted to gain whatever additional capacity could be attained without reconstructing the bridge. In its study, Canon's traffic consultants reconfigured the southbound approach to the South Service Road in a similar fashion.

Despite our reservations about the adequacy of the bridge's roadway and the very short storage lane lengths, the study appears to indicate that adequate levels of service can be achieved. Notwithstanding comments found later in this document which calls for ATDE to review the timing data utilized, the expected queuing and poor levels of service do not materialize. It appears the additional third lane on the LIE Service Roads required as project mitigation, plus the additional WB left turn lane proposed and lane assignment revisions permit a change in the signal timing to more favor Walt Whitman Road, thereby processing more traffic over the structure. Further in-depth study and coordination with the DOT is warranted on this critical infrastructure link but an immediate decision regarding its reconstruction may not necessarily need to hold up necessary project approvals provided the other mitigation measures are accepted.

It appears that based upon the applicant's traffic study the above listed roadway mitigation is required to address project impacts and as such, once the final comments are addressed and funding and responsibility issues are finalized, the project is viable from a traffic standpoint.

Our specific comments follow:

## Traffic Study Review Comments

GPI has reviewed the traffic impact analysis prepared by Atlantic Traffic & Design Engineers, Inc., dated August 27 2008, for the Canon U.S.A., Inc. The comments listed below have been generated based upon the review of this study and our September 16, 2008 site visit.

### 1. Proposed Traffic Volume Network

#### Future Traffic Projections

The future traffic assignments resulting from the Cannon's zip code assessment is acceptable. While we do not necessarily agree with all the assumptions it appears satisfactory to use in the analysis. However, please provide the actual number of employees originating from each region (towns) in the spreadsheets used for calculating the trip distribution percentages.

### 2. Capacity Analysis

Please check, verify and modify the cycle lengths, phasing and offsets used for HCM/Synchro analysis at the following signalized intersections as they do not appear to match the official NYSDOT or Town of Huntington signal timings during various peak hours. The use of inaccurate signal timing data will cause differing level of service results than expected. As requested earlier in the body of this letter, a table for each signalized location of the discreet signal timing data (timing, cycle lengths offsets, etc.) would be helpful.

1. Duryea Road and Route 110.
2. Old Country Road and Route 110
3. Sweet Hollow Road and Old Walt Whitman Road.
4. LIE North Service Road and Old Walt Whitman Road (different phasing and offsets used).
5. LIE South Service Road and Old Walt Whitman Road (different phasing and offsets used).
6. Pineridge Street and Old Walt Whitman Road
7. Northgate Circle/Baylis Road and Old Walt Whitman Road
8. LIE South Service Road and Route 110 (different offsets used)
9. LIE North Service Road and Route 110 (different offsets used)
10. Round Swamp Road and LIE South Service Road (different offsets used)

### 3. Mitigation Analysis.

It is not clearly defined in the study report what mitigation measures would be the responsibility of the applicant. At times the traffic study is making "assumptions" that the NYSDOT would extend its NYS Route 110 project limit by adding additional lane on the LIE North and South Service Road to avoid otherwise non-mitigatable traffic impacts

resulting from the proposed projects. However, to our knowledge the "assumed" service road widening is not being design or would not be done by DOT. Thus, the applicant should not take credit for additional lanes what will not exist. The no-build analyses need to be revised to eliminate the extra lane in that condition and build condition scenarios to more accurately reflect the anticipated traffic impacts associated with the project generated traffic. Then appropriately added it to the Build w/mitigation scenario to ascertain the benefit.

**Incorrect mitigation example:**

**NYS Route 110 @ Walt Whitman Road/Durvea Road:** Signal modification is recommended by the applicant. However, as noted above incorrect cycle lengths and phasing is used for various traffic analysis presented in the report. This would present inaccurate traffic operating conditions when comparing between the various condition scenarios.

**NYS Route 110 @ Old Country Road:** The proposed condition analysis is not consistent to the DOT's geometrical improvements at this intersection. The southbound right turns would be eliminated from this intersection and would be routed via an adjacent newly proposed slip ramp aligned to Walt Whitman Road. There is also different lane geometry used for its Eastbound and Southbound movements than proposed by DOT. Additionally, the westbound right turns are considered as free movements in all the analysis presented for this intersection even though there only exist a small deceleration lane (with limited storage). Since adjacent lane queues will likely block access into the slip ramp this movement should be included in the analysis and should not be considered as free in the no-build conditions. The proposed signal timings should also be coordinated with the adjacent Walt Whitman Road/Old Country Road Signal timing.

**Walt Whitman Road @ Old Country Road:** This newly proposed signalized intersection by the NYSDOT would operate under close signal coordination with the adjacent NYS Route 110 @ Old Country Road signalized intersection. The proposed signal timings recommended by the applicant at this intersection are not consistent with the adjacent NYS Route 110 @ Old Country Road signal timings during peak hours. They should be analyzed as coordinated signals utilizing same cycle lengths. Additionally, the intersection geometry utilized in the analysis is not consistent to that proposed by the NYSDOT.

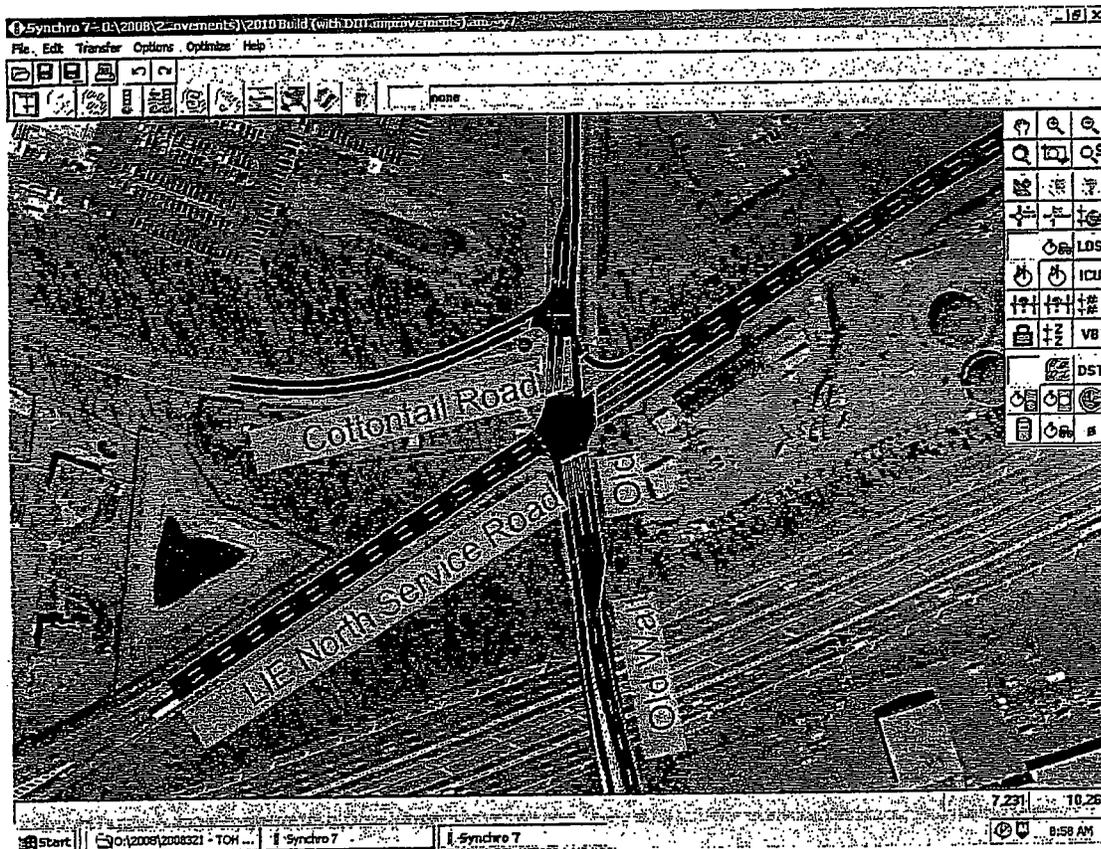
**Walt Whitman Road @ Sweet Hollow/Pinelawn Road:** We do not envision any significant impacts at this intersection due to the proposed project. However, proposed lane configuration and signal timings should be corrected to reflect the Town of Huntington plans.

**Walt Whitman Road @ LIE North Service Road:** Due to the assumption noted in page 32 of the traffic study "it is reasonable to assume that the improvement could be extended west

# GPI

to the Old Walt Whitman Road intersection as well”, the proposed traffic analysis shows better results.

As discussed earlier, under the 2010 Build with DOT improvement analysis at LIE North Service Road and Old Walt Whitman Road has one (1) exclusive left turn lane, three (3) through lanes and one (1) exclusive right turn lane on WB approach. Three through lanes are carried forward to west of Old Walt Whitman Road (see Photo 1). While Town of Huntington improvements show one (1) left and through shared lane, one (1) through lane and one (1) exclusive right turn lane on WB approach and it shows two (2) lanes west of Old Walt Whitman Road. No other improvements are proposed by NYSDOT at this intersection. Thus, the assumed additional lanes and turn bays in the analysis by the applicant are resulting in better traffic operating conditions than anticipated at this intersection. In reality, the results would show different operating conditions that may warrant additional mitigation.



*PHOTO 1: Synchro network prepared by the applicant showing additional lane and turn bays (5-lane cross-section) on LIE North Service Road and Old Walt Whitman Road under (2010 Build with DOT improvements)*

At this time, Canon has not taken responsibility for this mitigation. We would like to know if the applicant is willing to add the lanes/turn bays as suggested in the analysis as it is not proposed either by the Town of Huntington or NYSDOT for their respective projects.

**Walt Whitman Road @ LIE South Service Road:** Due to the assumption noted in page 33 of the traffic study "it is reasonable to assume that the improvement could be extended westerly to the Old Walt Whitman Road intersection as well", the proposed traffic analysis shows better results.

Under the 2010 Build with DOT improvement analysis at LIE South Service Road and Old Walt Whitman Road has one (1) left and through shared lane, two (2) through lanes and one (1) exclusive right turn lane on the EB approach. Two through lanes are currently carried forward to east of Old Walt Whitman Road (see Photo 2) not the proposed three. While Town of Huntington improvements show one (1) left and through shared lane, one (1) through lane and one (1) exclusive right turn lane on EB approach and it shows two (2) lanes east of Old Walt Whitman Road carried on. Again the assumed additional eastbound thru lane in the analysis by the applicant is resulting in better traffic operating conditions than be anticipated at this intersection.



PHOTO 2: Synchro network prepared by the applicant showing additional lane on LIE South Service Road at Old Walt Whitman Road intersection (2010 Build with DOT improvements)

Again we would like to know clearly in the report if the applicant is willing to add the lanes/turn bays as suggested in the analysis as they are not part of either project programmed by the Town of Huntington or NYSDOT.

LIE North and South Service Road @ NYS 110: Lane configuration and intersection geometry is not consistent with NYSDOT improvements in analysis of Build with DOT improvements. Please modify the analysis accordingly and re-evaluate signal timing mitigation measures for various peaks.

Walt Whitman Frontage Roads Between LIE South Service Road and South Cannon Drive:

The proposed traffic roadway network includes one additional southbound travel lane on Walt Whitman Road but this appears to be identified as an unfunded mitigation. This segment of roadway is anticipated to get about 514 project generated vehicles during the AM peak (a 44% increase in the no-build 2010 traffic volume) in the southbound direction and about 130 vehicles in the northbound direction (a 30% increase in the no-build 2010 traffic volume). This same segment will get about 180 project generated vehicles during the PM peak in the southbound direction (a 21% increase in the no-build 2010 traffic volume) and about 536 vehicles in the northbound direction (a 86% increase in the no-build 2010 traffic volume). With a background growth rate of 1% per year, the above noted 44% increase would take about 44 years to generate this amount of traffic on the southbound frontage segment of Walt Whitman Road. Thus, it seems reasonable and logical for Canon to be responsible for the inclusion of this one additional southbound travel lane as a mitigation measure on Walt Whitman Road.

We recommend that at locations where assumptions are made in the analysis to add lanes on the North and South LIE Service Roads and Walt Whitman Road which are not being constructed or proposed either by the NYSDOT or the Town of Huntington, applicant should be fully responsible for these improvements. Again, this and other mitigation is still subject to receiving revised capacity analyses that address the comments herein.

As noted in the traffic study, the inclusion of another signal (Canon's Main Entrance) on Walt Whitman Road south of the LIE but north of Rt. 100 would result in 4 signals along that stretch. The additional signal and resulting significant increase in traffic by Canon necessitates that these signals be set up in an integrated coordinated system. While all the signalized intersections would receive new controllers that are likely to be able to accommodate interconnection the physical hard-wire connection must be installed. This is another mitigation that Canon needs to consider as part of its project.

# GPI

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## 4. General

This is the third set of traffic studies reviewed by GPI that have been submitted by the applicant's consultant. The first dated April 21, 2008 was initially reviewed by GPI and a detailed comment memo dated July 10, 2008 was prepared. A second study dated July 2008 was received that resulted in a subsequent GPI comment letter dated July 24, 2008. The result of those exchanges, both written and verbal, produced the updated traffic studies that have considered and included all the generated comments. However, two comments need to be considered.

- On-site circulation issues are significant as noted in GPI's July 10<sup>th</sup> letter:

*A peak hour on-site traffic circulation plan is warranted showing the envisioned volumes entering and leaving the site during the peak hour and the roadways they will take and circulate on around the site to access the garages. It appears that all on-site traffic control will be via stop control – no traffic signals. I suggest that capacity analysis be done at the major intersections in the vicinity of the garages and main entry way to access the level of operations anticipated on-site.*

Please provide the aforementioned information as requested. Safe and adequate vehicular and pedestrian movements around the site are a concern to the Town.

- Discussions between ADTE and GPI indicated the need for Canon to consider Travel Demand Management or TDM techniques to address some of the traffic concerns. Specifically cited was the need to seriously consider staggered work shifts. For any employer of any size it is just a necessary operation of the facility for off-site traffic needs, on-site circulation and internal facility operations. As such, the mention of Canon's commitment to staggered work shifts where employees are specifically assigned various shifts to disperse the vehicle generation peaking conditions is lauded. However, since this initiative would likely need to be part of the Town's approval stipulations the traffic study needs to reflect this possibility. Since staggered work shifts will have a measurable reduction in peak hour trips, it would be beneficial to ascertain such a benefit as it will result in lesser impacts and possibly some mitigation or at least the extent of some mitigation.
- Please explain in detail the impacts associated with the building across the street from Canon that includes the Fed Ex tenant. It states in the study that the current development proposal a driveway would have to be reconfigured. As this is an impact on another site some further discussion and justification is warranted. Also, while the conceptual plans that have now been produced are much better,

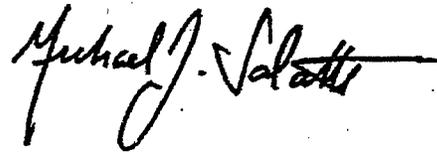
# GPI

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there is still difficulty to completely ascertain site impacts to the condominium development immediately to the south of Canon and the resulting roadway widening transition that may be necessary on that site's frontage. Again, please provide a description of the current design issues for the transition and whether any property is being taken or curb realignment work results.

Very truly yours,

GREENMAN-PEDERSEN, INC.



Michael, J. Salatti, PE, PTOE  
Vice President  
Director of Transportation Services

cc: Charles Olivo, PE Atlantic Traffic & Design Engineers  
Steve McGloin, TOH Traffic Safety  
Pat De Col, TOH Engineering  
Karen Taylor, NYSDOT , Region 10  
Frank Pearson, PE, Regional traffic Engineer, NYSDOT Region 10



TOWN OF HUNTINGTON HIGHWAY OFFICE  
Inter-Office Memorandum

October 10, 2008

To: Anthony Aloisio, Director of Planning and Environment

From: William Naughton, Superintendent of Highways

Subject: Canon, USA, Inc. Draft Environmental Impact Statement (DEIS)

RECEIVED  
OCT 15 2008

We understand that Greenman-Pedersen, Inc. (GPI) is reviewing the referenced report on behalf of the Town of Huntington. The Highway Office concurs with concerns previously issued by GPI and offers the additional following comments:

The report states that the vast majority of off-site mitigation will be implemented by New York State Department of Transportation (NYSDOT) and Town of Huntington improvement projects that are 'already completely or partially funded'. Recently, the Town of Huntington was made aware that NYSDOT eliminated \$2M worth of funding that was slated for improvements on Walt Whitman Road. We are hoping to resurrect this funding source, but at this time, the Town's project schedule and scope is uncertain. Therefore, it is possible improvements on Walt Whitman will not be in place prior to Canon's occupancy of this site. Also, projects on the scale of the Town and NYSDOT's projects are often delayed for various reasons, so it is reasonable to expect that Canon will be constructed in advance of either agency's improvements. Therefore, we recommend that this applicant construct all of the improvements recommended within the report along the site's LIE South Service Road and Walt Whitman Road frontage, including road widening to provide additional travel lanes on both corridors, at a minimum.

The report recommends a coordinated traffic signal network for the signals south of the LIE, including the proposed Canon access. Since a signalized access on Walt Whitman Road is critical to ingress/egress to the Canon property, and their proposed signal must be placed in system with the nearby existing signals on Walt Whitman, it is reasonable to expect the applicant to implement this improvement as part of their traffic mitigation.

Last year's economic down-turn caused down-sizing and closure of mortgage companies across the country, several of which are located in the Melville area. American Home Mortgage, with 7000 employees, was the largest company to close its offices which are located on Baylis Road, within the study's scope. The data for this study this was collected in January when these offices were closed. Consideration should be given to adjusting the traffic volumes in this study to account for their eventual reoccupation.

Since there is some speculation as to a shift in the site generated trip distribution once Canon relocates its headquarters to Suffolk County, and the NYSDOT and Town's improvement project schedules are not certain in relation to Canon's construction, we recommend the developer reanalyze this site two years after full occupancy for Phase I using real data and perform any mitigation found necessary at that time, above and beyond mitigation previously performed.

The report states a bus stop will be provided along the site's Walt Whitman frontage. The developer should provide a turn-out for buses on Walt Whitman so as not to interrupt the flow of traffic along this heavily-traveled corridor, and any associated dedication that may be necessary for the turn-out. A shelter should also be provided to further encourage Canon employees' use of public transportation.

- cc: Carl Cavanaugh, Deputy Superintendent of Highways
- Bianca Dresch, P.E., Highway Engineer
- Pat Del Col, Director of Engineering Services
- Karen Taylor, NYSDOT

DIRECTOR	
DEPUTY DIR	
ASST. DIRECTOR	
	SR
AGENDA	

208-042-F

**TOWN OF HUNTINGTON, NEW YORK**  
**DEPARTMENT OF PLANNING AND ENVIRONMENT**

**Intra-Office Memorandum**

Date: October 14, 2008

To: Janice Jijina, Cameron Engineering

From: Anthony J. Aloisio, Director 

Re: **Canon Americas Headquarters Project**  
**Draft Supplement to the Melville GEIS (DEIS), Dated September 2008**

The following comments are offered on the Draft Supplemental Environmental Impact Statement (DEIS) for the above referenced site plan application, received September 2008.

1. Plans, maps and figures in the document shall distinguish New York State land identified as 0400-254-01-008 on the Suffolk County Tax Map from the subject property.
2. The document should describe the storm water management plan for Phase II of the development plan and demonstrate that it will conform with the Town's Site Improvement Specifications.
3. The Town's requirement for nine (9) inches of stormwater storage before off-site overflow should be indicated.
4. The document shall mention Town Code § 170: Stormwater Management regarding the requirement for a Stormwater Pollution Prevention Plan.
5. Figure 1-3 Master Plan shows Phase II, while the Rendered Master Plan Figure 1-4 does not.
6. The project does not include all of the required parking spaces for Phase I development. On page 1-6, the document states "In the event that additional parking is required during Phase I, an area has been designated as landbanked parking which would accommodate the 528-space shortfall". This sizable parking area must be shown on layout plans in order to determine compliance with the requirements of the Town of Huntington Code. Until

all of the Town Code required parking stalls (to include land-banked parking) are depicted on the layout plans, the project will not be in conformance with Town Code as stated on Page 1-5.

7. On pages 1-9 & 11-1, the document indicates that Canon is addressing the March 25, 2006 letter from the New York State Office of Parks, Recreation and Historic Preservation [OPRHP]. More information on how OPRHP's concerns are being addressed shall be provided.
8. The December 1990 "Study of Man-made Ponds in Suffolk County New York" prepared by the Suffolk County Planning Department, should be included as one of the recommended publications in helping design the project's proposed ponds.
9. Further describe the method and practices that will be utilized to manage your waste and recyclables on site, in accordance with your LEED certification objective.
10. Section 7.1.1 of the document shall note The Draft Comprehensive Plan Update - July 2008/Draft Generic Environmental Impact Statement (DGEIS) is available.
11. The symbols: "++" in Table 7-1 shall be identified.
12. Indicate that your project will contain the required conservation easement and Covenants and Restrictions to preserve 35% of the existing steep slopes on site.



# TOWN OF HUNTINGTON

LONG ISLAND, NEW YORK

**FRANK P. PETRONE, Supervisor**

October 17, 2008

Ms. Janice Jijina, P.E., AICP, Associate  
Cameron Engineering & Associates, LLP  
100 Sunnyside Boulevard, Suite 100  
Woodbury, New York 11797

Re: **Canon Americas Headquarters**  
**Final Environmental Supplemental Impact Statement (FEIS)**

Dear Ms. Jijina:

The applicant is hereby requested to begin preparation of the draft FEIS for the proposed Canon project. Enclosed please find copies of comments and materials received by the Planning Board on the project. Additional comments, including those anticipated from New York State Department of Transportation will be forwarded at the earliest possible date.

If you have any questions, please contact me at 351-3196.

Very truly yours,

Scott Robin

Senior Environmental Analyst

for

Anthony J. Aloisio, AICP

Director

Enclosures:

1. Verbatim minutes from the 10/01/08 public hearing
2. Memoranda from the Department of Planning and Environment, dated 10/14/08
3. Letter from Suffolk County Dept. of Public Works, dated 9/23/08
4. Letters from LBA Melville Associates LP, dated 9/26/08 & 10/2/08
5. Letter from H2M on behalf of the South Huntington Water District, dated 9/30/08
6. Letter from Greenman - Pedersen, Inc., dated October 7, 2008
7. Memoranda from Huntington Highway Office, dated 10/10/08
8. Letters from residents regarding traffic concerns, various dates

**Town of Huntington**  
**Department of Planning & Environment**  
Inter-office Memorandum

Date: 10/17/08

**TO:** Planning Board Members  
**FROM:** Anthony J. Aloisio, Director of Planning   
**RE:** Canon Residential Traffic Concern Letters

The attached form letters were received from the subject residential areas. The number represents the total letters received from each area.

The Coves at Melville.....131  
Northgate Circle .....96  
The Villas at West Hills.....51  
Pineridge St. & Drexel Ave.....30  
Millenium Hills.....20  
Tuxedo Hills.....8

AJA:kcs



STATE OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
REGION TEN  
250 VETERANS MEMORIAL HIGHWAY  
HAUPPAUGE, NEW YORK 11788  
www.nysdot.gov

SUBIMAL CHAKRABORTI, P.E.  
REGIONAL DIRECTOR

ASTRID C. GLYNN  
COMMISSIONER

October 23, 2008

Mr. Anthony Aloisio  
Director of Planning & Environment  
Town of Huntington  
100 Main Street  
Huntington, N.Y. 11743-6991

RECEIVED  
PLANNING DEPARTMENT  
TOWN OF HUNTINGTON, NY  
2008 OCT 24 A 8 44

Canon Americas Headquarters  
Route 495, Huntington  
SCTM No. 0400-25400-0100-004000  
Our Case No. 08-163P

Dear Mr. Aloisio:

This is in regard to the Traffic Impact Study (rev. 7/17/08 & 8/27/08) contained with the DEIS and sitc plan for the referenced project which was submitted to us for review.

We offer the following comments:

1. The Traffic Impact Analysis discusses a five (5) lanes westbound approach on the LIE North Service Road. Can this be built within the existing right-of-way (ROW)? The widening of the service roads towards the main line of the LIE will not be allowed as the clear distance to the DOT maintenance residency will be impacted.
2. Where acceleration / deceleration lanes are proposed, corresponding property dedications must be considered to allow for a utility strip of 13 foot width between the relocated face of curb and the (new) highway boundary. Please advise if any land donations are associated with this project.
3. The Traffic Impact Analysis (Rev. 8/27/08, Volume 1 of 3, Pg 20); the schedule for the roll out of PIN 0516.41 is not current. NYSDOT anticipates to deliver the NY 110 improvements in two projects as follows (note change in project limits):

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 24 2008	
FBI - HUNTINGTON	

*[Signature]*

9-08-043-F

- SSR to Nikon Driveway – Letting Fall 2008; Construction Spring 2009 to Summer 2011
  - Nikon Driveway to Arrowwood Lane – Letting Winter 2010; Construction Summer 2010 to Summer 2012
4. The recommended mitigations measures, other than ones to be implemented by NYSDOT and the Town of Huntington projects, must be defined by the developer and progressed by the developer and/or others. NYSDOT has no plans to extend the project limits as outlined in comment # 3 (above).
  5. Is the Traffic Impact Analysis (Rev. 8/27/08, Volume 1 of 3, Pg 19), based upon a full build out (i.e. Phase I and Phase II) or just Phase I? It should be for both Phases.
  6. The plans should include the addition of sidewalk and sidewalk ramps (in compliance with ADA standards) along Walt Whitman Road and the South Service Road.
  7. Depending on the length of the 3<sup>rd</sup> lane added to the eastbound Service Roads approaching Walt Whitman Road, there may be an affect on the LIE entrance and exit ramps. If the ramps are affected, FHWA involvement will be necessary. All widenings must occur on Canon's property, i.e., south side of eastbound service road.
  8. A high volume of traffic will desire to exit the site at the southern most driveway on Walt Whitman Road from the south parking garage. There may be a need for a traffic signal there or to move the traffic signal currently proposed at the middle driveway to the southern driveway. This is especially important because it is the only signalized egress point from the site. The Town may want to explore this.
  9. The currently proposed location for the traffic signal at the middle driveway may cause internal circulation problems. This signal's green time will be controlled by the signal at the LIE South Service Road and will be biased toward South Service Road traffic and not Walt Whitman Road traffic; and cars will consequently be backed up on site. There may be spill over problems on northbound Walt Whitman Road.
  10. The developer should consider extending the road leading along the southern edge of the site beyond the loading docks to access the road paralleling the South Service Road (avoid Phase II Office Building and adjust the North Parking Garages Phase I and Phase II to accommodate the new road). This will provide better circulation from entrance/egress points and the parking garages, especially if the traffic signal is moved to the southernmost driveway on Walt Whitman Road.
  11. The Traffic Impact Analysis indicates that there will be a shuttle connecting the complex to nearby train stations. The Developer should also consider a shuttle bus to the nearby bus stops as well.
  12. The developer may want to consider providing preferential parking to carpoolers and motorcycles as both are likely considering the proximity to the HOV lanes. Motorcycles are allowed in the HOV lane during HOV restricted hours.

13. During the circulation of the NY 110 Design Report, the US Department of Fish and Wildlife requested that NYSDOT implement ways to offset impacts to migratory bird species via native plantings and landscape restoration. The developer may also want to consider the Department of Fish and Wildlife's request.
14. The Traffic Impact Analysis indicates that the Developer will provide for a bus stop for the LI Bus Route 95 in front of the site on southbound Walt Whitman Road. The MTA's website indicates that this bus travels northbound only at this location, rendering the bus stop unnecessary if the MTA's website is correct. Please clarify.
15. There are significant differences (*Canon is 1 to 3 letter grades lower*) in the intersection LOS at the intersections of NY 110 and the South Service Road, North Service Road, and Old Country Road as projected by the build capacity of PIN 0516.41 and Canon's Report for "No-Build with Town and NYSDOT mitigation". This difference is greater than what could be expected from differences in traffic counts taken on different days. There should be agreement between these estimations or an explanation why they are different.
16. The small triangular shaped parcel (approx. 400 ft. w/o Walt Whitman Rd., and labeled 'NYSDOT Permanent Easement Parcel 17...Map 12') is shown on the plans. Is it owned by others? Will it remain excluded from the proposal?
17. Is the "jog" in the northerly property line (approx. 1000 ft. w/o Walt Whitman Rd) shown correctly? It does not seem to be consistent with the highway boundary according to our records or the tax maps.
18. Real Estate is currently circulating a request regarding modification of the control of access limits for the two (2) proposed curb cuts that are currently within a controlled access area. The developer will be required to prepare any documentation and analyses necessary to justify the change in control of access.

Considerable time may be needed to seek FHWA approvals. If fully approved, an agreement outlining the limits of each release will be prepared. Following the execution of the agreement, a corresponding legal instrument will be prepared. Future plans should show the existing limits of the control of access.

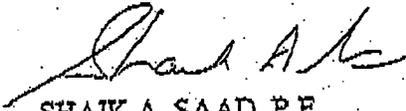
19. It is recommended that the proposed signalized main entrance at Old Walt Whitman Road be interconnected to the LIE South Service Road at Old Walt Whitman Road NYS No. 748.
20. The proposed widening on the west side of Old Walt Whitman Road appears to impact the existing signal pole on the southwest corner. The site plans (overall) C-3.1, is not clear regarding widening.
21. The Highway Capacity Software (HCS) analyses for "2008 EXISTING" scenarios utilize cycle lengths that are not in effect at the intersections of Route 110 at Duryea

- Road, Rt. 110 at LIE South and North Service Roads, and Route 110 at Old Country Road.
22. The clearance times in the HCS analyses are less than the existing combined yellow and red clearance times at each intersection.
  23. The "2008 EXISTING" eastbound through AM delay on the LIE South Service Road at Round Swamp Road is shown as 44.9 seconds, with the '2010 Build' AM shown as 222.7. This much delay will require mitigation measures beyond simple timing changes, as proposed.
  24. The signal on the LIE South Service Road at Round Swamp Road is analyzed as an uncoordinated signal. However, this signal is currently operating in coordination with the signal on the North Service Road at Round Swamp Road. The mitigation measures of simply increasing the cycle length to 100 seconds does not take into account the limited storage under the bridge between these two signals. The Synchro analysis should incorporate the signal on the North Service Road to show that a gridlock condition will not exist with a 100 second cycle length.
  25. At Route 110 / LIE South Service Road, the PM delay of 216.6 seconds for the eastbound left turn under the '2010 Build w/Mitigation' scenario is not acceptable, as the '2010 No-Build w/Town & DOT' is only 78.1 seconds. Further mitigation measures should be investigated.
  26. The utilities to this site should be brought in via Old Walt Whitman Road due to the control of access along the service road and will conform to NYSDOT's Utility Accommodation Policy.
  27. In addition to the regular coordination with utilities, please note that the (Northville) petroleum pipeline exists within the general area.
  28. Any utility work proposed in State Highway right-of-way will require separate application and submission of plans (installation details, restoration details and Maintenance and Protection of Traffic plan - all referenced to NYSDOT specification item numbers and the Manual of Uniform Traffic Control Devices) to our *Melville* Maintenance facility. The applicant may contact *Mr. Rich Fiore at (631) 420-4270* for further directions regarding Utility Highway Work Permit (HWP) applications. The applicant should be made aware that utility Highway Work Permit issuance is subject to issuance of the Highway Work Permit required for site work.

Please provide detailed site plans ten (10) sets so that we may continue our review and provide further comments and direction in the Highway Work Permit Process.

Review of the subject material is being coordinated by Ms. Karen Taylor. She can be contacted at (631) 952-6014 if you have any questions regarding this matter. Please send all correspondence to her attention. Kindly refer to the subject case number and County tax map number in all correspondence.

Very truly yours,



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

cc: Mr. William Naughton, Superintendent of Highways, Town of Huntington  
Ms. Patricia A. Del Col, Department of Engineering Services, Town of Huntington  
Mr. Michael J. Salatti, P.E., P.T.O.E., V.P./Director of Transportation Services, Greenman-Pedersen Inc.  
Mr. Charles D. Olivo, PE, PTOE., Atlantic Traffic and Design Engineers, Inc.

SAS:KT:ajf

**MELVILLE FIRE DISTRICT**

531 SWEET HOLLOW ROAD, MELVILLE, NEW YORK 11747

(631) 423-3852  
FAX (631) 423-3854

BOARD OF FIRE COMMISSIONERS:

SALVATORE T. SILVESTRI  
CHAIRMANRUDY ANGEBRANDT  
GERARD McDONALD  
JAMES T. COSCHIGNANO JR.  
ROBERT A. REISER

OC-08151

October 23, 2008

Attn: Vesselin Kovatchev  
Hellmuth, Obata + Kassabaum, Inc.  
620 Avenue of the Americas, 6<sup>th</sup> Floor  
New York, NY 10011

Dear Mr. Kovatchev,

Allow me to present an analogy in order to immediately get to the point of this letter. Imagine you are going to a railroad station. As you arrive the train commences to pull out and indeed does pull out and proceeds towards its destination and you're not on it. That is exactly the situation the Board of Fire Commissioners believes it is faced with at this point.

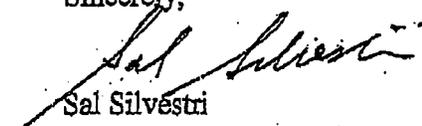
For the past three plus years the Board has followed the Canon project as it was unfolding. We have had discussions and meetings with previous representatives of Canon USA (i.e. Robert Hasselbach). The last such meeting with him was January 2007, at which time we appeared to be headed towards a reasonable working relationship.

After reviewing the draft supplemental impact statement and in particular section 13. community services, we would be less than candid if we didn't indicate that in regard to the Canon project the Board of Fire Commissioners of the Melville Fire District has serious concerns surrounding life and safety issues of this endeavor. We respectfully request a meeting to air our concerns long before the train pulls out.

Please contact Robert Earley our planning coordinator or Sal Silvestri

@ 631-423-3852 to schedule a meeting.

Sincerely,

  
Sal Silvestri  
Chairman of the BoardCc: Frank Petrone  
Pat Del Col  
James Logan  
Canon USA

# MELVILLE FIRE DISTRICT

591 SWEET HOLLOW ROAD, MELVILLE, NEW YORK 11747

(516) 423-3852  
FAX (516) 423-3854

BOARD OF FIRE COMMISSIONERS  
SALVATORE T. SILVESTRI  
CHAIRMAN  
RUDY ANGEBRANDT  
GERARD McDONALD  
JAMES T. COSCHIGNANO JR.  
ROBERT A. REISER

OC-08155

October 27, 2008

Mr. Anthony Alosio, Director  
Town of Huntington  
Planning and Environment  
100 Main Street  
Huntington, NY 11743

RECEIVED  
PLANNING DEPARTMENT  
TOWN OF HUNTINGTON, NY  
2008 OCT 28 A 11:00

Re: Canon

Dear Mr. Alosio:

The Board of Fire Commissioners of the Melville Fire District has a number of concerns regarding the proposed Canon building in Melville. Some of the main concerns are as follows:

- The Impact Study regarding our Sub Station #2 on the South Service Road is incorrect.
- The Board has issues regarding item number 13 of the Impact Study, specifically item 13.3, Proposed Mitigation.
- The Board has concerns regarding the height of the building, specifically our ability to access the top floors of the building
- Although the proposed building may meet with all aspects of fire life safety code, and we are totally aware that the New York State Building Fire Prevention Code, which is at best a minimum code, is the code in effect. However, our concerns for total life safety exceed these minimum standards. The size and configuration of the parking structures are such that automatic fire suppression will be imperative in a fire scenario.
- Interior communications from all areas in each structure will be required to backup the Melville Fire Departments radio system.
- The Fire District must be assured that a Schedule K will be issued by the Town of Huntington prior to the Certificate of Occupancy being issued.

DIRECTOR	
ASST. DIRECTOR	
AGENTS	
ADDED STAFF	

500-012-F

Although preliminary site drawings have been submitted, the Fire District hasn't received any floor plans of the two property office buildings for our comments.

These concerns have been discussed both verbally and in writing with our planning coordinator and with Mr. Vesslin Kovachev as early as June of 2008. Nothing has been furnished by Canon to us regarding these items.

Please call me if you have any questions.

Yours truly,

MELVILLE FIRE DISTRICT

  
Salvatore Silvestri  
Chairman

## **13. Community Services**

### **13.1 Existing Conditions**

The site is served by the Second Precinct of the Suffolk County Police Department, which provides regular patrols near the property.

The Melville Fire Department provides fire protection and emergency medical services to the site. Their headquarters is on Walt Whitman Road approximately one (1) mile north of the site. The district also has two (2) substations, on Amityville Road and the South Service Road. The district provides emergency medical services in addition to fire protection.

### **13.2 Potential Impacts of Proposed Project**

The police department has indicated that they have the capacity to provide services to the two phased proposed development (see Letter of Availability in Appendix A). Discussions are ongoing with the Melville Fire Department to ensure that adequate fire protection and emergency medical services can be provided.

### **13.3 Proposed Mitigation**

Additional tax revenues generated by the proposed project will offset the additional services required of the providers. No mitigation is required.



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DEPARTMENT OF TRANSPORTATION  
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HAUPPAUGE, NEW YORK 11788  
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SUBIMAL CHAKRABORTI, P.E.  
REGIONAL DIRECTOR

ASTRID C. GLYNN  
COMMISSIONER

November 21, 2008

Mr. Anthony Aloisio  
Director of Planning & Environment  
Town of Huntington  
100 Main Street  
Huntington, N.Y. 11743-6991

Atlantic Traffic's resubmission of the TIS (10/23/08)  
Canon Americas Headquarters  
Route-495, Huntington  
SCTM No. 0400-25400-0100-004000  
Our Case No. 08-163P

Dear Mr. Aloisio:

This is in regard to the Traffic Impact Study (rev. 10/23/08) and the revised Synchro analyses for the referenced project which were submitted to us for review.

Regarding the Synchro analysis for the intersection of the LIE South Service Road at Old Walt Whitman Road, the existing AM 'As Counted' volumes from the July 17, 2008 submission have reduced in the August and October revisions. The July submission showed the southbound through volume as 615, which is lowered to 281 in the later revisions. The southbound left turn has been reduced from 85 to 48.

Similarly, for the intersection of the LIE North Service Road at Old Walt Whitman Road, the existing AM 'As Counted' volumes from the July 17, 2008 have reduced from 644 to 273 in the later revisions.

The difference in volumes is a substantial change. The applicants' engineers (Atlantic Traffic) should clarify this drop in numbers. We understand that there will be staggered work hours at the office; however assumptions of drop in values need to be explained in more detail.

In addition, we have contacted the FHWA to see if they would be in support of the proposal to modify the Control of Access along the south service road and it appears that they will not object

to it. Canon's conceptual access plan was provided to the FHWA showing the adjusting of the control of access on the south service road of the LIE as it approaches Walt Whitman Rd. FHWA's response was that the concept looks to provide a better weave and appears to operate safer. FHWA expects the request and appropriate documentation to be prepared as outlined in Appendix 8 of the Project Development Manual (PDM) which would include the necessary coordination with NYSDOT main office Design and Real Estate offices. A NEPA checklist will be needed with the request. For your convenience, a copy of Appendix 8 of the PDM is attached. Please refer to the following link for Appendix 8 of the PDM:

<https://www.nysdot.gov/divisions/engineering/design/dqab/dqab-repository/pdmapp8.pdf>

The request for Control of Access modification and appropriate documentation and access modification report should be prepared by the developer's consultants.

Please have the applicant provide ten (10) sets of detailed site plans for our review, so that we may provide further direction in the Highway Work Permit Process.

The Town's last submission of plans dated 10/27/08 contained several surplus drawings that NYSDOT does not normally review e.g. architectural plans. We have attached a list of plan sheets that highlights the only drawing needed for our review. Please let the applicant submit only those sheets that have been highlighted. We are requesting this to avoid wasting precious resources.

Review of the subject material is being coordinated by Ms. Karen Taylor. She can be contacted at (631) 952-6014 if you have any questions regarding this matter. Please send all correspondence to her attention. Kindly refer to the subject case number and County tax map number in all correspondence.

Very truly yours,

Original Signed By  
Shaik A. Saad

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

cc: Mr. William Naughton, Superintendent of Highways, Town of Huntington  
Ms. Patricia A. Del Col, Department of Engineering Services, Town of Huntington  
Mr. Michael J. Salatti, PE, PTOE, VP/Director of Transportation Svcs, Greenman-Pedersen Inc.  
✓ Mr. Charles D. Olivo, PE, PTOE, Atlantic Traffic and Design Engineers, Inc.

SAS:KT:ajf

bcc: F. Pearson  
K. Taylor  
M Librizzi, RE

File: Route 495, Melville

# **GPI** Greenman - Pedersen, Inc.

Engineering and Construction Services

---

December 10, 2008

Mr. Anthony Aloisio, Director  
Town of Huntington Planning Department  
100 Main Street, Rm 212  
Huntington, NY 11743

Re: Canon Americas Headquarters  
FEIS Traffic Comment Review  
GPI Project No. 2008321.00

---

Dear Mr. Aloisio:

GPI has reviewed the additional revised traffic analysis networks and analysis provided by Atlantic Traffic & Design Engineers, Inc after our November 24, 2008 meeting. The revised work was in response to our comment memo associated with our review of the Final Supplemental Environmental Impact Statement, dated November 2008.

The comments attached have been generated based upon the review of the provided traffic analysis networks and analysis. It is important to note that GPI's review was specifically focused on the intersections and locations that fall under the Town of Huntington's jurisdictions. Thus, for intersections that are under State jurisdictions, we would defer to the State's review and its associated comments of these documents. We recommend that the applicant's consultant follow up by supplying the information requested.

## 1. Capacity Analysis

### Walt Whitman Road and North Service Road /South Service Road:

- The mitigation proposed on this State maintained signal calls for a 90 sec cycle length for the PM peak during the build conditions, compared to the existing 115 second existing cycle length. Similarly, the proposed mitigation proposes a 100 sec cycle length for the AM peak during the build conditions, compared to the existing 80 second existing cycle length. We understand that the proposed adjustments are an attempt to mitigate the queuing associated with the project generated traffic on the bridge. However, cycle lengths and their associated signal phasing changes have to be approved by the State as these are State maintained signals which are coordinated with other adjacent service road signals. *Thus, any State approved changes that may not impact the Town's Walt Whitman Road would be acceptable. No further information is requested at his time.*
- The above noted intersections and the in-between LIE bridge is anticipated to get the maximum project generated traffic. At this point the proposed project does not call for a bridge widening. *Thus, based on the Synchro assessments (for all analyzed scenarios),*

325 West Main Street, Babylon, NY 11702  
Tel: (631) 587-5060 Fax: (631) 422-3479  
www.gpinet.com

*a 95% queue comparison table should be prepared and a discussion to discuss how the proposed mitigation measures would help in queue reduction on the narrow LIE bridge segment and improve traffic operations.*

- As noted in the GPI November 2008 Memorandum, We are concerned with the striping alignment of southbound traffic as illustrated in Figure Sheet 2 of 2 in the ATDE traffic study. It appears the southbound approach needs to be widened along the west curb between the LIE North Service Road and Cottontail Road to push the southbound lanes west to better align with the striping on the bridge. *Please note this is mitigation that should be included in the final arrangement with the Town and as such GPI will recommend it.*

## **Old Country Road and Route 110 and Old Country Road and Walt Whitman Road:**

- According to the latest information (as of December 5, 2008), provided by the NYSDOT, the above noted intersections would not be constructed by 2010 as initially planned. Thus, the intersection of Old Country Road and Walt Whitman Road would not be signalized and the geometrical and lane configuration changes at Old Country Road and Route 110 would not be accomplished by the Cannon's Build year. However, we believe that it is reasonable to assume that the State would likely reconsider and reconstruction of this location would happen in the future. It should be noted that as such, unless the applicant can demonstrate otherwise, they may be required to assume responsibility for these improvements due to project impacts. *We suggest that some analyses be conducted at this location to quantify the impacts.*

## **2. Site Plan**

- As per our discussions with Atlantic Traffic & Design Engineers, the sketched plan presented on Sheet 4 of 7 of the traffic study has been revised. As previously depicted, the use of the current exclusive right turn into Paumonauk Hills residential development as also a lane drop for the second southbound through lane was not acceptable. The new configuration provided by ATDE would be able to provide a maximum transition of about 360' between the Cannon's Main Entrance/Exit intersection and the project's south Entrance/Exit in order to accommodate a reasonably safe distance for merging traffic from two thru lane to one thru lane on Whitman Road. This transition is adequate for vehicles that are traveling at a speed of 40 mph or less. The revised geometrical scheme allows the southbound exclusive right turn lane on Whitman Road leading to Paumonauk Hills Court to be maintained.

This newly proposed plan has reduced the number of southbound through lanes on Whitman Road from two to one. As a result, the project's south Entrance/Exit driveway could result in adverse capacity constraints on eastbound exiting traffic however, as traffic would queue on-site this is a Canon matter.

*Exact design details would be worked out during the design approval process but consider this comment adequately addressed at his time.*

---

A Mitigation Summary Table has been prepared for reference of necessary off-site improvements. The listed mitigation was largely included and identified as necessary in the applicant's traffic study.

## CANON MITIGATION SUMMARY TABLE

	LOCATION	MITIGATION/IMPROVEMENT
1	Canon Frontage LIE South Service Rd.	Additional EB through lane along LIE SSR; continuing easterly to meet widened EB approach just west of RT. 110.
2	Canon Frontage Walt Whitman Rd.	Additional SB through lane along WWR; merges back to one prior to southerly egress driveway and not conflicting with the existing right turn lane at Paumonauk Hills Court. Sufficient dedication must be provided to allow for maintaining the exiting northbound shoulder and 1 NB lane, center median, two SB through lanes, necessary right turn lanes into Canon and provision for accommodating separate bike lane in the roadway.
3	Walt Whitman Rd @ Canon Main Driveway	Traffic Signal Installation
4	Walt Whitman Rd. & Old Country Rd.	Traffic Signal Modifications
5	Walt Whitman Rd. & Pineawn Rd./Sweet Hollow Rd.	Traffic Signal Modifications
6	Walt Whitman Rd. & LIE N. Service Rd.	Additional NB left Turn bay Additional WB Service Road thru lane west through WWR. SB roadway widening and realignment of west curb between NSR and Cottontail Road. Upgrade Signalization
7	Walt Whitman Rd. Bridge	Pavement marking upgrades
8	Walt Whitman Rd. & LIE S. Service Rd.	Additional EB thru lane along Canon's frontage east through WWR. Upgrade Signalization
9	Walt Whitman Rd. & Pineadge Street	Traffic Signal Modifications
10	Walt Whitman Rd. & Northgate Cir./Baylis Rd.	Traffic Signal Modifications
11	Walt Whitman Rd. & Park Drive	Traffic Signal Modifications
12	NYS RT. 110 & Old Country Rd.	Traffic Signal Modifications
13	NYS RT. 110 & LIE N. Service Road	Traffic Signal Modifications
14	NYS RT. 110 & LIE S. Service Road	Traffic Signal Modifications
15	NYS RT. 110 & Walt Whitman Rd.	Traffic Signal Modifications
16	Round Swamp Rd. & LIE S. Service Rd.	Traffic Signal Modifications
17	Walt Whitman Road - general	Hardwire signal interconnection between all signal south of LIE Service Road to park Drive.

Very truly yours,

GREENMAN-PEDERSEN, INC.



Michael, J. Salatti, PE, PTOE  
Vice President  
Director of Transportation Services

cc: Charles Olivo, PE Atlantic Traffic & Design Engineers  
Steve McGloin, TOH Traffic Safety  
Pat De Col, TOH Engineering  
Karen Taylor, NYSDOT, Region 10  
Frank Pearson, PE, Regional traffic Engineer, NYSDOT Region 10



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REGIONAL DIRECTOR

ASTRID C. GLYNN  
COMMISSIONER

December 19, 2008

Mr. Charles D. Olivo, PE, PTOE,  
Atlantic Traffic and Design Engineers, Inc.  
2002 Orville Drive North  
Ronkonkoma, N.Y. 11779

Your December 15, 2008 letter  
Canon Americas Headquarters  
Route 495, Huntington  
SCTM No. 0400-25400-0100-004000  
Our Case No. 08-163P

Dear Mr. Olivo:

This is in response to your subject letter which addressed our concerns as stated in our November 21, 2008 letter.

We understand the explanation of an error in field data resulted in the difference of the existing volumes from the July 17, 2008 submission, causing the reduction in the August and October revisions.

We are in agreement with latest Traffic Study and you should continue with the preparing the request for Control of Access modification and appropriate documentation and access modification report.

Review of the subject material is being coordinated by Ms. Karen Taylor. She can be contacted at (631) 952-6014 if you have any questions regarding this matter. Please send all correspondence to her attention at the above address. Kindly refer to the subject case number and County tax map number in all correspondence.

Very truly yours,

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

cc: Mr. William Naughton, Superintendent of Highways, Town of Huntington  
Ms. Patricia A. Del Col, Department of Engineering Services, Town of Huntington  
Mr. Anthony Aloisio, Director of Planning & Environment, Town of Huntington  
Mr. Michael J. Salatti, PE, PTOE, VP/Director of Transportation Svcs, Greenman-Pedersen Inc

SAS:KT:ajf

# **GPI** Greenman - Pedersen, Inc.

Engineering and Construction Services

---

January 14, 2009

Mr. Charles Olivo, PE PTOE  
Atlantic Traffic & Design Engineers  
2002 Orville Drive North  
Ronkonkoma, NY 11779

Re: Canon Americas Headquarters  
FEIS Traffic Comment Review  
GPI Project No. 2008321.00

---

Dear Mr. Olivo:

As discussed the other day, please be advised GPI has completed its review of the traffic study documents and supplementary materials. You have addressed all our comments and concerns to this point for this phase of the project. I apologize if that was not made clear in our letter of 12/10/08. Any comments listed there were more "housekeeping" items and not considered as outstanding for the process.

Thank you and your staff for your continued prompt responses and replies throughout the entire review process.

Very truly yours,

**GREENMAN-PEDERSEN, INC.**



Michael, J. Salatti, PE, PTOE  
Vice President  
Director of Transportation Services

cc: Anthony Aloisio, Commissioner , TOH Planning  
Steve McGloin, TOH Traffic Safety  
Pat De Col, TOH Engineering  
Karen Taylor, NYSDOT, Region 10  
Frank Pearson, PE, Regional traffic Engineer, NYSDOT Region 10

**INDIVIDUAL COMMENT LETTERS**

<u>Date</u>	<u>Author</u>
09/26/2008	LBA Melville Associates LP
10/02/2008	LBA Melville Associates LP
10/13/2008	LBA Melville Associates LP

**LBA MELVILLE ASSOCIATES LP**  
67 Clinton Road, Garden City, NY 11530

September 26, 2008

Honorable Frank Petrone  
Supervisor  
Town of Huntington  
100 Main Street  
Huntington, NY 11743

RECEIVED  
PLANNING DEPARTMENT  
TOWN OF HUNTINGTON, NY  
2008 SEP 29 P 2:31

Re: **Draft Supplemental Environmental Impact Statement**  
**("DEIS") of Canon U.S.A., Inc. ("CANON")**  
**For Canon's Americas Headquarters**  
**@ S/W/C of LIE South Service Road**  
**& Walt Whitman Road, Melville, New York**

**Public Hearing / Comment Letter**

Dear Supervisor Petrone and Members of the Town Board:

LBA Melville Associates ("LBA") is the owner of the property located at 270 South Service Road, Melville, at the southeast corner of the South Service Road to the Long Island Expressway and Walt Whitman Road in Melville. Our property is directly opposite the location of the CANON-owned parcel that is the subject of the DEIS and public hearing.

At the outset, we would like to make it clear that LBA supports CANON's development proposal, provided that the health, safety, traffic, environmental and other adverse impacts and issues are adequately addressed. We recognize the significance of the proposed CANON development to the region and the overall Long Island economy, and we welcome them to Melville as our neighbor.

We have reviewed the CANON DEIS and related information for the proposed project and we find that the biggest issue is the lack of a clear assessment of the impacts that will result. Impacts will be mitigated and who will be responsible for the mitigation that will be required.

DIRECTOR
DEPUTY DIR
ASST. DIR.
DR
AGENDA
ADDED STARTER

It is universally acknowledged that the Melville/Route 110 corridor area, in which the development will occur if approved, currently suffers from several constraints in regard to traffic circulation and capacity, road and bridge infrastructure, etc. that create challenges in the completion of the CANON project. These challenges have created the significant traffic, health, safety, environmental and other problems that already exist in the area. The development of the CANON project, as well as other ongoing and planned development, will result in significantly worsened health, safety, traffic and related conditions. CANON's DEIS recognizes many of these existing adverse conditions, as well as the exacerbating affect that their development will have. These issues must be addressed in the review and approval process, and the Town must condition the approval and development of the project, and the issuance of certificates of occupancy, on the completion of all mitigation measures that are necessary and appropriate.

The DEIS and development plan represent a very complex and multi-faceted proposal that require an extensive analysis by the Town, its consultants, Suffolk County and the State of New York. All of those governmental institutions have an interest in the development, and are impacted by the proposed plan. Accordingly, a complete, coordinated and integrated analysis of all aspects of the expected impacts of the proposal is required by the Town as the lead agency. As the lead agency, the Town must be certain to take the "hard look" that the law requires, and that is necessary to fully vet a proposal of this magnitude. A summary or expedited review, without taking fully into consideration all relevant issues, or by segmenting the analysis from other impacts that are concurrently occurring nearby, would be a flawed process that will not serve CANON, the Town or any of the stakeholders in this process well. A better and more legally sound result will occur if the Town takes the time to do a complete and comprehensive (if albeit slower and more deliberate) review than if it undertakes a quick or perfunctory review.

This letter summarizes certain of LBA's concerns and issues relating to the CANON DEIS. As such, we respectfully request that this letter be made a part of the public record related to this SEQRA process and be considered by the Board in connection with this DEIS.

1. ADVERSE CONDITIONS

A meeting was held on September 10, 2008 at LBA's property. Present at that meeting were (among others) Supervisor Petrone, Councilman Cuthberson, State Senate Majority Leader Dean

Skelos, representatives of CANON, LBA, the Rechler Group, Rubies Costumes and others. At that meeting, there was a general consensus among all parties that (i) current traffic conditions, particularly at peak hours, on Walt Whitman Road, the LIE South Service Road and surrounding roads, the overpass bridges on Walt Whitman Road and Route 110, etc. are poor to unacceptable; (ii) the existing infrastructure of roads, bridges, etc. surrounding the site is inadequate in its current state, as reflected in the proposed roadway and other improvements currently planned by the Town of Huntington and the State of New York; (iii) additional infrastructure improvements are necessary to accommodate the CANON development and other pending or foreseeable projects.

CANON's DEIS recognizes many of these current conditions, and its traffic study confirms that many of the intersections analyzed are already at or near saturation during peak hours. The DEIS details wait times and traffic volumes that currently exceed normal and acceptable levels.

Currently, the traffic back-ups at the intersection make it very difficult for employees and visitors on the LBA property to exit the site onto Walt Whitman Road, due to the queuing that takes place. At other times the traffic is so backed up on the South Service Road that exiting the LBA site from that exit is difficult. Frequently, motorists who are traveling north on Walt Whitman Road, intending on making a right hand turn onto the South Service Road, will enter the LBA site to avoid the large and lengthy waits at the intersection, and then proceed to use the LBA site as a pass-through to avoid those waits. This creates traffic and pedestrian hazard and safety risks on the LBA site, particularly since many of these vehicles are moving at excessive rates of speed.

Often, during peak hours, the traffic on the South Service Road is so congested that vehicles go through the intersection and create a "block the box" condition. This results in extensive delays along Walt Whitman Road (north and southbound) because eastbound traffic closes off that intersection making it impossible to travel north or south. Sometimes, conditions are such that north or southbound motorists will cross into the ongoing traffic lane to avoid the vehicles inside the intersection and to facilitate their north or southbound travel. This, of course, is not only illegal, but creates an extremely dangerous condition for motorists and pedestrians.

The foregoing conditions will only grow worse when the CANON building is completed.

The CANON proposal calls for the addition of 3,000 additional vehicles per day to be parked on the CANON site (on completion of Phase 2 of the project). Conversely, their traffic analysis inexplicably estimates that only 2,736 vehicle trips per day will be generated to and from the site (See, DEIS 8.3.1, p. 8-7). We believe that actual trip generation from the CANON development will drastically exceed CANON's estimates. As one example, the CANON plan calls for the addition of 3,000 cars per day to the site (per its parking capacity), and that alone implies at least 6,000 vehicle trips per day to and from the site, without considering deliveries, employee trips at lunchtime, customers and visitor vehicle activity, etc.

CANON's significant understatement of vehicle volumes to be generated from its site is seriously troubling since the effect of such understatement will be the minimization of the necessary suggested mitigation measures, and in the determination as to whether or not mitigation is adequate. Faulty assumptions such as this one will lead to inadequate and faulty mitigation.

The Town must cause CANON to be very conservative as to these matters so as to assure that the mitigation that is suggested and deemed necessary is more than adequate to address the potential impacts. Minimizing impacts in a DEIS is a very dangerous approach to approving projects, particularly of this magnitude, since the mitigation that is required may be obsolete and inadequate the day that the project is completed.

Nonetheless, it is clear that the CANON development, on top of already unacceptable traffic conditions, will make these conditions much worse. The CANON DEIS acknowledges this exacerbation of conditions. However, the DEIS must be revised to have more realistic and conservative projections as to likely impacts, and to provide for more intensive mitigation.

One final consideration for review is that the DEIS spends very little time analyzing the drainage requirements on and off the CANON site. The current drainage condition on Walt Whitman Road, south of the CANON site is currently poor and the roadway frequently floods whenever there is significant rain. The transformation of the CANON site from an undeveloped permeable surface, to a hard impermeable surface, will certainly exacerbate the runoff and flooding problem that currently exists. Adequate analysis and engineering is required to assure that the CANON

development has sufficient on-site drainage facilities to prevent a worsening of the flooding situation on Walt Whitman Road.

## 2. CANON'S PROPOSED MITIGATION

The CANON DEIS identifies a number of suggested means of mitigation for the identified adverse impacts.

Unfortunately, as it relates to traffic conditions, CANON is relying primarily on infrastructure improvements that are already planned by the Town of Huntington and New York State (See, DEIS 8.2.2, p. 8-4 to 8-5; DEIS 8.4, p. 8-9). These planned improvements are already warranted based on current conditions, so CANON's project warrants even more changes to be made. CANON's incremental mitigation is limited to signalization changes, and addition of lanes on its own frontage. These will primarily benefit CANON in allowing its employees and visitors to access the site. The overall relief of the general traffic conditions in the area will be limited. CANON's overreliance on already planned improvements is inadequate and faulty.

For example, the proposed CANON-provided mitigation on the South Service Road calls for the addition of entrance and egress points (driveways) to the CANON site. It is often difficult to obtain NYSDOT approval for these types of additions since the NYSDOT seeks to control all access and egress points to and from its state roads (like the LIE Service Road) to assure adequate safety. Confirmation must be obtained from NYSDOT that they will allow all of the described improvements to the South Service Road, east and west of the Walt Whitman Road intersection.

With respect to the mitigation proposed to be performed by CANON to the frontage of its property along Walt Whitman Road, the DEIS provides for, among other things, a second southbound lane on the west side of Walt Whitman Road by way of a property dedication along the CANON frontage. It does not appear to provide for any extension of that southbound lane south of the CANON property (possibly all the way from the CANON site south to Walt Whitman Road's convergence with Route 110), which omission vastly limits the utility of that improvement. The balance of the mitigation to be performed by CANON appears to be limited to signalization of the intersection to be created at the main CANON entrance and additional

driveways and intersections into the property further south. The CANON-performed mitigation is extremely limited.

Of major concern is that the DEIS states that “... *Canon’s required mitigation improvements are assumed to be implemented when the NYDOT and the Town of Huntington construct their respective projects, rather than being directed by Canon’s construction schedule*” (emphasis added) (See, DEIS 8.4, p. 8-9). This passage is troublesome unless the Town requires that CANON performed improvements be done at the earlier of the time that the Town and State perform their work or at the start of the other CANON development activities. To allow otherwise could indefinitely postpone these improvements, which would severely undercut any mitigation plan that is contemplated for the area.

Many of the measures that CANON identifies are “unfunded” mitigation measures (e.g., widening of the Walt Whitman Road overpass bridge, etc.) and CANON does not provide any guidance or make any provision as to how these necessary measures are to be provided. CANON defers to the Town to arrange for the funding of the mitigation that it describes, other than the limited frontage improvements it proposes to make to its site. (See, DEIS 8.4, p. 8-9). Further, the DEIS assumes that all mitigation measures will be in place, but in fact there is currently no plan and no means by which many of the mitigation items are to be completed. This is a major flaw in CANON’s analysis and DEIS, as there must be certainty as to how mitigation measures are to be accomplished and paid for. It is not enough for CANON to simply “wish away” these necessary and required infrastructure improvements.

Even if all of the mitigation measures identified in the DEIS somehow come to fruition, they are inadequate. Additional mitigation will be required to be provided by the Town to insure that all impacts are adequately addressed. CANON states in the DEIS that “[t]he extent of the NYSDOT and Town projects, which are already funded, provide more mitigation than required to mitigate Canon’s anticipated impacts alone.” (See, DEIS 1.1.6, p. 1-6; DEIS 8.8, p. 8-18) This statement (and the analysis that leads to that statement), is clearly incorrect as the scheduled/planned Town and State roadway improvements were planned before the CANON proposal came to fruition, and are a result of existing traffic constraints in the area. The DEIS implies that these planned improvements alone are sufficient to mitigate all impacts; however,

clearly, these measures alone are not adequate to address all of the likely impacts. More will need to be done.

The CANON DEIS also does not adequately take into consideration all of the other ongoing or pending projects (e.g., the Rubies Costume project that is underway on the corner of the LIE South Service Road and Route 110 and any potential development of the LBA site under the new, upgraded zoning), or their impacts. Consideration of all ongoing, pending and foreseeable projects is necessary to adequately analyze the complex, changing infrastructure needs. The Town can not analyze all of these projects (and other expected projects) in a vacuum, and must not segment the environmental impacts analysis. Segmentation of the analysis would not only be illegal, but would cause the impacts to be minimized and the mitigation to be inadequate.

The impact of increased traffic, without the addition of ample and adequate flow capacity, improved signalization and signage, improved lane markings, etc., will have a severely adverse effect on the safety of motorists and pedestrians. As more and more vehicles attempt to use the roads, there will be many more instances for potential collisions/accidents and pedestrian injuries.

The DEIS identifies a number of "soft" trip reduction measures that CANON proposes to rely upon in order to limit its mitigation. They include items such as implementation of commuter vanpool and shuttle bus incentive programs, carpooling incentives, bicycle incentives, staggered start and end hours, etc. (See, DEIS 8.6, p. 8-16)

While these items are worthwhile from a policy standpoint, and helpful in theory, they are likely to produce little or minimal actual benefit in terms of reduced traffic volumes. History has shown on Long Island that this is primarily a single occupant vehicle culture and it should be expected that this will continue. Accordingly, the Town, in its analysis, should give little weight to these kinds of initiatives unless and until CANON is able to demonstrate in the future that there has been an appreciable impact from these measures.

#### 4. ADDITIONAL NECESSARY MITIGATION

In addition to the mitigation measures identified by CANON in its DEIS, additional intensive mitigation measures must be provided. Among other possible measures, the following additional mitigation measures must be provided for and completed prior to issuance of certificates of occupancy:

- **Extension of additional eastbound traffic lane on the LIE South Service Road for the full length between Walt Whitman Road and Route 110.** Representatives of CANON, the Town, the State and others were unanimous (at the September 10<sup>th</sup> meeting) that this item is necessary. The DEIS identifies as a part of the mitigation to be performed, that portion of the NYSDOT plan that calls for a partial widening of the South Service Road approach to Route 110. The DEIS says that *“it is reasonable to assume that the improvement could be extended west to the Old Walt Whitman Road intersection.”* (See DEIS8.4.1, p. 8-12). This **MUST** be made a part of the overall mitigation package to achieve maximum traffic safety and capacity.
- **Coordination and active participation among the Town, County, State and federal governments to make sure that the two overpass bridges (Walt Whitman Road and Route 110) are widened to add needed traffic and turn lanes.** Priority must be given to the widening of the Walt Whitman Road overpass bridge, which is not currently being formally considered as a part of the NYSDOT infrastructure improvements. Coordination among the Town and State is imperative to make certain that this component is scheduled for action by the NYSDOT and funded so that this can be completed in connection with the CANON build-out. As a possible interim measure, the Town needs to implement a reconfiguration of the lane striping on the Walt Whitman Road bridge so that the traffic flow capacity can be maximized for the period prior to the completion of the expansion.
- **Confirmation with NYSDOT that all of the proposed mitigation efforts affecting state-controlled infrastructure (e.g., LIE service roads, Walt Whitman Road and Route 110 bridges, etc.) have been fully analyzed by and formally approved by**

NYSDOT. Adequate funding must be secured by the Town (or provided by CANON) to make certain that these improvements can be constructed.

- **Properly synchronized signalization patterns must be established among the various traffic lights at all points (including the new traffic light proposed at the main CANON entrance on Walt Whitman Road).**
- **Significantly increased traffic control and code enforcement by the Town will be required to insure that the new traffic signs, lights, signals and controls are complied with, and to make certain that the vastly increased traffic volumes are safely accommodated. Enforcement will be necessary to make sure that motorists do not use the LBA site as a pass through or cut around to avoid the inevitable queuing that will take place at the intersection of the South Service Road and Walt Whitman Road. In addition enforcement is necessary to prevent dangerous circumvention of traffic patterns as is already exhibited when there exists "block the box" conditions at the South Service Road and Walt Whitman Road intersections (described above).**

#### 4. **HEALTH AND SAFETY CONCERNS**

Many of the identified impacts could result in adverse consequences to the health and safety of the residents living nearby the CANON project, workers working in the Melville/Route 110 vicinity, and motorists and pedestrians using the surrounding roadways and bridges. While the traffic-related impacts are perhaps the most evident and serious, there are a whole host of non-traffic related issues that are important and require the Town's attention and analysis as well. Of paramount importance is to make sure that the CANON project, and all other ongoing and pending projects, are planned, implemented and completed without increasing pollution (air, noise, water), and without exacerbating the other environmental, health and safety conditions of the area.

The DEIS does not at all address the potential air quality impact of the project (both during the construction phase and in the as-built condition). This analysis is necessary since the construction of a building of this magnitude will certainly result in dust and other particle disbursement, as well as increase the emissions from construction-related equipment and

vehicles. While the DEIS makes reference to dust generated during the construction phase (See, DEIS 16.1.3 and 16.2.1, p. 16-2 and 16-3), there is no analysis of the air quality nor any substantive testing plans nor mitigation measures related to this concern.

The substantially increased vehicular volume in the as-built condition will also certainly have a detrimental effect on air quality in the area. This is particularly true since there will be more vehicles concentrated in the area for longer periods, with more idling as a result of vehicle volume. Intuitively, these conditions will decrease the air quality due to increased emissions. This will be unhealthy for motorists and pedestrians, as well as workers in the various office locations in the area. The extent of this air quality impact, and any potential mitigation should be the subject of analysis in the DEIS and consideration by the Town Board.

In general, CANON must do a more extensive analysis of the impacts that might be expected during the construction phase and in the as-built condition, and further analyze the mitigation that might be necessary for those activities. The DEIS is fairly summary in nature as it relates to these matters. More extensive analysis is required to fully understand these considerations.

## 5. CONCLUSIONS

- A. As can be seen, despite all of the many positive aspects that the CANON project will have once completed, it presents serious and significant challenges to the Town, the County and the State to upgrade and make suitable the surrounding infrastructure necessary to support the project and other ongoing and foreseeable development.
- B. The Town, as lead agency MUST require the DEIS to make conservative assumptions as to likely impacts, particularly relating to traffic volumes and trip generation, so that the resulting mitigation will be adequate to address the actual as-built conditions.
- C. The Town must study the impact of all currently ongoing, pending and foreseeable projects so as not to segment the environmental impact analysis. Segmentation of the analysis would be illegal and result in faulty findings by the Town as to the expected impacts of the project. While the CANON DEIS recognizes the pending Rubies Costume planned development (See, DEIS 8.2.3, p. 8-6), it is not clear that the traffic analysis

incorporates the projected increased traffic from that development or any other potential development (including that which may take place on LBA's property under the recently enacted upgraded zoning). The effects of all of these potential developments must be taken into account by the Town.

- D. The Town must carefully scrutinize the assumptions and projections used in the DEIS to make certain that the analysis is sound and complete.
- E. A coordinated, comprehensive and funded mitigation plan must be developed to ensure that all foreseeable adverse impacts are adequately addressed. The mitigation package must include (without limitation) all of the mitigation items identified by CANON in the DEIS, as well as the additional necessary mitigation steps outlined above.
- F. The Town must condition any determination on the DEIS and the issuance of any certificates of occupancy on the implementation of all of the elements of the mitigation package. The site must not be allowed to be occupied and operated without all mitigation being completed. The Town's approval of the CANON DEIS and plan without such an approach would be arbitrary and capricious, and potentially cause the project to be subject to what could be time consuming and costly litigation and delays. That would be a travesty given that most (if not all) stakeholders, including LBA, see the clear benefits, as well as a clear path to a successful project. Failure to do so will be a failure on the part of our government (at all levels) to do what is necessary to bringing this beneficial project (and other ongoing and foreseeable projects) to fruition.
- G. The Town must commit significant additional resources to increased traffic and code enforcement to insure that the new traffic control measures are strictly adhered to so that maximum health and safety of motorists and pedestrians is assured.

H. The Town must require CANON to do a closer analysis of a number of additional concerns (e.g., air quality impacts, noise impacts, construction phase impacts, etc.) to make certain adequate analysis has been conducted on all aspects of the project and all foreseeable impacts.

\*\*\*\*\*

We trust that the Town will be prudent in to the approval of this project, and require that all necessary mitigation be completed prior to the grant of a certificate of occupancy. As indicated above, we respectfully request that our comments, as set forth in this letter, be put on the public record of the hearing and considered by the Town Board in connection with the approval process for the DEIS and project.

We appreciate the opportunity to be heard on these issues, and we stand ready to work with CANON, the Town, the County, the State and all other interested parties to see that the CANON project, which is so important for our region, be successful and timely completed.

In the event that you have questions or need more information from us, please contact LBA's representative, Peter I. Cavallaro, Esq., at 631-622-9478.

Very truly yours,

**LBA MELVILLE ASSOCIATES**  
**67 Clinton Road, Garden City, NY 11530**

ccs: Mr. Laurence Giglio  
Director – General Affairs Division  
Canon U.S.A., Inc.  
One Canon Plaza  
Lake Success, NY 11042

(Applicant's Representative)

Ms. Amy E. Newman  
Senior Advisor  
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(Applicant's Representative)

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Hon. Mark Cuthbertson  
Town Councilman  
Town of Huntington  
100 Main Street, Huntington, NY 11743

Hon. Susan A. Berland  
Town Councilwoman  
Town of Huntington  
100 Main Street, Huntington, NY 11743

Hon. Stuart P. Besen  
Town Councilman  
Town of Huntington  
100 Main Street, Huntington, NY 11743

Hon. Glenda A. Jackson  
Town Councilwoman  
Town of Huntington  
100 Main Street, Huntington, NY 11743

Mr. Anthony Aloisio  
Director  
Town of Huntington Planning Department  
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100 Main Street, Huntington, NY 11743

John J. Leo, Esq.  
Town Attorney  
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100 Main Street, Huntington, NY 11743

cc's (continued):

Ms. Patricia Del Col  
Director  
Town Department of Engineering Services  
Town of Huntington  
100 Main Street, Huntington, NY 11743

Ms. Jo-Ann Raia  
Town Clerk  
Town of Huntington  
100 Main Street, Huntington, NY 11743

Mr. Stephen McGloin  
Director  
Department of Transportation & Public Safety  
Town of Huntington  
100 Main Street, Huntington, NY 11743

Mr. William Naughton  
Superintendent of Highways  
Town of Huntington  
100 Main St., Huntington, NY 11743

Superintendent of Buildings  
Department of Buildings and Housing  
Town of Huntington  
100 Main Street, Huntington, NY 11743

# LBA MELVILLE ASSOCIATES LP

67 Clinton Road, Garden City, NY 11530

**VIA: FEDERAL EXPRESS**

October 2, 2008

Mr. Paul Mandelik  
Chairman  
Town of Huntington Planning Board  
100 Main Street  
Huntington, NY 11743

Re: CANON DEIS

Dear Mr. Mandelik:

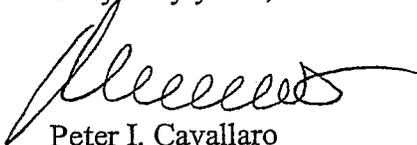
LBA Melville Associates is the owner of the property directly across Walt Whitman Road from the CANON site in Melville.

We had previously sent the enclosed comment letter on CANON's DEIS to the Town Supervisor and Board. Pursuant to your directions at last night's public meeting, I now submit that letter to you and the Planning Board for inclusion in the official public record of the hearing. Please include this, and CANON's responses to these items, in your deliberations, and in the FEIS.

I have enclosed 5 copies of LBA's comment letter of September 26, 2008 for you and your staff.

Please feel free to contact me should you have any questions.

Very truly yours,



Peter I. Cavallaro  
for LBA MELVILLE ASSOCIATES

PIC/mw

Enclosures

cc: Steven Schnittman  
Mitchel Sommer  
Lorraine Santoianni  
Avrum Rosen  
Lynn Healy  
Jane Devine

RECEIVED  
PLANNING DEPARTMENT  
TOWN OF HUNTINGTON, NY  
2008 OCT - 3 P 12: 35

DIRECTOR	
DEPUTY DIR	
ASST. DIRECTOR	
AGENDA	
ADDED PARTIES	
TECH	CORR.

S-08-047-F

# LBA MELVILLE ASSOCIATES LP

67 Clinton Road, Garden City, NY 11530

October 13, 2008

Honorable Frank Petrone  
Supervisor  
Town of Huntington  
100 Main Street  
Huntington, NY 11743

Mr. Paul Mandelik  
Chairman  
Town of Huntington Planning Board  
100 Main Street  
Huntington, NY 11743

**Re: Draft Supplemental Environmental Impact Statement  
("DEIS") of Canon U.S.A., Inc. ("CANON")  
For Canon's Americas Headquarters  
@ S/W/C of LIE South Service Road  
& Walt Whitman Road, Melville, New York**

**Public Hearing / Supplemental Comment Letter**

Dear Supervisor Petrone, Chairman Mandelik, and  
Members of the Town Board and Planning Board:

LBA Melville Associates ("LBA") is the owner of the property located at 270 South Service Road, Melville, on the southeast corner at the intersection of the South Service Road to the Long Island Expressway and Walt Whitman Road in Melville. Our property is directly opposite the location of the CANON-owned parcel in Melville. We have previously submitted written comments to the DEIS (by letter dated September 26, 2008), and we attended the Planning Board's public hearing held at Town Hall on October 1, 2008 (the "Hearing").

Based upon information that we heard at the Hearing, and additional information that we have acquired, we hereby submit this Supplemental Comment Letter for consideration by the Town Board, the Planning Board and relevant staff. We respectfully request that this supplemental letter be made a part of the public record related to this SEQRA process and be considered by the Town Board and the Planning Board in connection with the DEIS.

1. ADVERSE CONDITIONS

At the Hearing, representatives of CANON gave a presentation about the project, including a discussion of traffic conditions and proposed mitigation.

Mr. Charles Olivio (Atlantic Traffic) purported to summarize the proposed traffic mitigation, but he failed to make clear that while the DEIS refers to a number of potential mitigation measures, there is no certainty as to how, when or even if these measures will be completed, or how they will be paid for. As indicated in our first letter, the DEIS assumes that these measures (mostly to be undertaken by the State and Town) will be completed, but there is no assurance of that. On the other hand, he repeated the DEIS conclusion that if the mitigation measures are completed, they should be sufficient to accommodate the CANON proposal. What is implicit is that if the measures are not completed, there will not be adequate infrastructure or traffic capacity to accommodate the expected traffic increases. As indicated in our original comment letter, we believe additional mitigation measures are required, and that the mitigation called for in the DEIS is not sufficient.

Of further concern is the statement by CANON's Counsel, made at the end of the Hearing, to the effect that the mitigation that would be realized in connection with the project could take as long as 15 to 20 years to achieve. This is not acceptable. LBA believes that the mitigation (with the possible exception of the widening of the Walt Whitman Road bridge) must be completed prior to the issuance of certificates of occupancy for, and actual occupancy of, the CANON site.

LBA agrees with the statements made by the various individuals from the public who were present and spoke for the record, relating to the traffic issue as being the main concern. In particular, we affirm the comments made by Ms. Wendy Cohen and Mr. Carrol of the already-saturated roads and lengthy waits during peak hours.

In our original letter, we pointed out that the Town needs to have CANON analyze the air quality impacts and potential mitigation, that is currently missing from the DEIS. This point was also brought out by Mr. Christopher O'Connor of the Neighborhood Network at the Hearing, and we obviously concur with him.

Finally, we would like to bring to the Town's attention that LBA observed that in the late afternoon and evening peak hours on Tuesday, September 30, 2008, there were individuals on the Walt Whitman Road bridge taking traffic counts. We do not know who these individuals represented or for what purpose they were taking counts. However, we would like to point out to the Town Board, Planning Board and staff that any such counts are flawed and invalid due to the fact that the day on which these counts were taken, was the Jewish holiday of Rosh Hashanah, and the traffic volumes on this day are at least 25% to 30% less than on a normal day. Accordingly, any count done by the Town or by the Applicant on this date should not be taken into consideration as an accurate reflection of the traffic volumes that are experienced at these points.

## 2. NECESSARY ADDITIONAL MITIGATION

The traffic mitigation that is necessary before the CANON property is permitted to be occupied consists of the mitigation that is identified in DEIS, and the addition of traffic lanes (i) on the eastbound South Service Road for the entire length of the road from west of the CANON site to Route 110; (ii) southbound on the west side of Walt Whitman Road, at least from the southern end of the CANON site to the intersection to the South Service Road. Again, it is LBA's strong position that (with the possible exception noted herein of the widening of the Walt Whitman Road overpass bridge) all such mitigation must be completed prior to the issuance of certificates of occupancy and actual occupancy of the site.

Much discussion has taken place about the need to widen the Walt Whitman Road overpass bridge. Most, if not all, stakeholders agree that the bridge needs to be expanded to create more capacity. However, CANON disputes that this mitigation should be done prior to the opening of its headquarters. CANON's traffic consultant has suggested that re-striping of the lanes over the bridge could increase, on a temporary basis, the bridge's capacity and throughput. While this would need to be confirmed (and the DEIS should be required to analyze this suggestion), this would merely be a very short-term solution to the long-term problem regarding the insufficiency of the overpass bridge. The bridge will need to be widened in the near term, and it would be irresponsible for the Town, State and County not to recognize and provide for this necessary infrastructure upgrade.

The main issue relating to the bridge appears to be what party(ies) should bear the expense of this widening.

LBA obviously believes that this infrastructure improvement is a governmental responsibility. Accordingly, LBA believes that the Town, State and County must collaborate to find the necessary funding for this project, including seeking federal highway funds.

It is imperative that the bridge be widened in the foreseeable future.

3. **SUGGESTED CONDITIONS OF APPROVAL**

LBA believes that the Town Board and Planning Board must condition any determination on the DEIS, and the issuance of any certificates of occupancy, on the implementation of all of the elements of the mitigation package (including the items described in LBA's original letter of September 26, 2008 and in this supplemental letter). The site must not be allowed to be occupied and operated without all mitigation being completed. The Town should require CANON to pay for the off-site mitigation measures that are necessary to accommodate the project, including without limitation, the cost of widening and adding traffic lanes to Walt Whitman Road and the South Service Road. The additional incremental costs of these necessary improvements are not material to the overall cost that CANON will be spending to complete the project, and to the overall benefit that CANON will realize from the approvals so granted.

4. **CONCLUSIONS**

- A. The Town must condition any determination on the DEIS and the issuance of any certificates of occupancy and the actual occupancy of the site on the implementation of all of the elements of the mitigation package (with the possible exception of the Walt Whitman Road widening). The site must not be allowed to be occupied and operated without all mitigation being completed.
- B. Any Town Board or Planning Board resolution approving the DEIS or CANON's proposed plans must contain the necessary and appropriate conditions relating to the completion of mitigation prior to occupancy.

- C. The prompt expansion of the Walt Whitman Road overpass bridge is a governmental responsibility, and the Town, County and State must identify and make available funding for this project.
  
- D. At a minimum, the mitigation that must be completed prior to occupancy are those items identified in the DEIS, and the Additional Mitigation items identified in LBA's letter of September 26, 2008 and in this supplemental letter (i.e., the addition of traffic lanes (i) on the eastbound South Service Road for the entire length of the road from west of the CANON site Route 110; (ii) southbound on the west side of Walt Whitman Road, at least from the southern end of the CANON site to the intersection to the South Service Road).

\*\*\*\*\*

We thank you for considering these supplemental comments (in addition to those included in LBA's original September 26, 2008 letter). As indicated above, we respectfully request that these supplemental comments be made a part of the public record for consideration by the Town Board and the Planning Board in connection with the approval process for the DEIS and project.

We reiterate that LBA supports CANON's development proposal, provided that the health, safety, traffic, environmental and other adverse impacts and issues are adequately addressed.

In the event that you have questions or need more information from us, please contact LBA's representative, Peter I. Cavallaro, Esq., at 631-622-9478.

Very truly yours,

**LBA MELVILLE ASSOCIATES**  
**67 Clinton Road, Garden City, NY 11530**

ccs: Mr. Laurence Giglio  
Director – General Affairs Division  
Canon U.S.A., Inc.  
One Canon Plaza  
Lake Success, NY 11042

**(Applicant's Representative)**

Ms. Amy E. Newman  
Senior Advisor  
Canon U.S.A., Inc.  
One Canon Plaza  
Lake Success, NY 11042

**(Applicant's Representative)**

Edward A. Ambrosino, Esq.  
Ruskin Moscou Faltischek, P.C.  
East Tower, 15<sup>th</sup> Floor  
1425 RexCorp Plaza  
Uniondale, NY 11556

**(Applicant's Counsel)**

Hon. Mark Cuthbertson  
Town Councilman  
Town of Huntington  
100 Main Street, Huntington, NY 11743

Hon. Susan A. Berland  
Town Councilwoman  
Town of Huntington  
100 Main Street, Huntington, NY 11743

Hon. Stuart P. Besen  
Town Councilman  
Town of Huntington  
100 Main Street, Huntington, NY 11743

Hon. Glenda A. Jackson  
Town Councilwoman  
Town of Huntington  
100 Main Street, Huntington, NY 11743

Mr. Anthony Aloisio  
Director  
Town of Huntington Planning Department  
Town of Huntington  
100 Main Street, Huntington, NY 11743

John J. Leo, Esq.  
Town Attorney  
Town of Huntington  
100 Main Street, Huntington, NY 11743

**cc's (continued):**

Ms. Patricia Del Col  
Director  
Town Department of Engineering Services  
Town of Huntington  
100 Main Street, Huntington, NY 11743

Ms. Jo-Ann Raia  
Town Clerk  
Town of Huntington  
100 Main Street, Huntington, NY 11743

Mr. Stephen McGloin  
Director  
Department of Transportation & Public Safety  
Town of Huntington  
100 Main Street, Huntington, NY 11743

Mr. William Naughton  
Superintendent of Highways  
Town of Huntington  
100 Main St., Huntington, NY 11743

Superintendent of Buildings  
Department of Buildings and Housing  
Town of Huntington  
100 Main Street, Huntington, NY 11743

Mr. Paul Mandelik  
Chairman  
Town of Huntington Planning Board  
100 Main Street  
Huntington, NY 11743

Mr. Steven Schnittman  
Member  
Town of Huntington Planning Board  
100 Main Street  
Huntington, NY 11743

Mr. Mitchel Sommer  
Member  
Town of Huntington Planning Board  
100 Main Street  
Huntington, NY 11743

## FORM LETTER 1

Submitted by the following residents of

## THE COVES AT MELVILLE – MORLEY CIRCLE

<u>Date</u>	<u>Author</u>	<u>Date</u>	<u>Author</u>
10/08/2008	Maxine Silberglett	10/07/2008	Michael S. Schwartz
10/07/2008	E. Selma Greenberg	10/07/2008	Caroline A. Tanner
10/07/2008	Gertrude R. Carlyle	10/10/2008	Arnold Schleckner
10/07/2008	Mollie Grunin	10/07/2008	Katherine Palzala
10/07/2008	F. A. Hoffman	10/10/2008	Henry M. Bialik
10/11/2008	Margaret Anderson	10/07/2008	Muriel Rudnick
10/07/2008	Lilly Worn	10/07/2008	Pearl Geller
10/07/2008	Shirley Totten	10/07/2008	Barbara Wandner
10/07/2008	Walter Schneider	10/07/2008	Jane Bonamassa
10/07/2008	Robert Kanze	10/10/2008	Bertha Schwarz
10/11/2008	Brigid Paulik	10/10/2008	Steve Marcuzzolo
10/07/2008	Benedetto Roselli	10/07/2008	Peter Levy
10/11/2008	Paul Kaplan	10/07/2008	Patrick C. Delaney
10/11/2008	Helen Vasaturo	10/07/2008	Karia Anders
10/07/2008	Norman Smith	10/07/2008	Loretta Serotta
10/07/2008	Charles M. Murphy	10/07/2008	Regina Chereskin
10/07/2008	Shirley Gerstel	10/07/2008	Catherine Murphy
10/07/2008	Rosemarie Angelico	10/07/2008	Ethel Siminoff
10/07/2008	Carol Meittinis	10/07/2008	Anna Armato
10/07/2008	Rita Weissman	10/10/2008	Catherine Quinn
10/11/2008	Lily Berman	10/10/2008	Eve Wagreich
10/11/2008	Myrna Pecker	10/07/2008	Robert Pedersen
10/11/2008	Rosemary Chiacco	10/07/2008	Elaine Wexler
10/07/2008	Delphine Makus	10/07/2008	Margaret Petschauer
10/07/2008	Caroline Palma	10/07/2008	David Grinthal
10/11/2008	Allen Nudelman	10/10/2008	Rosalyn Einbinder
10/08/2008	Rose Nicolini	10/07/2008	Alina Szczepanski
10/07/2008	Irwin Hefling	10/07/2008	Gerald Sheer
10/07/2008	Joseph Ammenwerth	10/10/2008	Joan C. Nolan
10/11/2008	Larry Friedman	10/07/2008	George G. Kempf
10/07/2008	Serge Delaleu, MD	10/07/2008	Jane Baltz
10/11/2008	Anthony Ciavarella	10/07/2008	Raymond Bernardini
10/07/2008	Iris Bing	10/07/2008	L. Abatemarco
10/11/2008	Beatrice Blau	10/07/2008	Jane Goebel
10/07/2008	Susan Lambeck	10/10/2008	Gustave Singer
10/11/2008	Donald Stein	10/07/2008	Broni Murray
10/07/2008	Paula Lustgarten	10/07/2008	Marvin H. Skudin
10/07/2008	Bette Perlman	10/07/2008	Thomas W. Flynn
10/07/2008	Myrna Goldman	10/10/2008	June Goodman
10/07/2008	Seymour Schwartz	10/07/2008	Laura Stropoli
10/11/2008	Marie Murray	10/07/2008	Theresa Zappelloni
10/07/2008	Beatrice B. Levine	10/07/2008	Sonia Sarfaty
10/11/2008	Mr. Wasilewski	10/07/2008	Nick DelliBori
10/07/2008	Cecilia Brodie	10/07/2008	Mitchell Dahir
10/07/2008	Ellen Post	10/07/2008	Mary & Andy Margaretis
10/07/2008	Sidney Romanoff	10/07/2008	Roberta F. Meisner
10/11/2008	Sonny Gitlin	10/07/2008	Stephen Berch
10/09/2008	Florence Blicht	10/07/2008	Renee Turk
10/09/2008	Amy Vitale	10/07/2008	Joel Levine
10/10/2008	Connie Verano	10/07/2008	Ann Schwartz

FORM LETTER 1

Submitted by the following residents of

THE COVES AT MELVILLE – MORLEY CIRCLE

<u>Date</u>	<u>Author</u>	<u>Date</u>	<u>Author</u>
10/07/2008	Hildegard Kuenstler	10/07/2008	Harold Brandman
10/07/2008	Pauline Paley	10/07/2008	Anna Kelerchian
10/07/2008	Lillian Deitch	10/11/2008	Nazaru J. Peopati
10/07/2008	R. Lilly	10/11/2008	Joan Goldspiel
10/07/2008	Bertha A. Banta	10/11/2008	Joseph Corallo
10/07/2008	Martin Friedman	10/07/2008	Rose Tantillo
10/07/2008	Helene Martin	10/08/2008	Harry G. Perepetul
10/07/2008	Dorothy F. Goldstein	10/08/2008	Judith Dreier
10/10/2008	Rene Rauber	10/07/2008	Sara Schechterman
10/10/2008	Fred Rubin	10/11/2008	Dom Rasoli
10/08/2008	Rose Rosenberg	10/07/2008	Michael Gentile
10/07/2008	Marie Muccio	10/11/2008	Marie Maidhof
10/07/2008	Marlene Golub	10/07/2008	L. & C. Wain
10/07/2008	Ciro & Rose Amoroso	10/07/2008	Arlene P. Wagner
10/07/2008	Anne DeGennaro	10/07/2008	Libby Blum

# SAMPLE: FORM LETTER 1

The Coves at Melville  
175 Morley Circle  
Melville, NY 11747  
Fax No. 631-249-2320  
October 7, 2008

Mr. Anthony Alosio  
Director of Planning and Environment  
Town of Huntington  
100 Main Street  
Huntington, NY 11747

Dear Mr. Alosio:

We are writing this letter to express our concern about the safety and flow of traffic on Old Walt Whitman Road and the South Service Road near the future Canon site.

Old Walt Whitman Road from Route 110 going north to Old Country Road is in horrendous condition. This is a heavily traveled, congested road that needs to be repaved. Now we will have additional vehicles that cannot be accommodated by either the road or the bridge that goes over the Long Island Expressway. Our problems need to be addressed and alleviated before the opening of Canon. The following are just some of our concerns:

\* Traffic patterns are poor and congested along many of the routes that will be directly affected by the addition of vehicles of Canon employees:

(a) South Service Road from Round Swamp Road to Old Walt Whitman Road and continuing on the Service Road to Route 110 and beyond. Traffic during the evening rush hour is backed up with little movement. This traffic also blocks intersections going north and south on Old Walt Whitman Road.

(b) Old Walt Whitman Road -- traffic backed up going north and south during both the afternoon and evening rush hours. Traffic continues to be heavy going south for most of the day as vehicles use this road as a short cut to Route 110.

(c) The bridge over the Expressway at Old Walt Whitman Road. This bridge is one lane each way which is inadequate. It is unable to accommodate the current volume of vehicles. This bridge should be expanded to two lanes each way.

\* The traffic survey that is being used was done after many businesses on Baylis Avenue were closed due to the mortgage problems. This survey is not realistic as these office buildings will once again be filled and this will add even more vehicles to the traffic problems on Old Walt Whitman Road.

\* Canon's plan calls for three egresses on Old Walt Whitman Road. Afternoon rush hour going north is now unacceptable. People leaving Canon and making a left turn to go north will only add to an already unacceptable situation. Right now traffic backed up for blocks. It is not unheard of for it to take 15 minutes to cross over the South Service Road and then there are additional traffic issues on the bridge over the Expressway. In addition, these vehicles are idling and causing exhaust problems effecting the air quality.

In conclusion, residents of The Coves at Melville located on Old Walt Whitman Road will be adversely effected by the impact of the additional traffic. These issues will also effect Canon employees. We would like a guarantee from the Town of Huntington that the problems stated here will be addressed and resolved prior to Canon opening their doors.

Dated 10/7/08

Sincerely,

Maxine Silbergleit  
(Signature)

MAXINE SILBERGLEIT  
(Print Name)

**FORM LETTER 2**

Submitted by the following residents of

**NORTHGATE**

<u>Date</u>	<u>Author</u>	<u>Date</u>	<u>Author</u>
10/10/2008	Fred Loeb	10/10/2008	Rose & Mike Giamalao
10/10/2008	Vincent Ventiera	10/07/2008	David Janko
10/10/2008	Marcy Braun	10/07/2008	Sascha Baron
10/10/2008	Jane Librett	10/07/2008	Rose Daniels
10/10/2008	Geraldine Vallaro	10/07/2008	Leslie Padron
10/10/2008	Wendy & Stephen Cohen	10/10/2008	Elaine B. Schwartz
10/10/2008	Marianne Young, MD	10/07/2008	Pam Grafefio
10/10/2008	Allen Tutel, MD	10/07/2008	John Lam
10/10/2008	Sandi Fox	10/10/2008	Bellinda Wise
10/10/2008	Myma Braverman	10/07/2008	Judith Maher
10/10/2008	Roger Elson	10/07/2008	Illegible signature, 16 Northgate Circle
10/10/2008	Lio Yu, MD	10/07/2008	Liz Kiner
10/10/2008	Paul Bernstein	10/07/2008	Maxine R. Meyerhardt
10/10/2008	Marilyn B. Carroll	10/07/2008	Thomas Caramore & Karen Fabian
10/10/2008	Marilyn Gaon	10/10/2008	M. Steriazza
10/10/2008	Martin & Karen Weinstein	10/07/2008	Barbara L. Minis
10/10/2008	Dr and Mrs Paul A. Koshin	10/07/2008	Esther Rotter
10/10/2008	Gene & Naomi Taub	10/07/2008	Stefani Golden
10/10/2008	Janet Saro	10/10/2008	S. & Susan Meyer
10/10/2008	Greg Bemer	10/07/2008	Joshua Hailil
10/10/2008	Maxine Atkens	10/07/2008	Shelley Sunshine
10/10/2008	Alice B. Treinis	10/07/2008	Judah F. Kolos
10/10/2008	Phyllis Jacobs	10/07/2008	Deborah Goldin
10/10/2008	Jacques Asrey	10/07/2008	Jim Carmen
10/10/2008	Patricia Martin	10/07/2008	Neil & Nina Winter
10/10/2008	John Larounis	10/07/2008	Judy Goldberg
10/10/2008	Dennis Baron	10/07/2008	Karen B. Rosen
10/10/2008	Sherry & Donald Leibours	10/07/2008	Mathew Roeper
10/10/2008	Helen Goulick	10/07/2008	Elyse & Ronny Busch
10/10/2008	Vamlik Stilinis	10/07/2008	Cindy Bender
10/10/2008	Larry Haaker	10/07/2008	Arthur & Cindy Roberts
10/10/2008	Thalia Gatto	10/07/2008	Anette Barish
10/10/2008	Myma Hibel	10/07/2008	Donna Cerrone
10/10/2008	Renee Gerber	10/07/2008	Joseph Azmon
10/10/2008	Robin Segal	10/07/2008	Susan & Richard Spellman
10/10/2008	Paulette Gore	10/07/2008	Jerrold Abramson
10/10/2008	Josh Schwartz	10/07/2008	Bernard Geold
10/10/2008	John & Rebecca Zerillo	10/07/2008	Illegible signature, 59 Northgate Circle
10/10/2008	Phillip Limond	10/07/2008	Illegible signature, 70 Northgate Circle
10/10/2008	Susan and Mark Nevins	10/07/2008	Illegible signatures, no address given
10/10/2008	Diane & Arthur Zamansky	10/07/2008	Illegible signature, 38 Northgate Circle
10/10/2008	Patricia C. Kieser	10/07/2008	Incomplete signature, Karen M.
10/10/2008	Barbara Egert	10/07/2008	Incomplete signature, 10 Northgate Circle
10/10/2008	Martin Isaacson	10/07/2008	Illegible signature, 91 Northgate Circle
10/10/2008	Susan Bank	10/07/2008	Illegible signature, 42 Northgate Circle
10/10/2008	Suzanne Dobstoff	10/07/2008	Illegible signature, no address
10/10/2008	Joel & Linda Trent	10/07/2008	Illegible signature, 66 Northgate Circle
10/10/2008	Mildred G. Wagner	10/10/2008	Dr. & Mrs. Michael Hechler
10/10/2008	Edward A. Nolan	10/10/2008	Dr. & Mrs. Ken Morris
10/10/2008	Barbara & Vincent Ventura	10/10/2008	Illegible signature, 9 Ponderosa Drive, Melville

**FORM LETTER 2**

**Submitted by the following residents of**

**NORTHGATE**

<u>Date</u>	<u>Author</u>	<u>Date</u>	<u>Author</u>
10/10/2008	Illegible signature, 1 Leaf Ct, Melville	10/10/2008	Ken & Mischele Halpern
10/10/2008	Sam. & Elaine Röck	10/10/2008	Mr. & Mrs. Robert Brown
10/10/2008	Dr. & Mrs. Martin Pokorny		

## SAMPLE: FORM LETTER 2

October 10<sup>th</sup>, 2008

Planning Department  
Town of Huntington  
100 Main Street  
Huntington, N.Y. 11743  
Attention: A. Aloisio

Dear Mr. Aloisio:

We are aware that the planning board met at Town Hall on Wednesday, October 1<sup>st</sup>, 2008 to discuss the traffic study prepared by Canon. We are concerned with the traffic impact that we can expect with the construction of the Canon project. We do understand how important the Canon project is to the Town of Huntington and Suffolk County. However, from all the information that has been presented we do not feel that the problems that the communities will face have been properly addressed and considered prior to the approval of this project.

Walt Whitman Road, from route 110 going north to Old Country Road, is in horrendous condition. This is a heavily traveled, congested road that has not been repaved. The reconstruction of this road was scheduled for 2004. This has not been done. We have been promised that the road will be routinely repaired as needed. This has not been done. Now we will have additional vehicles that cannot be accommodated by either the road or the bridge that goes over the Long Island Expressway. Are we to believe once again that our problems will be addressed and alleviated? The following are just some of our concerns:

- Traffic patterns are poor and congested along many of the routes that will be directly affected by the addition of vehicles of Canon employees:

- a) South Service Road from Round Swamp Road to Walt Whitman Road and continuing on the service road to route 110 and beyond. Traffic during the evening rush hour is backed up with little movement. This traffic also blocks intersections going north and south on Walt Whitman Road.
- b) Walt Whitman Road—traffic is backed up going north during both the afternoon and evening rush hours. Traffic is slow and packed going south during the rush hours. Traffic continues south for most of the day as vehicles use this road as a short cut to route 110. Trucks park illegally in order to stop at the 2 deli restaurants along Walt Whitman road south causing additional traffic problems.

c) The bridge over the expressway at Walt Whitman Road. This bridge is narrow and antiquated. It is unable to accommodate the current volume of vehicles. This bridge should either be repaired and expanded or replaced. I know many of the bridges over the expressway were expanded, repaired and/or replaced in Nassau County. Why can't this be done in Suffolk?

- The traffic survey that is being used was done after many businesses on Baylis Avenue were closed due to the mortgage problems. This survey is not realistic as these office buildings will once again be filled and this will add even more vehicles to the traffic problems on Walt Whitman Road.

- Canon's plan, which calls for two egresses on Walt Whitman Road for the afternoon rush hour going north is unworkable. People leaving Canon and making a left turn to go north will only add to an already unacceptable situation. Right now traffic is backed up for blocks. It is not unheard of for it to take more than 15 minutes to cross over the south service road and then there are additional traffic issues on the bridge over the expressway. In addition, these vehicles are idling and causing exhaust problems that affect the air quality.

In conclusion, as residents of Northgate, located on Walt Whitman Road, we will be adversely affected by the impact of the additional traffic. These issues will also affect Canon employees and others who use this road. We would like the planning board, the town of Huntington, the State DOT, etc. to address and resolve the issues stated here prior to Canon's planned opening in 2010.

Sincerely,

*Fred Loeb*  
112 Northgate Circle

## FORM LETTER 3

Submitted by the following residents of

## VILLAS AT WEST HILLS

<u>Date</u>	<u>Author</u>	<u>Date</u>	<u>Author</u>
10/10/2008	L. Boutte	10/10/2008	Illegible signature, 67 Villas Circle
10/10/2008	Sheila Ziegler (Expanded Form Letter)	10/10/2008	Illegible signature, 65 Villas Circle
10/10/2008	Illegible signature, 3 Villas Circle	10/10/2008	Illegible signature, 37 Villas Circle
10/10/2008	Illegible signature, 6 Villas Circle	10/10/2008	Illegible signature, 38 Villas Circle
10/09/2008	Ann Greene	10/10/2008	Mr. Grossman, 39 Villas Circle
10/10/2008	Gail Rosenberg	10/10/2008	Illegible signature, 40 Villas Circle
10/10/2008	Beth Tyson	10/10/2008	Illegible signature, 42 Villas Circle
10/10/2008	Susan Paul	10/10/2008	Illegible signature, 43 Villas Circle
10/10/2008	Illegible signature, 14 Villas Circle	10/10/2008	Illegible signature, 45 Villas Circle
10/10/2008	Illegible signature, 15 Villas Circle	10/10/2008	Illegible signature, 47 Villas Circle
10/10/2008	Illegible signature, 16 Villas Circle	10/10/2008	Illegible signature, 48 Villas Circle
10/10/2008	Illegible signature, 13 Villas Circle	10/10/2008	Illegible signature, 49 Villas Circle
10/10/2008	Illegible signature, 17 Villas Circle	10/10/2008	Bill Ruthenberg
10/10/2008	Illegible signature, 18 Villas Circle	10/10/2008	B. Schmidt
10/10/2008	Illegible signature, 21 Villas Circle	10/10/2008	Illegible signature, 52 Villas Circle
10/10/2008	Pollie Lay	10/10/2008	Illegible signature, 53 Villas Circle
10/10/2008	Denise Greco	10/10/2008	Illegible signature, 54 Villas Circle
10/10/2008	Illegible signature, 24 Villas Circle	10/10/2008	Illegible signature, 55 Villas Circle
10/10/2008	Illegible signature, 25 Villas Circle	10/10/2008	Illegible signature, 56 Villas Circle
10/10/2008	Sharon Lynch	10/10/2008	Illegible signature, 57 Villas Circle
10/10/2008	Illegible signature, 29 Villas Circle	10/10/2008	Kenneth Erdholm
10/10/2008	Bonnie Marcus	10/10/2008	T. Mascolino
10/10/2008	D. McLaughlin	10/10/2008	Genia Belkin
10/10/2008	Illegible signature, 32 Villas Circle	10/10/2008	Illegible signature, 64 Villas Circle
10/10/2008	Illegible signature, 33 Villas Circle	10/10/2008	Jacqueline Peach
10/10/2008	Joel Schofeld		

# SAMPLE: FORM LETTER 3

3 Villas Circle  
Melville, N.Y. 11747

October 9, 2008

Mr. Anthony J. Aloisio  
AICP Director of Planning and Environment  
Town of Huntington  
100 Main Street  
Huntington, N.Y. 11743

Re: Walt Whitman Road, Canon USA, and the Town of Huntington

Dear Mr. Aloisio:

We are writing you on behalf of the Villas at West Hills Home Owners Association, a residential community situated off Walt Whitman Road in Melville, New York. We are a home owners association made up of 68 residential homes and our Development has been in existence since the mid 1980's.

Representatives from other residential developments on Walt Whitman road attended the Town Planning meeting at Town Hall on Wednesday, October 1, 2008. In addition to the issues raised at the meeting, we would like to make some additional statements to clarify the traffic impact that we can expect with the construction of the Canon USA project. We do understand how important the Canon USA project is to the Town of Huntington and Suffolk County, however, from all the information that has been presented we do not feel that the problems that the communities will face have been properly addressed and considered prior to the approval of this project.

Old Walt Whitman Road from Route 110 going north to Old Country Road is in horrendous condition. The physical condition of the road has deteriorated to a point where there are large separations, gaps, bumps, pot holes, and uneven sections in the roadway. Over the years we have seen the traffic on Walt Whitman Road substantially increase due to the amount of new and growing businesses in the Melville area. The road is heavily traveled and congested; it is utilized by numerous vehicles including, commercial tractor trailer trucks and construction trucks, as a conduit to reach the Route 110 and the construction garbage dump off Spangnolia Road. The road is not constructed to support these vehicles and as they pass by they create an unreasonable amount of noise and shaking of our houses.

It is our understanding that the reconstruction of this road has been scheduled to take place since 2004, but has never been initiated by the Town. The Town has promised that the road will be routinely repaired, as needed, but there has been no major repair work to the road. Furthermore, cars and trucks travel at speeds in excess of the posted speed limit, travel on the shoulder of the road, illegally park on the shoulder of the road, and trucks constantly violate the restriction that prohibits trucks from traveling on the road between the hours of 7:00 pm and 6:00 am.

When the new Canon office complex is completed, we will have additional vehicles that cannot be accommodated by either the road or the bridge that crosses over the Long Island Expressway at exit 49 South. The following list identifies just some of our concerns:

1. Traffic patterns are poor and cause undue delay and unnecessary traffic congestion along many of the routes that will be directly affected by the addition of vehicles of Canon USA employees:
  - a. South Service Road from Round Swamp Road to Old Walt Whitman Road and continuing on the service road to route 110 and beyond.. Traffic during the evening rush hour is backed up with little movement. This traffic also blocks intersections going north and south on Walt Whitman Road.
  - b. Old Walt Whitman Road. Traffic is backed up going north and south during both the morning and evening rush hours. Traffic continues south during most of the day as vehicles use this road as a short cut to route 110. Trucks park illegally all day long in order to stop at the 2 deli restaurants along Old Walt Whitman Road south causing additional traffic problems. This also causes a hazardous condition because the trucks create blind spots for drivers.
  - c. The bridge over the expressway at Old Walt Whitman Road. This bridge is narrow and antiquated. It is unable to accommodate the current volume of vehicles. This bridge should either be repaired and expanded or replaced. I know many of the bridges over the expressway were expanded, repaired and/or replaced in Nassau County. Furthermore, the bridge crossings over the LIE at exit 49 North and at Pinelawn Road each have four lanes for traffic.
2. The traffic survey that is being used by the Town and Canon was performed at a time when a major office building located on Baylis Avenue was vacant. It is our understanding that that building will soon be occupied by another company. Thus, the current traffic survey is not realistic as the office building will once again be filled and this will add even more vehicles to the traffic problems on Old Walt Whitman Road.
3. Canon's plan calls for three (3) egress points on Old Walt Whitman Road. These egress points will only cause more traffic to the current congestion. Vehicles leaving Canon and making a left turn to go north on Walt Whitman Road will only add to an already unacceptable situation. Currently, the traffic on the north bound lane of Walt Whitman Road backs up for blocks. In addition these vehicles are idling and causing exhaust problems affecting the air quality.

In conclusion let me say that the residents of Villas at West Hills, located on Old Walt Whitman Road will be adversely affected by the additional traffic. These issues will also affect Canon employees. We would like a guarantee from the Town of Huntington that the problems stated here will be addressed and resolved prior to Canon opening their doors.

Sincerely,



---

3 Villas Circle  
Melville, NY 11747

# EXPANDED FORM LETTER 3

4 Villas Circle  
Melville, N.Y. 11747

October 9, 2008

Mr. Anthony J. Aloisio  
AICP Director of Planning and Environment  
Town of Huntington  
100 Main Street  
Huntington, N.Y. 11743

Re: Walt Whitman Road, Canon USA, and the Town of Huntington

Dear Mr. Aloisio:

We are writing you on behalf of the Villas at West Hills Home Owners Association, a residential community situated off Walt Whitman Road in Melville, New York. We are a home owners association made up of 68 residential homes and our Development has been in existence since the mid 1980's.

Representatives from other residential developments on Walt Whitman road attended the Town Planning meeting at Town Hall on Wednesday, October 1, 2008. In addition to the issues raised at the meeting, we would like to make some additional statements to clarify the traffic impact that we can expect with the construction of the Canon USA project. We do understand how important the Canon USA project is to the Town of Huntington and Suffolk County, however, from all the information that has been presented we do not feel that the problems that the communities will face have been properly addressed and considered prior to the approval of this project.

Old Walt Whitman Road from Route 110 going north to Old Country Road is in horrendous condition. The physical condition of the road has deteriorated to a point where there are large separations, gaps, bumps, pot holes, and uneven sections in the roadway. Over the years we have seen the traffic on Walt Whitman Road substantially increase due to the amount of new and growing businesses in the Melville area. The road is heavily traveled and congested; it is utilized by numerous vehicles including, commercial tractor trailer trucks and construction trucks, as a conduit to reach the Route 110 and the construction garbage dump off Spangnolia Road. The road is not constructed to support these vehicles and as they pass by they create an unreasonable amount of noise and shaking of our houses.

It is our understanding that the reconstruction of this road has been scheduled to take place since 2004, but has never been initiated by the Town. The Town has promised that the road will be routinely repaired, as needed, but there has been no major repair work to the road. Furthermore, cars and trucks travel at speeds in excess of the posted speed limit, travel on the shoulder of the road, illegally park on the shoulder of the road, and trucks constantly violate the restriction that prohibits trucks from traveling on the road between the hours of 7:00 pm and 6:00 am.

When the new Canon office complex is completed, we will have additional vehicles that cannot be accommodated by either the road or the bridge that crosses over the Long Island Expressway at exit 49 South. The following list identifies just some of our concerns:

1. Traffic patterns are poor and cause undue delay and unnecessary traffic congestion along many of the routes that will be directly affected by the addition of vehicles of Canon USA employees:
  - a. South Service Road from Round Swamp Road to Old Walt Whitman Road and continuing on the service road to route 110 and beyond.. Traffic during the evening rush hour is backed up with little movement. This traffic also blocks intersections going north and south on Walt Whitman Road.
  - b. Old Walt Whitman Road. Traffic is backed up going north and south during both the morning and evening rush hours. Traffic continues south during most of the day as vehicles use this road as a short cut to route 110. Trucks park illegally all day long in order to stop at the 2 deli restaurants along Old Walt Whitman Road south causing additional traffic problems. This also causes a hazardous condition because the trucks create blind spots for drivers.
  - c. The bridge over the expressway at Old Walt Whitman Road. This bridge is narrow and antiquated. It is unable to accommodate the current volume of vehicles. This bridge should either be repaired and expanded or replaced. I know many of the bridges over the expressway were expanded, repaired and/or replaced in Nassau County. Furthermore, the bridge crossings over the LIE at exit 49 North and at Pinelawn Road each have four lanes for traffic.
2. The traffic survey that is being used by the Town and Canon was performed at a time when a major office building located on Baylis Avenue was vacant. It is our understanding that that building will soon be occupied by another company. Thus, the current traffic survey is not realistic as the office building will once again be filled and this will add even more vehicles to the traffic problems on Old Walt Whitman Road.
3. Canon's plan calls for three (3) egress points on Old Walt Whitman Road. These egress points will only cause more traffic to the current congestion. Vehicles leaving Canon and making a left turn to go north on Walt Whitman Road will only add to an already unacceptable situation. Currently, the traffic on the north bound lane of Walt Whitman Road backs up for blocks. In addition these vehicles are idling and causing exhaust problems affecting the air quality.

In conclusion let me say that the residents of Villas at West Hills, located on Old Walt Whitman Road will be adversely affected by the additional traffic. These issues will also affect Canon employees. We would like a guarantee from the Town of Huntington that the problems stated here will be addressed and resolved prior to Canon opening their doors.

Sincerely,

*Sheila and John Fisher*  
 4 Villas Circle  
 Melville, NY 11747

*Exiting the development between 5<sup>00</sup> and 6<sup>30</sup> p.m. is quite a challenge. It takes 15 minutes to reach the eastbound LIE entrance*

*much traffic on poorly maintained roads have used numerous cracks in the walls of our home.*

**FORM LETTER 4**

**Submitted by the following residents of**

**PINERIDGE STREET & DREXEL AVE**

<u>Date</u>	<u>Author</u>	<u>Date</u>	<u>Author</u>
10/11/2008	O. Lighthouse	10/11/2008	Julie & Tom Verpault
10/11/2008	Linda Ondero	10/11/2008	Stephanie Tracy
10/11/2008	Karen and Michael Petruzzelli	10/11/2008	Marie Piccolo
10/11/2008	Illegible signature, 13 Pineridge St	10/11/2008	Michael Karmatz
10/11/2008	Ken & Marguerite Figliozzi	10/11/2008	Mr & Mrs Michael Catonia
10/11/2008	Joseph Picone	10/11/2008	Yolanda Tracy
10/11/2008	Karl E. Cruse	10/11/2008	Karen Beganskas
10/11/2008	Howard Fenster	10/11/2008	Deborah & David Hirsch
10/11/2008	Brandon Savoca	10/11/2008	Julie Menko
10/11/2008	Joan Schmitt	10/11/2008	Debra Gaibato
10/11/2008	Kevin Cruse	10/11/2008	Antonio & Michelina, 9 Pineridge St
10/11/2008	Illegible signature, 104 Drexel Ave	10/11/2008	Susan & Vincent, 12 Pineridge St
10/11/2008	Illegible signatures, 104 Drexel Ave	10/11/2008	Michele Morro
10/11/2008	William Bush	10/11/2008	Illegible signature, 115 Drexel Ave

# SAMPLE: FORM LETTER 4

October 11, 2008

Anthony J. Aloisio, Director  
Town of Huntington Planning Department  
100 Main Street  
Huntington, New York, 11743

Re: Canon Project as it relates to  
traffic on Old Walt Whitman  
Road, Melville

Dear Mr. Aloisio,

We the residents of Pineridge Street and Drexel Avenue must use Old Walt Whitman Road every day, as it is the sole egress from our neighborhood. When each development was permitted and constructed in the area, the Planning Department was unable or unwilling to develop a practical solution to rush hour congestion on this bumpy, antiquated thoroughfare.

We are now expecting the development of the last farm in our area by Canon. This will be a mixed blessing for Canon employees as it will be for our community. Daily at the evening rush hour, north bound traffic is backed up from the South Service Road of the Expressway to Pineridge Street. Traffic on the service road often blocks Old Walt Whitman Road, prohibiting north bound drivers access to cross the bridge. In bad weather the nightmares multiply because of flooding due to clogged drains which are not even connected to the sump.

At the morning rush hour, cars and trucks are backed up from the service road south to the entrance at Northgate. Drivers making left turns heading both north and south at that time are caught in dangerous situations as they endeavor to cross oncoming traffic with no green arrows to assist their efforts.

With Canon's plans for egress from their site onto Old Walt Whitman Road, a nasty situation will become totally untenable for both the employees of Canon and the local residents.

We are asking you, Mr. Aloisio, along with the Planning Board and the State DOT, to take this matter seriously and resolve these issues which have been ignored over these many years. For too long we have been placated by fruitless meetings, and promises of fixing the road, "Come next spring."

Thank you for your kind attention to this very critical matter.

Yours truly,

*Ormond Lefthouse*  
27 Pineridge ST, Melville

**FORM LETTER 5**

Submitted by the following residents of

**TUXEDO HILLS**

<u>Date</u>	<u>Author</u>	<u>Date</u>	<u>Author</u>
10/13/2008	Dr. Jordana Smallberg	10/13/2008	Illegible signature, no address
10/13/2008	Joseph & Laura Platt	10/13/2008	Shellie Smallberg
10/13/2008	Madelyn S. Smallberg	10/13/2008	Jeff & Veronica Meyer
10/13/2008	Bradley H. Smallberg	10/13/2008	Andrew Feig
10/13/2008	Leonard Smallberg	10/10/2008	David Fensterstock (Expanded Form Letter)

# SAMPLE: FORM LETTER 5

Jordana D. Smallberg  
39 East Mall Drive  
Melville, New York 11747  
October 13, 2008

Planning Department  
Town of Huntington  
100 Main Street  
Huntington, N.Y. 11743  
Attention: A. Aloisio

RECEIVED  
OCT 16 2008

TOWN OF HUNTINGTON  
DEPARTMENT OF PLANNING  
& ENVIRONMENT

Dear Mr. Aloisio:

We are aware that the planning board met at Town Hall on Wednesday, October 1, 2008 to discuss the traffic study prepared by Canon. We are concerned with the traffic impact that we can expect with the construction of the Canon project. We do understand how important the Canon project is to the Town of Huntington and Suffolk County. However, from all the information that has been presented we do not feel that the problems that the communities will face have been properly addressed and considered prior to the approval of this project.

Walt Whitman Road, from route 110 going north to Old Country Road, is in horrendous condition. This is a heavily traveled, congested road that has not been repaved. The reconstruction of this road was scheduled for 2004. This has not been done. We have been promised that the road will be routinely repaired as needed. This has not been done. Now we will have additional vehicles that cannot be accommodated by either the road or the bridge that goes over the Long Island Expressway. Are we to believe, once again, that our problems will be addressed and alleviated? The following are just some of our concerns:

- Traffic patterns are poor and congested along many of the routes that will be directly affected by the addition of vehicles of Canon employees:
  - a) South Service Road from Round Swamp Road to Walt Whitman Road and continuing on the service road to route 110 and beyond.. Traffic during the evening rushhour is backed up with little movement. This traffic also blocks intersections going north and south on Walt Whitman Road.
  - b) Walt Whitman Road—traffic is backed up going north during both the afternoon and evening rush hours. Traffic is slow and packed going south during the rush hours. Traffic continues south for most of the day as vehicles use this road as a short cut to route 110. Trucks park illegally in order to stop at the 2 deli restaurants along Walt Whitman road south causing additional traffic problems.

DEPUTY DIR	
ASST. DIRECTOR	
AGENDA	
ADDED STARTER	
TECH	CORE.

S-08-043-F

- c) The bridge over the expressway at Walt Whitman Road. This bridge is narrow and antiquated. It is unable to accommodate the current volume of vehicles. This Bridge should either be repaired and expanded or replaced. I know many of the bridges over the expressway were expanded, repaired and/or replaced in Nassau County. Why can't this be done in Suffolk?
- d) The intersection of Walt Whitman and Cottontail is frequently blocked. It is very difficult to make a left or right turn during rush hour due to vehicles pulling into and blocking the intersection while waiting for the light. A cross-hatched box should be painted in the intersection to avoid commuters blocking the intersection.
- The traffic survey that is being used was done after many businesses on Baylis Avenue were closed due to the mortgage problems. This survey is not realistic as these office buildings will once again be filled. This will add even more vehicles to the traffic problems on Walt Whitman Road.
  - Canon's plan, which calls for two egresses on Walt Whitman Road for the afternoon rush hour going North is unworkable. People leaving Canon and making a left turn to go north will only add to an already unacceptable situation. Right now traffic is backed up for blocks. It is not unheard of for it to take more than 15 minutes to cross over the south service road and then there are additional traffic issues on the bridge over the expressway. In addition, these vehicles are idling and causing exhaust problems that affect the air quality.

In conclusion, as residents of Tuxedo Hills, located between Walt Whitman Road and Old Country Road, we will be adversely affected by the impact of the additional traffic. These issues will also affect Canon employees and others who use this road. We would like the planning board, the town of Huntington, the State DOT, etc. to address and resolve the issues stated here prior to Canon's planned opening in 2010.

Sincerely,

*Jordana D. Smallberg, DDS*

Dr. Jordana D. Smallberg

# EXPANDED FORM LETTER 5

## GROVER & FENSTERSTOCK P.C.

ATTORNEYS AT LAW  
Ten Newton Place, Suite 201  
Hauppauge, New York 11788  
TEL: (631) 418-1100  
FAX: (631) 794-2700

575 Lexington Avenue, Suite 400  
New York, New York 10022  
TEL: (212) 527-7575  
FAX: (212) 527-7576

One North Broadway, Suite 401  
White Plains, New York 10601  
BY APPOINTMENT

DAVID GROVER  
DAVID FENSTERSTOCK

RECEIVED  
OCT 16 2008

Of Counsel  
MICHAEL LOWITT\*  
\*New York & Connecticut Bars

AVRAHAM GOLDBERG  
SIMON LANDSBERG

TOWN OF HUNTINGTON  
DEPARTMENT OF PLANNING  
& ENVIRONMENT

\* Reply to Hauppauge Address

October 10<sup>th</sup>, 2008

Planning Department  
Town of Huntington  
100 Main Street  
Huntington, N.Y. 11743  
Attention: A. Aloisio

Dear Mr. Aloisio:

We are aware that the planning board met at Town Hall on Wednesday, October 1<sup>st</sup>, 2008 to discuss the traffic study prepared by Canon. We are concerned with the traffic impact that we can expect with the construction of the Canon project. We do understand how important the Canon project is to the Town of Huntington and Suffolk County. However, from all the information that has been presented we do not feel that the problems that the communities will face have been properly addressed and considered prior to the approval of this project.

Walt Whitman Road, from route 110 going north to Old Country Road, is in horrendous condition. This is a heavily traveled, congested road that has not been repaved. The reconstruction of this road was scheduled for 2004. This has not been done. We have been promised that the road will be routinely repaired as needed. This has not been done. Now we will have additional vehicles that cannot be accommodated by either the road or the bridge that goes over the Long Island Expressway. Are we to believe once again that our problems will be addressed and alleviated? The following are just some of our concerns:

- Traffic patterns are poor and congested along many of the routes that will be directly affected by the addition of vehicles of Canon employees:

- South Service Road from Round Swamp Road to Walt Whitman Road and continuing on the service road to route 110 and beyond.. Traffic during the evening rush hour is backed up with little movement. This traffic also blocks intersections going north and south on Walt Whitman Road, and also causes delays on the LIE Eastbound during rushhour. The delays begin at Exit 49 every day. This area, and the Exit/Entrance Ramps onto the LIE need to be reconfigured to alleviate traffic, or a small overpass built so that the traffic entering the LIE goes either over or under that Exiting at Exit 49S.

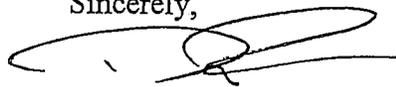
DIRECTOR	
DEPUTY DIR	
ASST DIRECTOR	
ADMIN. A	
ADJUD. STAFF	
TRCH	COOR.

9-08-02 F

- b) **Walt Whitman Road**—traffic is backed up going north during both the afternoon and evening rush hours. Traffic is slow and packed going south during the rush hours. Traffic continues south for most of the day as vehicles use this road as a short cut to route 110. Trucks park illegally in order to stop at the 2 deli restaurants along Walt Whitman road south causing additional traffic problems.
- c) **The bridge over the expressway at Walt Whitman Road.** This bridge is narrow and antiquated and was recently listed in Newsday as one of the top bridges in need of repair in New York State. It is unable to accommodate the current volume of vehicles and traffic at this crossway is constantly backed up throughout the day. This bridge should either be repaired and expanded or replaced. I know many of the bridges over the expressway were expanded, repaired and/or replaced in Nassau County. Why can't this be done in Suffolk? The added traffic of Canon in the area will make this bridge literally impassable which will cause numerous problems for families in the area, as a number of children's programs (Phoenix Gym and Skate Safe) are south of the LIE and this bridge is the primary means of crossing the LIE from Tuxedo Hills. If this bridge is used by Canon employees, it will cause gridlock which rivals midtown Manhattan.
- d) **The intersection of Walt Whitman and Cottontail** is frequently blocked. It is very difficult to make a left or right turn during rush hour due to vehicles pulling into and blocking the intersection while waiting for the light. A cross-hatched box should be painted in the intersection to avoid commuters blocking the intersection.
- The traffic survey that is being used was done after many businesses on Baylis Avenue were closed due to the mortgage problems. This survey is not realistic as these office buildings will once again be filled and this will add even more vehicles to the traffic problems on Walt Whitman Road.
  - Canon's plan, which calls for two egresses on Walt Whitman Road for the afternoon rush hour going north is unworkable. People leaving Canon and making a left turn to go north will only add to an already unacceptable situation. Right now traffic is backed up for blocks. It is not unheard of for it to take more than 15 minutes to cross over the south service road and then there are additional traffic issues on the bridge over the expressway. In addition, these vehicles are idling and causing exhaust problems that affect the air quality.

In conclusion, as residents of Tuxedo Hills, located between Walt Whitman Road and Old Country Road, we will be adversely affected by the impact of the additional traffic. These issues will also affect Canon employees and others who use this road. We would like the planning board, the town of Huntington, the State DOT, etc. to address and resolve the issues stated here prior to Canon's planned opening in 2010.

Sincerely,



David Fensterstock

**FORM LETTER 6**

**Submitted by the following residents of**

**MILLENNIUM HILLS**

<u>Date</u>	<u>Author</u>	<u>Date</u>	<u>Author</u>
10/10/2008	Jill & John Garland	10/10/2008	Illegible signature, no address
10/10/2008	Illegible signature, no address	10/10/2008	Leah Noskin
10/10/2008	John & Carol Bárbaro	10/10/2008	Illegible signature, no address
10/10/2008	Tolga Johume	10/10/2008	Sheila Joseph
10/10/2008	C. Valentin	10/10/2008	Illegible signature, no address
10/10/2008	Adelina Alvarez	10/10/2008	Vincent Avery
10/10/2008	Mr & Mrs Daryl Moore	10/10/2008	Illegible signature, no address
10/10/2008	Jean Tuttle	10/10/2008	Donna Watts
10/10/2008	L. Galobzad	10/10/2008	Brenda Fusco-Kretzer
10/10/2008	Daria Fischer	10/10/2008	Illegible signature, no address

# SAMPLE: FORM LETTER 6

October 10<sup>th</sup> 2008

Planning Department  
Town of Huntington  
100 Main Street  
Huntington N.Y. 11743

To Whom it may concern,

The residents of Millenium Hills are aware of the planning board meeting which was held on Oct 1<sup>st</sup> to discuss the traffic study prepared by Canon. We understand how important the canon project is to the area but at the same time we feel that our concerns for the traffic situation now, let alone when construction starts have not been addressed . Reconstruction of Walt Whitman road was scheduled for 2004 that was never even started. Then we were promised that in the mean while the town would at least do whatever repairs were needed and that has not been done. The road is in dire straits and needs to be addressed immediately.

The traffic survey being used was done after many of the businesses were closed on Baylis Avenue due to the mortgage crisis. These building are being reoccupied and some of the businesses are even expanding. This will bring even more cars into an area that already has a lot of traffic. It is not uncommon to wait ten minutes to be able to make a left on to Walt Whitman rd During morning rush or evening rush hours. We feel this to long. We asked for a light and we were told there was not a need for a light but last winter we had a death when a garbage truck collided with a vehicle but we didn't need a light, But not only does canon need a light it needs 3 egresses on to Walt Whitman rd. The following is a list of our other concerns.

A) South service road of LIE from Round Swamp Rd to Rt 110 is congested During both morning and evening rush hours. The lights in the area are not synchronized for the best flow possible. This in return has the motorists blocking the intersection.

B) Walt Whitman Road Traffic is backed up during both rush hours. The traffic is slow and the truck overflow from the LIE is unsafe. Even there we have a problem we were promised the trucks would not be aloud to travel on Walt Whitman Road at night, but they do and even though there are signs police do not enforce the infraction.

C) The bridge over the Long Island Expressway is old and antiquated. The bridge is narrow and doesn't even accommodate the traffic traveling down Walt Whitman Road. What will happen when the construction equipment comes and the building material, plus the workers. We feel the bridge needs to be replaced or at least updated and widened. The work that was done last year was substandard and a major inconvenient to say the least.

In conclusion We the residents of Millenium Hills, located on Walt Whitman Road will be affected by the impact of the additional Traffic. These issues will also affect the employees of Canon. We would like the planning board to take our suggestions into consideration prior to any construction starts. We understand that some projects are difficult but some projects are necessary.

Sincerely,

John J. Harland Jr.

John J. Harland Jr.

**CORRESPONDENCE**

06/03/2009

Cameron Engineering & Associates, LLP to Town of Huntington

06/03/2009

06/03/2009



# CAMERON ENGINEERING & ASSOCIATES, LLP

100 Sunnyside Boulevard, Suite 100  
Woodbury, NY 11797  
(516) 827-4900

260 Madison Avenue, 8th Floor  
New York, NY 10016  
(212) 324-4000

[www.cameronengineering.com](http://www.cameronengineering.com)

"LEED Accredited Professionals"

Active Member of

**ACEC New York**  
Association of Consulting Engineers and Architects

*Managing Partner*

John D. Cameron, Jr., P.E.

*Senior Partner*

Joseph R. Amato, P.E.

*Partners / Principals*

Mark Wagner, CEP

Janice Jijina, P.E., AICP

Nicholas A. Kumbatovic, P.E.

Kévin M. McAndrew, R.L.A.

Alan J. King, Jr., P.E.

*Senior Associate*

Glenn DeSimone, P.E., CPE

*Associates*

Robert E. Wilkinson, P.E.

Steven R. Giammona, P.E.

## MEMORANDUM

TO: Anthony Aloisio  
FROM: Janice Jijina  
RE: Canon USA Final SEIS  
DATE: June 3, 2009

Since the inception of the Canon Project there have been various calculations of parking requirements, based on discussion at meetings with the Town and collective interpretation of the Town's regulations. The following describes those calculations and illustrates the calculations to be utilized in the Final SEIS.

In the Draft SEIS the total building area of 900,000 square feet and the Town requirement of one (1) space for each 300 square feet yielded 3,000 spaces.

Subsequent comments by the Town and discussion between the Town and Canon determined that the Gross Floor Area (GFA) was actually less than 900,000 square feet and therefore parking requirements were slightly less. In the Town's November 21, 2008 comments to the draft version of the FSEIS, Canon was directed to use the following calculations for the Phase 1 building:

The FEIS should be revised to reflect a GFA of 666,143 square feet with a parking requirement of 2,221 parking stalls. The parking garage expansion to be used for land-banked parking should contain 419 parking stalls.

Subsequent to that time, there have been minor adjustments resulting in Phase 1 GFA of 668,573 square feet requiring 2,229 spaces. The parking garage design has progressed and a few less spaces are included in each garage, resulting in landbanking of 441 spaces in Phase 1. While Phase 2 is not fully designed, Phase 2 is estimated as GFA of 194,680 square feet requiring 649 spaces.

# CAMERON ENGINEERING & ASSOCIATES, LLP

Memo to Anthony Aloisio  
Canon USA

June 3, 2009  
Page 2 of 2

Therefore, the Final SEIS will reflect the following data as compared to the Draft SEIS:

	DSEIS	FSEIS
Phase 1 Construction	690,000	695,727
Phase 1 GFA	Not considered	668,573
Spaces Required	2,300	2,229
North Garage	760	780
South Garage	796	802
Grade	206	206
Phase 1A Garage (Landbanked)	538	441
Total Phase 1 and Phase 1A Spaces	2,300	2,229
Phase 2 Construction	210,000	204,273
Phase 2 GFA	Not considered	194,680
Spaces Required	700	649
North Garage (Phase 2)	700	649
Total Construction	900,000	900,000
Total GFA	Not considered	863,253
Total Required Spaces	3,000	2,878
Total Provided Spaces	3,000	2,878

Please incorporate this as part of the record.

# **APPENDIX C**

## **AIR QUALITY SCREENING**

**Air Quality Analysis Screening**  
**Revised January 27, 2009**

## 1. Background and Purpose of Report

Cameron Engineering & Associates, LLP prepared a Draft Supplement to the Generic Environmental Impact Statement (GEIS) in September 2008 for the proposed Canon, USA Melville facility to serve as the North and South American headquarters. The traffic impact study for the proposed facility was prepared by Atlantic Traffic & Design Engineers.

Cameron Engineering & Associates, LLP performed an Air Quality analysis screening for the proposed headquarters, based on the initial traffic study. The traffic study was later revised based on New York State Department of Transportation (NYSDOT) comments, so this revision incorporates the revised traffic impact study.

### 1.1 Introduction

Proposed sites are subject to established air quality criteria for certain pollutants. The overall list of pollutants is dictated by the National Ambient Air Quality Standards, or NAAQS:

- Sulfur dioxide (SO<sub>2</sub>)
- Carbon monoxide (CO)
- Inhalable particulates ("PM<sub>10</sub>")
- Fine particulates ("PM<sub>2.5</sub>")
- Lead (Pb)
- Nitrogen dioxide (NO<sub>2</sub>)
- Ozone (O<sub>3</sub>)

New York also has criteria for hydrocarbons (HC) and total suspended particulates (TSP).

The above list is all-inclusive; specific applications may require analysis of only some (or none) of the above pollutants, or they may require analysis at only some (or none) of the adjacent intersections.

For proposed projects in New York, the criteria for judging which pollutants to analyze is based on the methodology in the **Environmental Procedures Manual (EPM)** published by the NYSDOT Environmental Analysis Bureau in January 2001. There are two levels of criteria for determining whether and where pollutant analyses are warranted.

First, the pollutant must fall into one of two categories:

- 1) It is associated with vehicular traffic (when the site use itself will not generate pollutants)
- 2) It is typically studied on the local (as opposed to the regional) level

Next, the **EPM** has a three-step secondary procedure to determine what intersections might warrant air quality screening of the pollutants that pass the above test, based on meeting all three criteria.

### 1.2 Step 1: Pollutant Categories

Several pollutants can be eliminated from the screening list because they are not associated with vehicular emissions:

- a) Sulfur dioxide
- b) Inhalable particulates PM<sub>10</sub>
- c) Fine particulates PM<sub>2.5</sub>
- d) Total suspended particulates
- e) Lead\*

\* Lead used to be a significant vehicle pollutant, but it has dropped significantly since leaded gasoline was outlawed. Even older cars (1970s and prior) that need leaded gasoline instead get lead substitute mixed into unleaded gasoline. Therefore, lead is eliminated from the

This leaves nitrogen oxides, hydrocarbons, ozone, and carbon monoxide.

Next, two more pollutants are eliminated from the list because of their scale. Nitrogen oxides and hydrocarbons are important on a regional level, as opposed to individual projects.

Based on these two steps, only carbon monoxide remains as a potential subject pollutant.

### 1.3 Step 2: EPM Screening Procedure

This second level of screening determines which study intersections in the Traffic Study should be considered for micro-scale CO emissions analysis. This screening evaluated conditions during the AM and PM Build peak hours.

#### 1.1.1.1 Level of Service (LOS) Screening

This first step screens intersections based on their peak hour LOS. Intersections with LOS A, B, or C are eliminated from further consideration, as are intersections controlled by stop signs. The traffic study prepared by Atlantic Traffic includes ten signalized study intersections, seven of which will operate at or worse than LOS D in the Mitigated Build condition during at least one of the two peak hour periods, as shown below in Table 1:

**Table 1: LOS Screening Results**

	Intersection	AM peak hour	PM Peak Hour
1	New York State Route 110 at Old Walt Whitman/Duryea Road	E	E
2	New York State Route 110 at Old Country Road	E	F
3	Old Walt Whitman Road at LIE North Service Road		D
4	New York State Route 110 and LIE South Service Road		D
5	Proposed Canon Main Driveway and Old Walt Whitman Road		D
6	Round Swamp Road and LIE North Service Road	D	
7	Round Swamp Road and LIE South Service Road	D	

These levels of service include improvements to be built by the Town of Huntington or New York State Department of Transportation. Shaded cells denote periods where the LOS will be A, B, or C.

These seven intersections pass on to the next level of screening: Capture Criteria.

#### 1.1.1.2 Capture Criteria Screening

This step has five criteria that examine changes between the No Build and Build scenarios:

1. A 10% or more reduction in the source-receptor distance (occurs with road widening)
2. A 10% or more increase in traffic volume
3. A 10% or more increase in vehicle emissions (similar to the increase in vehicular volume, factored slightly by changes in truck trips)
4. Any increase in the number of queued lanes
5. A 20% reduction in travel speed, when Build speeds are below 30 mph

The first point of comparison was the percentage change in traffic volume. For the purposes of this analysis, it was projected that the traffic volume change (item 2) corresponds to the change in vehicle emissions (item 3), since this facility is not expected to significantly change heavy vehicle percentages along the LIE, Route 110, Round Swamp Road, or Old Country Road.

Table 2 on the next page lists the No Build intersection volumes, the site-generated volumes, and the percentage changes in volume between the No Build and Build conditions. As shown in the table, two intersections experience high enough volume changes to pass through to Level 3 screening:

**Table 2: Percentage Volume Changes**

Intersection	Time Period	No Build volumes	Site volumes	Percent Change	Over 10%?
Route 110 at Old Walt Whitman/Duryea Road	AM	4,762	245	5.1%	No
	PM	5,026	45	0.9%	No
Route 110 at Old Country Road	AM	4,124	195	4.7%	No
	PM	4,490	188	4.2%	No
Route 110 at LIE SSR	PM	6,232	312	5.0%	No
Round Swamp Road at LIE NSR	AM	3,750	0	0.0%	No
<b>Round Swamp Road at LIE SSR</b>	AM	3,210	465	14.5%	<b>Yes</b>
<b>Canon Main Driveway at Old Walt Whitman Road</b>	PM	1,517	895	59.0%	<b>Yes</b>
<b>Old Walt Whitman Road at LIE NSR</b>	PM	2,580	606	23.5%	<b>Yes</b>

For the remaining four intersections, items 1, 4, and 5 were examined next.

Changes in speed (item 5) are illustrated below in Table 3. Two intersections have at least one approach that experiences a high enough speed reduction to pass to the third screening level.

Travel speed data was provided by Atlantic Traffic, except for the eastbound and westbound approach speeds for the Route 110 intersections with Old Country Road and Old Walt Whitman Road/Duryea Road. Those reports were unavailable in the Synchro software, since these locations have no upstream intersections within the Synchro network that was created as part of the traffic impact study. Therefore, to be conservative, these two intersections were passed through to the third screening level, in case their eastbound or westbound approach speeds do change by over 20%.

**Table 3: Percentage Speed Changes (Increases denoted with "Inc")**

Intersection	Time Period	Approach	No Build Speed (mph)	Build Speed (mph)	Reduction (mph)	Percent Reduction	Over -20%?	
<i>Route 110-Old Walt Whitman/Duryea Road</i>	PM	Northbound	15.6	16.1	0.5	Inc.	No	
		Southbound	21.6	24.9	3.3	Inc.	No	
		<i>East &amp; West*</i>	No data available – location said to pass through					
<i>Route 110 at Old Country Road</i>	AM	Northbound	32.7	32.6	-0.1	-0.3%	No	
		Southbound	16.0	14.4	-1.6	-10.0%	No	
		<i>East &amp; West*</i>	No data available – location said to pass through					
	PM	Northbound	31.1	29.6	-1.5	-4.8%	No	
	Southbound	15.0	15.7	0.7	Inc.	No		
<i>Route 110 at LIE South Service Road</i>	PM	Northbound	32.8	26.9	-5.9	-18.0%	No	
		Southbound	26.1	17.1	-9.0	-34.5%	<b>Yes</b>	
		Eastbound	8.1	6.2	-1.9	-23.5%	<b>Yes</b>	
<b>Round Swamp at LIE North Service Road</b>	AM	Northbound	12.6	13.5	0.9	Inc.	No	
		Southbound	8.5	12.8	4.3	Inc.	No	
		Westbound	4.9	5.0	0.1	Inc.	No	

The intersection of Round Swamp Road with the LIE North Service Road would experience speed increases. Since it does not meet the speed reduction criteria, it was the only location to be analyzed for items 1 and 4 (which pertain to road widening). Since there are no proposed changes to this

intersection's number of lanes or lane widths, it does not meet criteria 1 or 4, and does not pass through to the final level of screening.

To summarize, the following six signalized intersections pass on to the third and final level of screening (Volume Threshold):

- Round Swamp Road and LIE South Service Road
- Canon Main Driveway and Old Walt Whitman Road
- Old Walt Whitman Road at LIE NSR
- Route 110 at Old Walt Whitman Road/Duryea Road
- Route 110 at Old Country Road
- Route 110 at the LIE South Service Road

#### 1.1.1.3 Signalized Intersection Volume Threshold Screening

This final screening step compares the peak hour approach volumes with threshold volumes determined from the appropriate EPM vehicle threshold table. Here, that table is Table 3c, which corresponds to signalized intersections. Each study location's highest approach volume would need to exceed the corresponding threshold volume, for the location to be a candidate for a micro-scale analysis during that peak hour. Below the threshold traffic volume, it is very unlikely that the location would violate the NAAQS for CO.

The volumes in the table are based on queue (idle) and free-flow (average speed) emission factors.

The emission factors in these tables are given by the U.S. Environmental Protection Agency (EPA) Mobile Source Emission Factor Model, MOBILE6, using data obtained from the NYS Department of Environmental Conservation (NYSDEC). MOBILE6.2, the most recent version of the program, generates emission factors for hydrocarbons (HC), CO, nitrogen oxides (NO<sub>x</sub>), particulate matter (PM), and air toxics.

The CO emission factors are listed in tables on the NYSDOT Environmental Analysis Bureau (EAB) website. Locations in Suffolk County use Table EF1 (attached at the end of this report).

To determine the appropriate volume threshold, the following steps were taken:

- 1) The locations are signalized intersections – use Table 3c (attached at the end of this report)
- 2) Route 110, Duryea Road, Old Country Road, Old Walt Whitman Road, Round Swamp Road, and the LIE service roads were classified as urban arterials (Functional class 14/16)
- 3) The intersections were located in Suffolk County, NYSDOT Region 10
- 4) The highest approach (e.g., eastbound, northbound) volumes were determined
- 5) The approaches' average travel speeds were established
- 6) The "Emission Factors" (EF) were determined using Table EF1 for the year 2010 (*Note: for emission factors that fall in between an interval, the upper bound emission factor was used.*)
- 7) The volume thresholds were determined from Table 3c

The hourly volumes are shown in Table 4 on the next page:

**Table 4: Hourly Build Volumes on Each Approach**

Intersection	Northbound	Southbound	Eastbound	Westbound
Round Swamp Road at LIE South Service Rd (AM)	897	1,369	<b><i>1,409</i></b>	NA
Old Walt Whitman at LIE North Service Rd	1,205	706	NA	<b><i>1,275</i></b>
Route 110 at Old Country Road	850	<b><i>2,274</i></b>	372	823
(PM)	<b><i>2,007</i></b>	1,378	753	540
Canon Main Driveway at Old Walt Whitman	673	<b><i>1,028</i></b>	692	19
Route 110 at Old Walt Whitman/Duryea Road	<b><i>2,740</i></b>	1,844	74	349
(PM)	2,175	<b><i>2,491</i></b>	94	311
Route 110 at LIE South Service Road (PM)	2,305	<b><i>2,482</i></b>	1,757	NA

The busiest approaches at each location are shown in bold italics.

Based on the speed data supplied by Atlantic Traffic (except for the North Service Road and for Walt Whitman Road at the Main Driveway, where the respective speeds were projected as “half of the 40 mph speed limit” due to the lack of available Synchro data), the average speeds on these approaches are shown in Table 5.

Since Emission Factors are based on speeds in 5 mph increments, and since the Factors increase with decreasing speed, each average speed was rounded down to the next 5 mph interval to be conservative (i.e., to yield a higher Emission Factor):

**Table 5: Average Approach Speeds (Build Condition)**

Intersection	Busiest Approach	Approach speed (mph)
Round Swamp Road at LIE South Service Rd	Eastbound SSR	7.2 (round to 5)
Old Walt Whitman at LIE North Service Road (PM)	Westbound NSR	20± (round to 15)
Route 110 at Old Country Road (AM)	Southbound (Rt. 110)	14.4 (round to 10)
(PM)	Northbound (Rt. 110)	29.6 (round to 25)
Canon Main Driveway at Old Walt Whitman (PM)	Southbound (Old WW Rd)	10.9 (round to 10)
Route 110 at Old Walt Whitman/Duryea Road (AM)	Northbound (Rt. 110)	20.2 (round to 20)
(PM)	Southbound (Rt. 110)	24.9 (round to 20)
Route 110 at LIE South Service Road (PM)	Southbound (Rt. 110)	17.1 (round to 15)

The next step was to determine each location’s Emission Factor, based on their approach speeds. These factors also needed to be calculated, based on the makeup of the approach’s traffic streams.

Based on Chapter 1.1 of the NYSDOT Environmental Analysis Bureau EPM (sections attached at the end of this report), on urban arterials in Region 10, the following vehicle types account for 99.6% of all January/winter-time vehicle registrations:

Percent	Vehicle Type
58.2%	LDGV Light-Duty gasoline vehicles (Passenger Cars)
24.6%	LDGT1 Light-Duty gasoline trucks (0-6000 lbs GVWR, 0-3750 lbs LVW)
12.20%	LDGT2 Light-Duty gasoline trucks (0-6000 lbs GVWR, 3751-5750 lbs LVW)
1.40%	HDGV Heavy-Duty gasoline trucks
3.2%	HDDV Heavy-Duty diesel trucks

Table EF1 was used to obtain the EFs for various vehicle types at the above-referenced approach speeds in 2010 (the Build year in the Traffic Impact Study) in Suffolk County (see Table 6):

**Table 6: Emission Factors**

Emission	Passenger Cars	LDGT1	LDGT2	HDGV	HDDV
Queue (0 mph)	53.53	46.22	49.74	79.65	6.42
10 mph	11.47	10.24	11.05	16.94	1.44
15 mph	10.61	9.46	10.21	11.9	1.04
20 mph	10.18	9.06	9.79	8.84	0.79

All Emission Factors are in terms of “grams of CO per mile,” except the idle factors, which are in terms of “grams of CO per hour.”

These factors were then weighted to see the overall “Vehicle Mix Weighted CO Emission Factor.” For example, the Weighted Queue Emission Factor (0 mph) is 49.91, calculated as follows:

- Passenger cars make up 58.2% of registrations.  $58.2\% \times \text{its base factor of } 53.53 = 31.15$
- LDGT1 makes up 24.6% of registrations.  $24.6\% \times \text{its base factor of } 46.22 = 11.37$
- LDGT2 makes up 12.2% of registrations.  $12.2\% \times \text{its base factor of } 49.74 = 6.07$
- HDGV makes up 1.4% of registrations.  $1.4\% \times \text{its base factor of } 79.65 = 1.12$
- HDDV makes up 3.2% of registrations.  $3.2\% \times \text{its base factor of } 6.42 = 0.21$
- **TOTAL OF  $31.15 + 11.37 + 6.07 + 1.12 + 0.21 = 49.91$**

All of the factors were then rounded up to the next higher interval in Table 3c:

- The Queue Emission Factor gets rounded up to 100, the smallest factor in the table
- All Emission Factors get rounded up to the near 2.5 g CO/mile. For example, the 13.75 factor (for the 5 mph range) gets rounded up to 15.0

Based on the above, the following table lists each Weighted Emission Factor, the corresponding minimum approach volumes from Table 3c, and the actual approach volumes:

**Table 7: Weighted CO Emission Factors and Volumes**

Speed	Weighted CO Emission Factor	Minimum Volume	Corresponding Locations & Volumes	Volume Met?
5 mph	13.75 (round to 15)	2,562	• Round Swamp at LIE South Service Road (AM): 1,409	NO
10 mph	10.83 (round to 12.5)	3,075	• Route 110 at Old Country Rd (AM): 2,274 • Canon Main Driveway (PM): 1,028	NO
15 mph	9.95 (round to 10)	3,800	• Old Walt Whitman Road at LIE North Service Road (PM): 1,275 • Route 110 at LIE South Service Road (PM): 2,482	NO
20 mph	9.50 (round to 10)	3,800	• Route 110 at Old Walt Whitman Rd (AM): 2,740 and (PM): 2,491	NO
25 mph	9.25 (round to 10)	3,800	• Route 110 at Old Country Rd (PM): 2,007	NO

As shown above, none of the busiest approach volumes meet the volume threshold.

## **2. Conclusion**

Several of the study intersections in the Canon, USA traffic study pass through the initial steps of Air Quality screening. However, since none of the critical approach volumes will exceed the Volume Thresholds, none of the intersections require a microscale CO analysis.

When intersections fail to pass through all of the above screening levels, it means that any CO concentration predicted in a micro-scale analysis would likely be well below ambient standards, and therefore this project will not have a significant air quality impact.

# ATTACHMENTS

- MOBILE 6.2 Emission Factor Table
- Environmental Procedures Manual Table 3c
- Environmental Procedures Manual:  
Air Quality Project Environmental Guidelines
- Speed and LOS Data Reports from Synchro (provided by Atlantic Traffic)

## MOBILE 6.2 Emission Factor Table

MOBILE6 CO Emission Factor Table  
 (Arterial, Collector, and Local Road)

For Bronx, Kings, Nassau, Queens, Richmond, Rockland, Suffolk, and Westchester Counties

Year: 2010

Veh. Type	CO Rate (grams/hour for 0.0 mph; grams/mile for 5 - 65 mph)													
	0.0	5.0	10.0	15.0	20.0	25.0	30.0	35.0	40.0	45.0	50.0	55.0	60.0	65.0
LDGV	53.53	14.55	11.47	10.61	10.18	9.95	9.88	9.94	10.24	10.54	10.84	11.14	11.44	11.74
LDGT1	46.22	12.87	10.24	9.46	9.06	8.85	8.79	8.84	9.13	9.41	9.69	9.97	10.25	10.53
LDGT2	49.74	13.86	11.05	10.21	9.79	9.56	9.50	9.56	9.87	10.17	10.47	10.77	11.08	11.38
LDGT3	50.62	13.64	10.61	9.73	9.29	9.05	8.98	9.04	9.35	9.67	9.98	10.29	10.61	10.92
LDGT4	51.47	13.90	10.82	9.93	9.48	9.24	9.17	9.24	9.55	9.87	10.19	10.51	10.82	11.14
HDTV2B	79.65	25.46	16.94	11.90	8.84	6.94	5.75	5.04	4.66	4.56	4.71	5.14	5.93	7.22
HDTV3	100.70	32.19	21.41	15.05	11.18	8.77	7.27	6.37	5.89	5.76	5.95	6.50	7.49	9.13
HDTV4	100.41	32.09	21.35	15.01	11.15	8.75	7.25	6.35	5.88	5.75	5.94	6.48	7.47	9.10
HDTV5	151.61	48.46	32.24	22.66	16.83	13.21	10.95	9.59	8.87	8.68	8.96	9.78	11.28	13.74
HDTV6	256.59	82.01	54.56	38.35	28.48	22.35	18.53	16.23	15.02	14.68	15.17	16.56	19.09	23.26
HDTV7	322.80	103.17	68.64	48.25	35.83	28.12	23.31	20.42	18.89	18.47	19.08	20.83	24.02	29.26
HDTV8A	397.79	127.14	84.58	59.46	44.16	34.65	28.72	25.16	23.28	22.77	23.52	25.67	29.60	36.06
LDDV	10.27	3.49	2.63	2.11	1.77	1.55	1.41	1.32	1.27	1.24	1.24	1.26	1.30	1.38
LDDT12	4.72	1.59	1.17	0.92	0.75	0.65	0.58	0.54	0.51	0.50	0.49	0.50	0.52	0.56
LDDT34	5.74	1.92	1.39	1.07	0.86	0.73	0.65	0.59	0.56	0.54	0.54	0.55	0.58	0.62
HDDV2B	6.42	2.09	1.44	1.04	0.79	0.62	0.51	0.45	0.40	0.38	0.38	0.39	0.43	0.49
HDDV3	7.79	2.54	1.75	1.27	0.96	0.76	0.63	0.54	0.49	0.46	0.46	0.48	0.52	0.59
HDDV4	10.15	3.32	2.29	1.65	1.25	0.98	0.81	0.71	0.64	0.61	0.60	0.62	0.68	0.77
HDDV5	10.28	3.36	2.32	1.67	1.26	1.00	0.83	0.71	0.65	0.61	0.61	0.63	0.69	0.78
HDDV6	12.30	4.02	2.77	2.00	1.51	1.19	0.99	0.85	0.77	0.73	0.73	0.76	0.82	0.93
HDDV7	14.68	4.79	3.31	2.39	1.80	1.42	1.18	1.02	0.92	0.88	0.87	0.90	0.98	1.12
HDDV8A	24.57	8.02	5.53	3.99	3.01	2.38	1.97	1.71	1.55	1.47	1.45	1.51	1.64	1.87
HDDV8B	29.83	9.74	6.72	4.85	3.66	2.89	2.39	2.07	1.88	1.78	1.77	1.83	1.99	2.27
HDBG	326.18	104.25	69.36	48.75	36.21	28.41	23.55	20.63	19.09	18.67	19.28	21.05	24.27	29.57
HDDBT	58.35	19.05	13.14	9.48	7.16	5.66	4.68	4.05	3.67	3.48	3.45	3.59	3.90	4.43
HDDBS	20.86	6.81	4.70	3.39	2.56	2.02	1.67	1.45	1.31	1.24	1.24	1.28	1.39	1.59
MC	217.05	51.75	26.99	18.96	15.27	13.00	11.36	10.15	9.31	8.77	8.56	8.56	13.93	19.31

Environmental Procedures Manual Table 3c

NYS DOT Environmental Procedures Manual, Chapter 1.1  
 Environmental Analysis Bureau  
 January, 2001

Table 3C. PEAK HOUR TRAFFIC VOLUME THRESHOLDS AT ANY APPROACH FOR SIGNALIZED INTERSECTIONS

	QUEUE EMISSION FACTOR (GRAMS/HOUR)																				
	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	
2.5	4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	3405
5.0	4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	3930	3670	3333	3157	2769	2593	2272	2042
7.5	4000	4000	4000	4000	4000	4000	3828	3742	3454	3298	3040	2900	2730	2570	2333	2182	1969	1893	1784	1642	
10.0	3800	3727	3481	3379	3202	3101	2878	2845	2654	2498	2390	2250	2111	1970	1933	1832	1637	1543	1484	1442	
12.5	3075	2927	2856	2679	2602	2501	2378	2279	2179	2048	2015	1850	1804	1720	1633	1557	1474	1418	1384	1329	
15.0	2562	2427	2381	2279	2202	2094	2028	1929	1841	1773	1740	1675	1604	1507	1483	1410	1361	1318	1309	1291	
17.5	2199	2142	2031	1979	1914	1869	1796	1729	1666	1623	1540	1500	1454	1407	1358	1310	1292	1280	1271	1253	
20.0	1927	1892	1815	1754	1689	1669	1621	1604	1528	1498	1415	1371	1354	1322	1292	1285	1254	1248	1221	1178	
22.5	1727	1710	1665	1613	1589	1556	1521	1454	1403	1373	1340	1296	1285	1272	1242	1216	1163	1148	1146	1084	
25.0	1627	1585	1542	1513	1454	1431	1396	1366	1328	1298	1283	1258	1210	1172	1167	1097	1063	1041	1039	1009	
27.5		1481	1429	1402	1354	1331	1296	1266	1228	1210	1183	1158	1110	1072	1067	1047	1000	953	951	934	
30.0			1329	1302	1279	1256	1211	1166	1153	1116	1083	1070	1060	997	979	972	921	903	876	865	
32.5				1202	1186	1181	1117	1116	1053	1041	1033	995	981	937	929	900	871	846	826	805	
35.0					1101	1081	1067	1016	1003	966	958	945	912	887	869	843	833	789	785	755	
37.5						1028	992	969	940	916	908	882	862	849	819	805	776	739	735	730	
40.0							942	908	886	866	851	838	810	797	794	755	738	721	710	686	
42.5								854	836	816	813	788	772	753	750	730	697	683	681	651	
45.0									798	778	763	750	734	715	709	680	672	658	643	626	
47.5										740	738	712	702	680	677	670	634	620	618	601	
50.0											700	687	670	655	645	638	609	595	593	582	
F 52.5												662	645	630	620	607	584	570	568	557	
R 55.0													620	608	595	582	577	551	543	538	
E 57.5														583	579	557	555	538	524	513	
E 60.0															557	544	531	513	511	497	
62.5																519	518	500	486	484	
F 65.0																	493	490	486	459	
L 67.5																		472	473	452	
O 70.0																			455	452	
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Environmental Procedures Manual:  
Air Quality Project Environmental Guidelines

NYS DOT Environmental Procedures Manual, Chapter 1.1  
Environmental Analysis Bureau  
January, 2001

## **CHAPTER 1.1**

# **AIR QUALITY**

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## **PROJECT ENVIRONMENTAL GUIDELINES**

January 2001

New York State Department of Transportation  
Environmental Analysis Bureau

## **Section 9. Projects Needing Air Quality Analysis**

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The National Environmental Policy Act (NEPA) and the State Environmental Quality Review Act (SEQR) are the Federal and State acts, respectively, that require environmental review of actions that may affect the environment. NYSDOT projects are subject to these environmental review requirements. The NEPA requirements for Federal-Aid highway projects are codified in the Federal Highway Administration regulations 23 CFR Part 771. SEQR regulations are codified in 6NYCRR Part 617 and 17NYCRR Part 15.

Projects that require air quality analysis are often based on the environmental class of the project. Projects that are classified as categorically excluded, by their nature, are more likely not to require an air quality analysis. Projects that are classified as requiring environmental assessments or environmental impact statements often require an air quality analysis.

If the project does not meet any of the criteria below, either for a microscale or a mesoscale analysis, then a quantitative air quality analysis is not required. In this case, the air quality section of environmental document should include the following statement: **An air quality analysis is not necessary since this project will not increase traffic volumes, reduce source-receptor distances or change other existing conditions to such a degree as to jeopardize attainment of the National Ambient Air Quality Standards.**

The actual determination of whether a project requires an air quality analysis is based on the project's potential to significantly affect air quality.

### **A. Criteria For Determining Which Projects Require An Air Quality Analysis.**

This section lists the specific criteria (and the assumptions used to determine the criteria) in determining the need for conducting an air quality analysis. The criteria are divided between microscale and mesoscale analyses.

#### **i. Criteria for Projects Needing A Microscale Air Quality Analysis**

Carbon Monoxide (CO) impacts are local; high concentrations are generally limited to within a relatively short distance of heavily traveled roadways. Consequently, it is appropriate to predict concentrations of CO on a localized or microscale basis.

Depending on the nature of the proposed project, a microscale air quality analysis may be required. The need for an analysis should be evaluated on any of the roadways in the project area or any other roadways affected by the project. Consultation with EAB is encouraged if departure from any of these criteria might be necessary to address project specific conditions.

The determination for a required microscale analysis is based on the consideration of various criteria. The outcome of the consideration of the criteria will establish the need for a microscale air quality analysis. The criteria are described below.

#### I-1. Level of Service (LOS) Screening

Intersections impacted by a project, with a build Estimated Time of Completion (ETC), ETC+10, and ETC+20 LOS of only A, B, or C, are generally excluded from microscale air quality analysis. The LOS levels are as defined by the Highway Capacity Manual (HCM). Regardless of the LOS, if there are potentially sensitive receptors, i.e. schools, hospitals, retirement communities, etc., the REC/RELM (Regional Environmental Contact/Regional Environmental-Landscape Manager) or EAB staff should be contacted to determine if a microscale analysis may be appropriate.

If there is no documented LOS information for an intersection or it can not be calculated due to over capacity traffic volumes, the intersection will be deemed to have a LOS of D or worse.

#### I-2. Capture Criteria Screening

Intersections and roadways impacted by the project and exhibiting ETC, ETC+10, or ETC+20 build LOS D, E, or F will be screened by the criteria below:

- 1) a 10 % or more reduction in the source-receptor distance (that is, the straight line distance between the edge of the travel lane closest to the receptor and that point of the receptor closest to the roadway);
- 2) a 10 % or more increase in traffic volume on affected roadways for ETC, ETC+10 or ETC+20;
- 3) a 10% or more increase in vehicle emissions for ETC, ETC+10 or ETC+20; Increases in vehicle emissions can be due to speed changes, changes in operating conditions (hot/cold starts), changes in vehicle mix, etc. Use the appropriate vehicle emission factor table provided in Attachment 1.1-E. to determine if this criterion is met. The emission factors for the project conditions associated with the no-build and build alternatives can be read from the table. To calculate the emission percentage change, the following formula should be used:

$$\% \text{ Change} = \frac{EF_{\text{build}} - EF_{\text{no-build}}}{EF_{\text{no-build}}} \times 100,$$

where  $EF_{build}$  and  $EF_{no-build}$  are the emission factors for the build and no-build conditions, respectively.

- 4) any increase in the number of queued lanes for ETC, ETC+10 or ETC+20; This criterion applies to intersections. Typical projects that may result in an increase in the number of queued lanes include intersection channelization projects and projects that install turn lanes at intersections. It is not expected that intersections in a build alternative controlled by stop signs will require an air quality analysis. If a particular stop sign situation may be appropriate for analysis, consultation with EAB is encouraged.
- 5) a 20% reduction in speed, when build estimated average speed is at 30 mph or less.

If the impacted intersection or roadway meets any one of the applicable criteria above, the use of the volume and emission factor chart is needed to do the volume threshold screening. If none of the criteria is met, the project does not need a microscale air quality analysis.

When a SIP intersection (an intersection analyzed in the CO SIP attainment demonstration) is located within ½ mile of the project, then a different set of criteria apply to those intersections. These criteria are:

- 1) a 5% or more reduction in the source-receptor distance (that is, the straight line distance between the edge of the travel lane closest to the receptor and that point of the receptor closest to the roadway);
- 2) a 5% or more increase in traffic volume on affected roadways for ETC, ETC+10 or ETC+20;
- 3) a 5% or more increase in vehicle emissions for ETC, ETC+10 or ETC+20; Increases in vehicle emissions can be due to speed changes, changes in operating conditions (hot/cold starts), changes in vehicle mix, etc. Use the appropriate vehicle emission factor table provided in Attachment 1.1-E to determine if this criteria is met. The emission factors for the project conditions associated with the no-build and build alternatives can be read from the table. To calculate the emission percentage change, the following formula should be used:

$$\% \text{ Change} = \frac{EF_{build} - EF_{no-build}}{EF_{no-build}} \times 100,$$

where  $EF_{\text{build}}$  and  $EF_{\text{no-build}}$  are the emission factors for the build and no-build conditions, respectively.

- 4) any increase in the number of queued lanes for ETC, ETC+10 or ETC+20; This criterion applies to intersections. Typical projects that may result in an increase in the number of queued lanes include intersection channelization projects and projects that install turn lanes at intersections. It is not expected that intersections in a build alternative controlled by stop signs will require an air quality analysis. If a particular stop sign situation may be appropriate for analysis, consultation with EAB is encouraged.
- 5) a 10% reduction in speed, when build estimated average speed is at 30 mph or less.

Intersections evaluated in the SIPs are listed in Table 2. Intersections within ½ mile of a SIP intersection are not subject to the volume threshold screening.

If the project does not meet any of the above criteria, a microscale air quality analysis is not required.

### I-3. Volume Threshold Screening

If any of the criteria listed above are realized, then a traffic volume threshold should be considered to further determine the need for a microscale air quality analysis (except for SIP intersections). The vehicle threshold tables (Table 3a, Table 3b, Table 3c) tie the volume threshold with emission factors. The advantage of this approach is that emission factors determined by project area specific vehicle speed, thermal states, and emission control strategies are used in the determination of vehicle thresholds. A wind speed of 1 m/s and an atmospheric stability of E are assumed in the development of the tables. The thresholds establish traffic volumes below which a violation of the NAAQS for carbon monoxide is extremely unlikely. Therefore, projects whose ETC, ETC+10, and ETC+20 peak hour volume, or if unavailable, design hour volumes (see discussion in Section 10.C.iii.) are equal to or less than the applicable threshold do not need a microscale air quality analysis.

Table 3a applies to one-way free flow traffic conditions with no traffic signal involved. To find the volume threshold, the user should determine emission factors for the specific free flow site. The highest emission factor should be used for the site in finding the corresponding vehicle volume threshold. Since the emission factors given in the table are in 2.5 g/mi interval, the user should always use the upper bound value when the emission factor falls in between two emission factors. No microscale air quality analysis is necessary when the peak hour volume is under the threshold. The highest vehicle volume threshold given in the table is 8000 vph. When the peak hour traffic volume exceeds 8000 vph, analysis should be performed.

Similar to Table 3a, Table 3b applies to two-way free flow sites with no traffic signal involved. Vehicle volume thresholds in the table are volumes in any single direction. They are determined the same way as for one-way free flow sites. No microscale air quality analysis is needed for a peak hour directional traffic volume under the volume threshold. When the peak hour directional traffic volume exceeds 8000 vph, analysis should be performed.

Table 3c applies to signalized intersections. It requires both free-flow and queue link emission factors to determine volume thresholds. The volumes in the table represent the total number of vehicles of any single approach to the intersections. Similar to the instruction above, the user should first determine free flow and queue emission factors for each approach at the intersection. The highest free flow and queue emission factors should be used to determine the vehicle volume threshold. When the emission factors fall in between an interval, the upper bound emission factor should be used.

If the project does not meet the applicable volume threshold, no microscale air quality analysis is necessary even if any of the other criteria are met. In this case, the standard statement listed at the beginning of this Section will suffice to address the microscale air quality concerns.

#### I-4. Ranking and Selection of Sites to be Modeled

If, as a result of evaluation by these criteria, a large number of intersections are identified as potentially requiring analyses, the intersections should be ranked and prioritized. Only those most likely to experience an air quality impact need to be analyzed. To accomplish this prioritization: 1) analyze all intersections related to SIP intersections as identified in Table 2; and 2) of the intersections identified by any of the other criteria, identify and analyze the intersections with the three highest level of service and the three highest traffic volumes. If none of these intersections exhibit an exceedance of the CO standards, then a sufficient number of intersections have been analyzed. If an intersection experiences an exceedance of a CO standard after Level 2 analysis described in Section 10, then the next three highest level of service intersections and the next three intersections with the highest traffic volumes should be identified and analyzed. This iterative process should continue until the analysis shows no more exceedances with the newly analyzed intersections.

For free flow sites, the same ranking methodology applies.

This guidance determines the minimum number of intersections to be analyzed. The analysis should be representative of the project area. In addition to the guidance offered above, the analysis should ensure adequate geographic coverage.

the vehicle fleet and adopted emission control strategies, such as vehicle operating mode (hot start/cold start/stabilized), percentages of oxygenated fuels used, ambient temperature, anti-tampering program data, and I/M program data such as stringency, compliance rate, waiver rate, frequency, and vehicle model years.

Attachment 1.1-E contains four emission factor tables for project air quality analyses. The four tables represent various combinations of I/M programs and reformulated gasoline requirements across the state.

Carbon Monoxide Emission Factor Table EF1 is to be used in the counties of Westchester, Rockland, Nassau, Suffolk, Bronx, Kings, Queens, and Richmond. It describes a downstate average vehicle registration distribution, an anti-tampering program, a basic I/M program followed by an enhanced I/M program called New York test, a reformulated gasoline program, and a low emission vehicle program.

Carbon Monoxide Emission Factor Table EF2 is to be used in New York County. The only difference between Table EF1 and Table EF2 is the average ambient temperature. Table EF1 is based on a temperature of 43 °F and Table EF2 is based on 50 °F temperature.

Carbon Monoxide Emission Factor Table EF3 is to be used in Dutchess, Orange, and Putnam counties in Region 8. It contains an upstate vehicle registration distribution, an anti-tampering program, a gas cap check program, a reformulated gasoline program, and a low emission vehicle program.

Carbon Monoxide Emission Factor Table EF4 should be used in all other upstate counties. It has an upstate vehicle registration distribution, an anti-tampering program, a gas cap check program and a low emission vehicle program.

The NYS enhanced I/M program is in place starting in 1999 in the New York City metropolitan area. The gas cap inspection program is in place starting in 1999 in the rest of the upstate counties.

For projects that extend from one emission control area into another emission control area and for projects in an emission control area but near the boundary, it will be necessary to account for vehicles registered in these different areas and weight the emission factors accordingly. Transportation data, such as origin-destination surveys, can be used to establish percentages of vehicles entering or leaving an emission control area. This type of information is acceptable as a surrogate for vehicle registration data.

The explanatory introductions to the tables describe the parameters that were included in the MOBILE model calculation of the emission factor table for that area. The table includes the emission factors as a function of the operating mode (hot/cold starts or stabilized mode). If traffic projections indicating the number of cold starts are available then they should be used to determine the emission factor. If project specific projections of operating modes are not available, they can be estimated using Table 7 (described below). To determine the composite emission factor, it will

require the multiplication of the fraction of each vehicle class in Table 6a by the emission factor for that vehicle type at the selected speed, operating mode, and model year from the appropriate emission factor table and the addition of each component.

Detailed information regarding the MOBILE5b inputs and guidance regarding the calculations of the emission factor is provided along with the tables. These tables should be used in general and should cover most situations in which emission factors are required. When emission factors for a specific vehicle speed and/or cold start can not be found in the table, the user should use the emission factors from the next available speed and/or cold start, which is more conservative. If project circumstances require emission factors for special vehicle speeds and/or cold starts, EAB should be contacted for assistance. The inputs to MOBILE5b are complex and it is imperative that the emission control strategies be characterized correctly for the model. In these circumstances EAB can provide the appropriate emission factors.

#### iv. Ambient Air Temperature

Different ambient air temperatures are used in MOBILE5b emissions model input for emission factor determinations. For Westchester, Rockland, Nassau, Suffolk, Bronx, Kings, Queens, and Richmond Counties, 43 °F is used. 50 °F is used for New York County. For the rest of the upstate counties, 30 °F is used. These temperature values represent typical worst-case conditions and are based on observed temperatures associated with elevated CO concentrations. In some cases, other temperatures could be associated with worst-case conditions (for example, an area that has very high summer volumes compared to winter time volumes). EAB should be consulted, as indicated previously, in situations like these.

#### v. Vehicle Mix

The project specific vehicle mix should be used. If it is unavailable, the vehicle mix information in Table 6a or Table 6b can be used. Table 6a is for winter and Table 6b is for summer.

#### vi. Vehicle Hot/Cold Starts (Thermal States)

Use of project specific thermal states is encouraged. EAB can provide information on how this information can be obtained from other transportation data or collected in the field. Otherwise, Table 7 provides conservative estimates of thermal states and can be used.

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**Table 6a. Winter Time Vehicle Distribution by NYSDOT Regions**

REGION	ROAD TYPE	LDGV	LDGT1	LDGT2	HDGV	LDDV	LDDT	HDDV	MC
1	RURAL FREE/EXP	48.7%	20.6%	15.8%	4.5%	0.1%	0.3%	10.0%	0.0%
	RURAL ARTERIALS	51.4%	21.7%	17.4%	2.8%	0.1%	0.3%	6.3%	0.0%
	RURAL OTHER	52.7%	22.2%	18.2%	2.0%	0.1%	0.3%	4.5%	0.0%
	URBAN FREE/EXP	51.5%	21.7%	19.2%	2.2%	0.1%	0.3%	5.0%	0.0%
	URBAN ARTERIALS	55.1%	23.3%	15.6%	1.7%	0.1%	0.3%	3.9%	0.0%
	URBAN OTHER	56.2%	23.7%	15.7%	1.2%	0.1%	0.3%	2.8%	0.0%
2	RURAL FREE/EXP	48.6%	20.6%	16.3%	4.4%	0.1%	0.2%	9.8%	0.0%
	RURAL ARTERIALS	49.3%	20.8%	20.4%	2.8%	0.1%	0.3%	6.3%	0.0%
	RURAL OTHER	49.6%	20.9%	20.8%	2.6%	0.1%	0.3%	5.7%	0.0%
	URBAN FREE/EXP	51.4%	21.7%	15.9%	3.3%	0.1%	0.3%	7.3%	0.0%
	URBAN ARTERIALS	54.1%	22.9%	16.5%	1.9%	0.1%	0.3%	4.2%	0.0%
	URBAN OTHER	56.0%	23.7%	15.2%	1.4%	0.1%	0.3%	3.3%	0.0%
3	RURAL FREE/EXP	49.5%	20.9%	14.0%	4.7%	0.1%	0.3%	10.5%	0.0%
	RURAL ARTERIALS	52.9%	22.4%	17.3%	2.2%	0.1%	0.3%	4.8%	0.0%
	RURAL OTHER	52.8%	22.3%	18.4%	1.9%	0.1%	0.3%	4.2%	0.0%
	URBAN FREE/EXP	53.2%	22.5%	15.1%	2.7%	0.1%	0.3%	6.1%	0.0%
	URBAN ARTERIALS	55.5%	23.5%	15.7%	1.5%	0.1%	0.3%	3.4%	0.0%
	URBAN OTHER	58.8%	24.9%	13.3%	0.8%	0.1%	0.3%	1.8%	0.0%
4	RURAL FREE/EXP	49.7%	21.0%	14.6%	4.4%	0.1%	0.3%	9.9%	0.0%
	RURAL ARTERIALS	50.9%	21.5%	18.2%	2.8%	0.1%	0.3%	6.2%	0.0%
	RURAL OTHER	52.4%	22.1%	19.1%	1.9%	0.1%	0.3%	4.1%	0.0%
	URBAN FREE/EXP	56.4%	23.9%	14.5%	1.5%	0.1%	0.3%	3.3%	0.0%
	URBAN ARTERIALS	57.0%	24.1%	14.0%	1.4%	0.1%	0.3%	3.1%	0.0%
	URBAN OTHER	58.7%	24.8%	13.5%	0.8%	0.1%	0.3%	1.8%	0.0%
5	RURAL FREE/EXP	34.9%	14.7%	16.7%	10.3%	0.1%	0.2%	23.1%	0.0%
	RURAL ARTERIALS	46.3%	19.6%	21.8%	3.7%	0.1%	0.3%	8.2%	0.0%
	RURAL OTHER	48.5%	20.5%	22.9%	2.4%	0.1%	0.3%	5.3%	0.0%
	URBAN FREE/EXP	49.7%	21.0%	15.6%	4.1%	0.1%	0.3%	9.2%	0.0%
	URBAN ARTERIALS	55.1%	23.3%	16.1%	1.6%	0.1%	0.3%	3.5%	0.0%
	URBAN OTHER	58.1%	24.5%	13.5%	1.1%	0.1%	0.3%	2.4%	0.0%
6	RURAL FREE/EXP	35.1%	14.8%	15.4%	10.6%	0.1%	0.2%	23.8%	0.0%
	RURAL ARTERIALS	45.9%	19.4%	18.2%	5.0%	0.1%	0.3%	11.1%	0.0%
	RURAL OTHER	49.3%	20.8%	21.0%	2.6%	0.1%	0.3%	5.9%	0.0%
	URBAN FREE/EXP	54.6%	23.1%	15.4%	2.0%	0.1%	0.3%	4.5%	0.0%
	URBAN ARTERIALS	54.9%	23.2%	15.6%	1.8%	0.1%	0.3%	4.1%	0.0%
	URBAN OTHER	55.6%	23.5%	15.4%	1.6%	0.1%	0.3%	3.5%	0.0%
7	RURAL FREE/EXP	43.6%	18.5%	14.7%	7.1%	0.1%	0.2%	15.8%	0.0%
	RURAL ARTERIALS	49.2%	20.7%	20.0%	3.0%	0.1%	0.2%	6.8%	0.0%
	RURAL OTHER	50.5%	21.4%	20.7%	2.2%	0.1%	0.3%	4.8%	0.0%
	URBAN FREE/EXP	51.0%	21.6%	17.5%	2.9%	0.1%	0.3%	6.6%	0.0%
	URBAN ARTERIALS	55.2%	23.3%	15.6%	1.7%	0.1%	0.3%	3.8%	0.0%
	URBAN OTHER	56.2%	23.8%	15.9%	1.1%	0.1%	0.3%	2.6%	0.0%
8	RURAL FREE/EXP	50.1%	21.1%	11.5%	5.2%	0.1%	0.3%	11.7%	0.0%
	RURAL ARTERIALS	58.3%	24.6%	11.8%	1.5%	0.1%	0.3%	3.4%	0.0%
	RURAL OTHER	57.0%	24.1%	14.0%	1.4%	0.1%	0.3%	3.1%	0.0%
	URBAN FREE/EXP	50.2%	21.2%	14.3%	4.3%	0.1%	0.3%	9.6%	0.0%
	URBAN ARTERIALS	52.8%	22.3%	18.0%	2.0%	0.1%	0.3%	4.5%	0.0%
	URBAN OTHER	55.3%	23.4%	16.8%	1.3%	0.1%	0.3%	2.8%	0.0%

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(Table 6a continued)

REGION	ROAD TYPE	LDGV	LDGT1	LDGT2	HDGV	LDDV	LDDT	HDDV	MC
9	RURAL FREE/EXP	43.8%	18.5%	13.8%	7.3%	0.1%	0.2%	16.3%	0.0%
	RURAL ARTERIALS	51.2%	21.6%	18.6%	2.5%	0.1%	0.3%	5.7%	0.0%
	RURAL OTHER	52.7%	22.2%	18.4%	1.9%	0.1%	0.3%	4.4%	0.0%
	URBAN FREE/EXP	46.1%	19.5%	17.0%	5.3%	0.1%	0.2%	11.8%	0.0%
	URBAN ARTERIALS	51.9%	21.9%	18.5%	2.3%	0.1%	0.3%	5.0%	0.0%
	URBAN OTHER	53.9%	22.8%	17.2%	1.8%	0.1%	0.3%	3.9%	0.0%
10	RURAL FREE/EXP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	RURAL ARTERIALS	51.7%	21.9%	19.3%	2.1%	0.1%	0.3%	4.6%	0.0%
	RURAL OTHER	56.0%	23.7%	15.8%	1.3%	0.1%	0.3%	2.8%	0.0%
	URBAN FREE/EXP	54.4%	23.0%	11.9%	3.2%	0.1%	0.3%	7.1%	0.0%
	URBAN ARTERIALS	58.2%	24.6%	12.2%	1.4%	0.1%	0.3%	3.2%	0.0%
	URBAN OTHER	58.7%	24.8%	12.3%	1.2%	0.1%	0.3%	2.6%	0.0%
11	RURAL FREE/EXP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	RURAL ARTERIALS	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	RURAL OTHER	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	URBAN FREE/EXP	61.0%	25.8%	6.1%	2.0%	0.2%	0.3%	4.6%	0.0%
	URBAN ARTERIALS	59.6%	25.2%	9.9%	1.5%	0.1%	0.3%	3.4%	0.0%
	URBAN OTHER	59.4%	25.1%	11.6%	1.1%	0.1%	0.3%	2.4%	0.0%

## Speed Data Reports from Synchro

Arterial Level of Service: NB Old Walt Whitman Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Park Drive	III	30	12.7	1.2	13.9	0.09	23.3	C
Baylis Road	III	30	44.1	5.2	49.3	0.35	25.4	B
Pineridge Street	III	30	11.4	2.8	14.2	0.07	18.7	C
LIE South Service Ro	III	30	44.5	39.9	84.4	0.35	14.9	D
LIE North Service Ro	III	30	21.1	47.5	68.6	0.16	8.3	F
Sweet Hollow Road	III	30	79.1	8.4	87.5	0.66	27.1	B
<b>Total</b>	<b>III</b>		<b>212.9</b>	<b>105.0</b>	<b>317.9</b>	<b>1.68</b>	<b>19.0</b>	<b>C</b>

Arterial Level of Service: SB Old Walt Whitman Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sweet Hollow Road	III	30	19.5	13.6	33.1	0.15	15.8	D
LIE North Service Ro	III	30	79.1	33.9	113.0	0.66	21.0	C
LIE South Service Ro	III	30	21.1	9.9	31.0	0.16	18.3	C
Pineridge Street	III	30	44.5	7.4	51.9	0.35	24.3	B
Northgate Circle	III	30	11.4	8.7	20.1	0.07	13.2	E
Park Drive	III	30	44.1	2.0	46.1	0.35	27.1	B
<b>Total</b>	<b>III</b>		<b>219.7</b>	<b>75.5</b>	<b>295.2</b>	<b>1.73</b>	<b>21.1</b>	<b>C</b>

Arterial Level of Service: WB LIE North Service Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Round Swamp Road	II	40	12.9	69.5	82.4	0.11	4.9	F
Total	II		12.9	69.5	82.4	0.11	4.9	F

Arterial Level of Service: EB LIE South Service Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Round Swamp Road	II	40	15.1	28.2	43.3	0.13	10.9	F
Old Walt Whitman Road		40	35.6	54.7	90.3	0.36	14.3	E
Route 110	II	40	16.6	15.1	31.7	0.14	16.4	E
Total	II		67.3	98.0	165.3	0.64	13.8	E

Arterial Level of Service: EB Old Walt Whitman Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Route 110	IV	30	17.6	57.0	74.6	0.10	4.7	F
Total	IV		17.6	57.0	74.6	0.10	4.7	F

Arterial Level of Service: WB Old Walt Whitman Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Route 110	III	30	24.6	68.4	93.0	0.19	7.5	F
Total	III		24.6	68.4	93.0	0.19	7.5	F

Arterial Level of Service: NB Round Swamp Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LIE South Service Road	IV	30	18.8	23.6	42.4	0.13	10.6	D
LIE North Service Road	IV	30	13.1	3.3	16.4	0.06	12.6	D
Total	IV		31.9	26.9	58.8	0.18	11.2	D

Arterial Level of Service: SB Round Swamp Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LIE North Service Road	IV	30	18.0	24.4	42.4	0.10	8.5	E
LIE South Service Road	IV	30	13.1	4.3	17.4	0.06	11.9	D
Total	IV		31.1	28.7	59.8	0.16	9.5	D

Arterial Level of Service: NB Route 110

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Walt Whitman Roal		45	23.7	17.4	41.1	0.23	20.0	D
LIE South Service Ro	II	45	70.7	25.9	96.6	0.88	33.0	B
LIE North Service Ro	II	45	24.2	17.9	42.1	0.23	19.9	D
Old Country Road	II	45	66.3	25.0	91.3	0.83	32.7	B
<b>Total</b>	<b>II</b>		<b>184.9</b>	<b>86.2</b>	<b>271.1</b>	<b>2.18</b>	<b>28.9</b>	<b>B</b>

Arterial Level of Service: SB Route 110

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Country Road	II	45	19.5	20.8	40.3	0.18	16.0	E
LIE North Service Ro	II	45	66.3	24.7	91.0	0.83	32.8	B
LIE South Service Ro	II	45	24.2	11.2	35.4	0.23	23.7	C
Old Walt Whitman Roal		45	70.7	23.9	94.6	0.88	33.7	B
<b>Total</b>	<b>II</b>		<b>180.7</b>	<b>80.6</b>	<b>261.3</b>	<b>2.13</b>	<b>29.3</b>	<b>B</b>

Arterial Level of Service: NB Old Walt Whitman Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Park Drive	III	30	12.4	3.3	15.7	0.09	20.1	C
Baylis Road	III	30	44.1	9.6	53.7	0.35	23.3	C
Pineridge Street	III	30	11.2	3.4	14.6	0.07	17.7	D
LIE South Service Ro	III	30	44.8	28.5	73.3	0.35	17.3	D
LIE North Service Ro	III	30	20.9	4.8	25.7	0.16	21.9	C
Sweet Hollow Road	III	30	79.2	9.7	88.9	0.66	26.8	B
Total	III		212.6	59.3	271.9	1.68	22.2	C

Arterial Level of Service: SB Old Walt Whitman Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sweet Hollow Road	III	30	19.5	8.4	27.9	0.15	18.7	C
LIE North Service Ro	III	30	79.2	60.5	139.7	0.66	17.0	D
LIE South Service Ro	III	30	20.9	2.4	23.3	0.16	24.1	B
Pineridge Street	III	30	44.8	7.9	52.7	0.35	24.1	B
Northgate Circle	III	30	11.2	12.7	23.9	0.07	10.8	E
Park Drive	III	30	44.1	4.8	48.9	0.35	25.6	B
Total	III		219.7	96.7	316.4	1.73	19.7	C

## Arterial Level of Service: WB LIE North Service Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Round Swamp Road	II	40	11.8	71.5	83.3	0.10	4.4	F
Total	II		11.8	71.5	83.3	0.10	4.4	F

## Arterial Level of Service: EB LIE South Service Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Round Swamp Road	II	40	14.8	34.8	49.6	0.13	9.3	F
Old Walt Whitman Road		40	35.6	40.9	76.5	0.36	16.9	E
Route 110	II	40	16.6	47.4	64.0	0.14	8.1	F
Total	II		67.0	123.1	190.1	0.63	12.0	F

## Arterial Level of Service: EB Old Walt Whitman Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Route 110	IV	30	19.7	47.6	67.3	0.11	5.8	F
Total	IV		19.7	47.6	67.3	0.11	5.8	F

## Arterial Level of Service: NB Round Swamp Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LIE South Service Road	IV	30	21.4	21.8	43.2	0.12	9.9	D
LIE North Service Road	IV	30	12.9	9.5	22.4	0.06	9.1	D
Total	IV		34.3	31.3	65.6	0.18	9.6	D

## Arterial Level of Service: SB Round Swamp Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LIE North Service Road	IV	30	16.0	27.4	43.4	0.09	7.4	E
LIE South Service Road	IV	30	12.9	2.9	15.8	0.06	12.9	D
Total	IV		28.9	30.3	59.2	0.15	8.8	E

## Arterial Level of Service: NB Route 110

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Duryea Road	II	45	23.9	29.2	53.1	0.23	15.6	E
LIE South Service Road	II	45	70.8	26.4	97.2	0.88	32.8	B
LIE North Service Road	II	45	24.3	3.5	27.8	0.23	30.3	B
Old Country Road	II	45	64.0	31.7	95.7	0.80	30.1	B
Total	II		183.0	90.8	273.8	2.15	28.2	B

Arterial Level of Service: SB Route 110

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Country Road	II	45	11.6	14.0	25.6	0.11	15.0	E
LIE North Service Ro	II	45	64.0	24.1	88.1	0.80	32.7	B
LIE South Service Ro	II	45	24.3	7.9	32.2	0.23	26.1	C
Old Walt Whitman Road		45	70.8	76.5	147.3	0.88	21.6	D
<b>Total</b>	<b>II</b>		<b>170.7</b>	<b>122.5</b>	<b>293.2</b>	<b>2.02</b>	<b>24.9</b>	<b>C</b>

Arterial Level of Service: NB Old Walt Whitman Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Park Drive	III	30	12.4	2.1	14.5	0.09	21.9	C
Baylis Road	III	30	44.0	4.7	48.7	0.35	25.6	B
Pineridge Street	III	30	11.2	4.3	15.5	0.07	16.8	D
FedEx Driveway S	III	30	25.8	19.0	44.8	0.20	16.3	D
LIE South Service Ro	III	30	20.0	23.0	43.0	0.15	12.5	E
LIE North Service Ro	III	30	20.6	13.8	34.4	0.15	16.1	D
Sweet Hollow Road	III	30	79.4	8.4	87.8	0.66	27.1	B
Total	III		213.4	75.3	288.7	1.68	20.9	C

Arterial Level of Service: SB Old Walt Whitman Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sweet Hollow Road	III	30	19.5	18.4	37.9	0.15	13.8	E
LIE North Service Ro	III	30	79.4	34.3	113.7	0.66	21.0	C
LIE South Service Ro	III	30	20.6	15.9	36.5	0.15	15.2	D
Canon Main Driveway III	III	30	20.0	13.8	33.8	0.15	15.9	D
Pineridge Street	III	30	25.8	9.7	35.5	0.20	20.6	C
Northgate Circle	III	30	11.2	1.6	12.8	0.07	20.4	C
Park Drive	III	30	44.0	2.1	46.1	0.35	27.1	B
Total	III		220.5	95.8	316.3	1.73	19.7	C

Arterial Level of Service: EB Canon Main Driveway

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Walt Whitman Road	V	25	19.7	0.0	19.7	0.09	16.3	C
Total	IV		19.7	0.0	19.7	0.09	16.3	C

Arterial Level of Service: WB LIE North Service Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Round Swamp Road	II	40	11.9	62.1	74.0	0.10	5.0	F
Total	II		11.9	62.1	74.0	0.10	5.0	F

Arterial Level of Service: EB LIE South Service Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Round Swamp Road	II	40	15.5	51.8	67.3	0.13	7.2	F
Old Walt Whitman Road	I	40	35.5	26.6	62.1	0.36	20.8	D
Route 110	II	40	16.7	28.6	45.3	0.14	11.5	F
Total	II		67.7	107.0	174.7	0.64	13.2	E

Arterial Level of Service: EB Old Walt Whitman Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Route 110	IV	30	18.4	59.2	77.6	0.10	4.7	F
Total	IV		18.4	59.2	77.6	0.10	4.7	F

Arterial Level of Service: NB Round Swamp Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LIE South Service Road	IV	30	21.2	28.1	49.3	0.12	8.6	E
LIE North Service Road	IV	30	12.4	2.1	14.5	0.05	13.5	C
Total	IV		33.6	30.2	63.8	0.17	9.7	D

Arterial Level of Service: SB Round Swamp Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LIE North Service Road	IV	30	21.7	18.9	40.6	0.14	12.8	D
LIE South Service Road	IV	30	12.4	10.0	22.4	0.05	8.8	E
Total	IV		34.1	28.9	63.0	0.20	11.4	D

Arterial Level of Service: NB Route 110

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Duryea Road	II	45	24.2	17.3	41.5	0.23	20.2	D
LIE South Service Ro	II	45	70.6	29.8	100.4	0.88	31.6	B
LIE North Service Ro	II	45	24.3	1.4	25.7	0.23	32.7	B
Old Country Road	II	45	65.8	25.1	90.9	0.82	32.6	B
<b>Total</b>	<b>II</b>		<b>184.9</b>	<b>73.6</b>	<b>258.5</b>	<b>2.17</b>	<b>30.2</b>	<b>B</b>

Arterial Level of Service: SB Route 110

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Country Road	II	45	16.3	21.1	37.4	0.15	14.4	E
LIE North Service Ro	II	45	65.8	31.8	97.6	0.82	30.4	B
LIE South Service Ro	II	45	24.3	6.5	30.8	0.23	27.3	C
Old Walt Whitman Road	II	45	70.6	32.9	103.5	0.88	30.7	B
<b>Total</b>	<b>II</b>		<b>177.0</b>	<b>92.3</b>	<b>269.3</b>	<b>2.09</b>	<b>27.9</b>	<b>C</b>

Arterial Level of Service: NB Old Walt Whitman Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Park Drive	III	30	11.6	4.1	15.7	0.08	18.9	C
Baylis Road	III	30	44.1	3.3	47.4	0.35	26.4	B
Pineridge Street	III	30	11.3	3.2	14.5	0.07	18.1	C
Canon Main Driveway	III	30	26.1	59.2	85.3	0.21	8.7	F
LIE South Service Ro	III	30	19.7	29.9	49.6	0.15	10.7	E
LIE North Service Ro	III	30	20.6	7.5	28.1	0.15	19.7	C
Sweet Hollow Road	III	30	79.2	9.5	88.7	0.66	26.8	B
Total	III		212.6	116.7	329.3	1.67	18.3	C

Arterial Level of Service: SB Old Walt Whitman Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sweet Hollow Road	III	30	19.5	8.1	27.6	0.15	18.9	C
LIE North Service Ro	III	30	79.2	28.1	107.3	0.66	22.2	C
LIE South Service Ro	III	30	20.6	4.1	24.7	0.15	22.4	C
Canon Main Driveway	III	30	19.7	29.0	48.7	0.15	10.9	E
Pineridge Street	III	30	26.1	24.9	51.0	0.21	14.5	D
Northgate Circle	III	30	11.3	3.1	14.4	0.07	18.2	C
Park Drive	III	30	44.1	8.4	52.5	0.35	23.8	C
Total	III		220.5	105.7	326.2	1.73	19.1	C

Arterial Level of Service: EB Canon Main Driveway

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Walt Whitman Road	V	25	19.0	0.0	19.0	0.09	16.4	C
Total	IV		19.0	0.0	19.0	0.09	16.4	C

Arterial Level of Service: WB LIE North Service Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Round Swamp Road	II	40	12.8	49.5	62.3	0.11	6.4	F
Total	II		12.8	49.5	62.3	0.11	6.4	F

Arterial Level of Service: EB LIE South Service Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Round Swamp Road	II	40	16.5	32.1	48.6	0.14	10.6	F
Old Walt Whitman Road	I	40	35.7	34.4	70.1	0.36	18.5	D
Route 110	II	40	16.6	67.9	84.5	0.14	6.2	F
Total	II		68.8	134.4	203.2	0.65	11.5	F

Arterial Level of Service: EB Old Walt Whitman Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Route 110	IV	30	20.3	48.2	68.5	0.11	5.9	F
Total	IV		20.3	48.2	68.5	0.11	5.9	F

Arterial Level of Service: NB Round Swamp Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LIE South Service Road	IV	30	21.4	20.8	42.2	0.12	10.1	D
LIE North Service Road	IV	30	12.2	10.8	23.0	0.05	8.4	E
Total	IV		33.6	31.6	65.2	0.17	9.5	D

Arterial Level of Service: SB Round Swamp Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LIE North Service Road	IV	30	20.5	33.2	53.7	0.14	9.2	D
LIE South Service Road	IV	30	12.2	13.5	25.7	0.05	7.5	E
Total	IV		32.7	46.7	79.4	0.19	8.6	E

Arterial Level of Service: NB Route 110

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Duryea Road	II	45	23.6	27.0	50.6	0.23	16.1	E
LIE South Service Ro	II	45	70.7	47.4	118.1	0.88	26.9	C
LIE North Service Ro	II	45	24.3	3.4	27.7	0.23	30.3	B
Old Country Road	II	45	65.5	34.2	99.7	0.82	29.6	B
<b>Total</b>	<b>II</b>		<b>184.1</b>	<b>112.0</b>	<b>296.1</b>	<b>2.16</b>	<b>26.3</b>	<b>C</b>

Arterial Level of Service: SB Route 110

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Country Road	II	45	13.1	14.5	27.6	0.12	15.7	E
LIE North Service Ro	II	45	65.5	23.0	88.5	0.82	33.3	B
LIE South Service Ro	II	45	24.3	24.8	49.1	0.23	17.1	D
Old Walt Whitman Road		45	70.7	56.8	127.5	0.88	24.9	C
<b>Total</b>	<b>II</b>		<b>173.6</b>	<b>119.1</b>	<b>292.7</b>	<b>2.06</b>	<b>25.3</b>	<b>C</b>

Table B

LOS Signalized Intersection Comparison: Old Walt Whitman Road & Long Island Expressway North Service Road

Atlantic Traffic  
A DESIGN ENGINEERS, INC.

Job Title: Proposed Canon Corporate Center  
Job No: AN08003  
Date: December 2, 2008

SYNCHRO

Time Period	2008 Existing			2010 No-Build			2010 No-Build w/Town & DOT			2010 Build			2010 Build w/Mitigation			
	Mvmt.	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS
Weekday Morning Peak Hour	WB-T	11.8	0.79	B	12.0	0.81	B	17.7	0.81	B	19.4	0.99	B	32.6	0.90	C
	R	0.0	0.09	A	0.0	0.09	A	0.1	0.09	A	0.0	0.09	A	0.1	0.09	A
	NB-L	29.8	0.60	C	30.1	0.56	C	30.1	0.56	C	82.5	1.05	F	33.2	0.62	C
	T	44.9	0.98	D	47.5	0.97	D	47.5	0.97	D	46.5	0.98	D	13.8	0.76	B
	SB-T	36.0	0.70	D	33.9	0.67	C	33.9	0.67	C	70.4	0.99	E	34.3	0.72	C
R	15.0	0.38	B	16.0	0.40	B	16.0	0.40	B	21.8	0.43	C	20.8	0.33	C	
OVERALL	24.4	-	-	25.0	-	-	27.4	-	-	38.1	-	-	26.6	-	-	C

Time Period	2008 Existing			2010 No-Build			2010 No-Build w/Town & DOT			2010 Build			2010 Build w/Mitigation			
	Mvmt.	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS
Weekday Evening Peak Hour	WB-T	50.3	0.97	D	53.5	0.99	D	61.9	0.99	E	63.9	1.03	E	47.8	0.99	D
	R	0.0	0.05	A	0.0	0.05	A	0.1	0.05	A	0.0	0.05	A	0.1	0.05	A
	NB-L	10.9	0.66	B	10.3	0.61	B	10.3	0.61	B	169.4	1.33	F	49.5	1.02	D
	T	5.2	0.29	A	4.8	0.29	A	4.8	0.29	A	5.1	0.33	A	7.5	0.29	A
	SB-T	65.1	0.81	E	60.5	0.77	E	60.5	0.77	E	69.2	0.86	E	28.1	0.50	C
R	151.4	1.23	F	178.5	1.29	F	178.5	1.29	F	335.3	1.85	F	76.4	1.02	C	
OVERALL	37.6	-	-	63.4	-	-	66.9	-	-	127.9	-	-	45.8	-	-	D

**Atlantic Traffic**  
 & DESIGN ENGINEERS, INC.

Job Title: Proposed Canon Corporate Center  
 Job No: AN08003  
 Date: December 2, 2008

**LOS Signalized Intersection Comparison: Route 110 & Old Walt Whitman Road/Duryea Road**

Table F

Time Period	Mvmt.	2008 Existing			2010 No-Build			2010 Build			2010 Build w/Mitigation		
		Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS
Weekday Morning Peak Hour	EB-LT	52.7	0.31	D	52.8	0.31	D	52.8	0.31	D	53.1	0.32	D
	WB-LT	54.9	0.44	D	55.1	0.46	E	55.1	0.46	E	55.4	0.46	E
	R	126.5	1.05	F	132.5	1.07	F	132.5	1.07	F	136.2	1.08	F
	NB-L	57.0	0.59	E	59.2	0.67	E	59.2	0.67	E	79.7	0.95	E
	T	52.2	0.97	D	56.7	0.99	E	56.7	0.99	E	79.8	1.06	E
	R	27.5	0.45	C	27.7	0.46	C	27.7	0.46	C	31.1	0.50	C
	SB-L	51.9	0.25	D	52.0	0.26	D	52.0	0.26	D	47.7	0.22	D
	T	37.4	0.82	D	38.6	0.84	D	38.6	0.84	D	45.8	0.90	D
	R	22.0	0.08	C	22.1	0.08	C	22.1	0.08	C	24.8	0.09	C
	OVERALL	50.3	-	D	53.1	-	D	62.0	-	E	67.2	-	E

Time Period	Mvmt.	2008 Existing			2010 No-Build			2010 Build		
		Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS
Weekday Evening Peak Hour	EB-LT	48.1	0.29	D	48.3	0.30	D	48.3	0.30	D
	WB-LT	132.5	1.07	F	142.7	1.10	F	142.7	1.10	F
	R	47.3	0.24	D	47.4	0.25	D	47.4	0.25	D
	NB-L	74.3	0.59	E	76.8	0.66	E	86.0	0.80	F
	T	37.4	0.81	D	38.3	0.83	D	38.3	0.83	D
	R	23.0	0.19	C	23.1	0.19	C	23.1	0.19	C
	SB-L	69.8	0.25	E	69.9	0.26	E	69.9	0.26	E
	T	74.6	1.05	E	94.7	1.10	F	94.7	1.10	F
	R	21.4	0.06	C	21.5	0.06	C	21.5	0.06	C
	OVERALL	61.8	-	E	72.4	-	E	72.9	-	E

\*The NYSDOT Project does not propose improvements at this intersection.

WESTMINSTER, INC.

Job Title: Proposed Canon Corporate Center  
 Job No: AND0003  
 Date: December 2, 2008

Time Period	Mvmt.	2008 Existing						2010 No-Build						2010 No-Build w/Town & DOT						2010 Build						2010 Build w/Mitigation					
		Mvmt.		LOS	Mvmt.		LOS	Mvmt.		LOS	Mvmt.		LOS	Mvmt.		LOS	Mvmt.		LOS												
		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C	Delay (sec/veh)
Weekday Morning Peak Hour	EB-LT	18.4	0.79	B	22.0	0.84	C	15.1	0.55	B	25.0	0.80	C	28.6	0.75	C	21.8	0.80	C	25.0	0.80	C	28.6	0.75	C	21.8	0.80	C			
	EB-T	18.7	0.78	B	21.3	0.80	C	21.2	0.80	C	21.8	0.80	C	21.8	0.80	C	21.8	0.80	C	21.8	0.80	C	21.8	0.80	C	21.8	0.80	C	21.8	0.80	C
	NB-T	28.4	0.86	C	20.4	0.88	C	25.9	0.82	C	29.4	0.88	C	29.4	0.88	C	29.4	0.88	C	29.4	0.88	C	29.4	0.88	C	29.4	0.88	C	29.4	0.88	C
	NB-LT	20.9	0.58	F	21.6	0.60	F	21.6	0.60	F	21.6	0.60	F	22.1	0.50	B	22.1	0.50	B	22.1	0.50	B	22.1	0.50	B	22.1	0.50	B	22.1	0.50	B
	SB-LT	233	1.42	F	243.0	1.45	F	25.6	0.70	C	242.8	1.45	F	242.8	1.45	F	14.0	0.44	B	14.0	0.44	B	14.0	0.44	B	14.0	0.44	B	14.0	0.44	B
T	9.7	0.83	A	12.1	0.88	B	11.2	0.82	B	12.0	0.88	B	11.2	0.82	B	6.5	0.70	A	6.5	0.70	A	6.5	0.70	A	6.5	0.70	A	6.5	0.70	A	
OVERALL		30.7	-	C	32.9	-	C	18.1	-	C	33.3	-	C	24.3	-	C															

Time Period	Mvmt.	2008 Existing						2010 No-Build						2010 No-Build w/Town & DOT						2010 Build						2010 Build w/Mitigation					
		Mvmt.		LOS	Mvmt.		LOS	Mvmt.		LOS	Mvmt.		LOS	Mvmt.		LOS	Mvmt.		LOS												
		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C		Delay (sec/veh)	V/C	Delay (sec/veh)
Weekday Evening Peak Hour	EB-LT	166.6	1.30	F	259.1	1.51	F	47.4	0.98	D	429.3	1.90	F	67.9	1.09	E	19.9	0.31	B	23.3	0.31	C	11.5	0.26	B	23.3	0.31	C			
	EB-T	19.9	0.31	B	22.7	0.31	C	22.7	0.31	C	23.3	0.31	C	11.5	0.26	B	23.3	0.31	C	23.3	0.31	C	11.5	0.26	B	23.3	0.31	C	11.5	0.26	B
	NB-T	28.0	0.81	C	28.7	0.83	C	26.4	0.77	C	28.7	0.83	C	47.4	1.00	D	28.0	0.81	C	28.7	0.83	C	47.4	1.00	D	28.0	0.81	C	28.7	0.83	C
	NB-LT	31.8	0.77	C	32.8	0.79	C	32.8	0.79	C	32.8	0.79	C	52.4	0.95	D	31.8	0.77	C	32.8	0.79	C	52.4	0.95	D	31.8	0.77	C	32.8	0.79	C
	SB-LT	427.2	1.87	F	443.5	1.90	F	57.4	0.92	E	443.4	1.90	F	66.7	0.98	E	427.2	1.87	F	443.4	1.90	F	66.7	0.98	E	427.2	1.87	F	443.4	1.90	F
T	7.4	0.77	A	7.9	0.80	A	7.9	0.74	A	7.9	0.80	A	24.8	0.92	C	7.4	0.77	A	7.9	0.80	A	24.8	0.92	C	7.4	0.77	A	7.9	0.80	A	
OVERALL		71.9	-	E	95.5	-	F	27.1	-	C	148.0	-	F	46.0	-	D															

**LOS Signalized Intersection Comparison: Route 110 & Old Country Road**

Table I

Time Period	2008 Existing			2010 No-Build			2010 No-Build w/Town & DOT			2010 Build			2010 Build w/Mitigation		
	Mvmt.	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS
Weekday Morning Peak Hour	EB-L	99.3	0.88	103.8	0.90	F	103.8	0.90	F	112.6	0.94	F	112.6	0.94	F
	EB-T	235.1	1.30	245.9	1.33	F	245.9	1.33	F	245.9	1.33	F	245.9	1.33	F
	WB-L	248.9	1.37	262.4	1.41	F	262.4	1.41	F	262.4	1.41	F	262.4	1.41	F
	LTR	91.9	0.97	78.9	0.91	E	77.7	0.90	E	82.6	0.93	F	82.6	0.93	F
	NB-L	24.2	0.13	25.1	0.16	C	23.2	0.09	C	25.2	0.16	C	23.3	0.09	C
	T	28.9	0.51	29.2	0.53	C	26.4	0.37	C	29.5	0.54	C	26.6	0.38	C
	R	8.2	0.14	8.5	0.17	A	8.5	0.17	A	8.5	0.18	A	8.5	0.18	A
	SB-L	18.8	0.49	19.3	0.52	B	17.3	0.48	B	18.7	0.53	B	17.5	0.49	B
	T	29.7	0.82	31.6	0.85	C	22.1	0.60	C	33.0	0.87	C	22.4	0.61	C
	R	8.5	0.43	8.6	0.44	A	-	-	-	10.2	0.56	B	-	-	-
OVERALL		67.5	-	67.9	-	E	70.9	-	E	67.3	-	E	71.3	-	E

Time Period	2008 Existing			2010 No-Build			2010 No-Build w/Town & DOT			2010 Build			2010 Build w/Mitigation		
	Mvmt.	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS
Weekday Evening Peak Hour	EB-L	157.0	1.14	165.2	1.17	F	165.2	1.17	F	209.0	1.28	F	188.8	1.23	F
	EB-T	448.5	1.12	468.4	1.14	F	468.4	1.14	F	468.4	1.14	F	468.4	1.14	F
	WB-L	507.9	1.91	526.4	1.95	F	526.4	1.95	F	526.4	1.95	F	526.4	1.95	F
	LTR	466.2	1.84	483.3	1.88	F	483.3	1.88	F	483.3	1.89	F	483.3	1.89	F
	NB-L	23.7	0.06	23.8	0.06	C	23.8	0.07	C	23.8	0.06	C	24.4	0.07	C
	T	71.0	1.03	84.2	1.07	F	35.8	0.75	D	114.2	1.14	F	38.9	0.81	D
	R	16.9	0.39	19.0	0.40	B	19.0	0.40	B	19.2	0.41	B	19.7	0.42	B
	SB-L	54.2	0.71	55.6	0.73	E	52.4	0.73	E	55.6	0.73	E	52.8	0.73	E
	T	17.2	0.52	17.6	0.54	B	15.2	0.38	B	17.7	0.55	B	15.7	0.39	B
	R	2.3	0.17	2.3	0.17	A	-	-	-	2.4	0.20	A	-	-	-
OVERALL		113.6	-	121.0	-	F	109.0	-	F	133.8	-	F	110.0	-	F

**Atlantic Traffic**

& ENGINEERS, INC.

Job Title: Proposed Canon Corporate Center  
 Job No: AN08003  
 Date: December 2, 2008

**LOS Signalized Intersection Comparison: Round Swamp Road & Long Island Expressway South Service Road**

Table J

**SYNCHRO**

Time Period	2008 Existing			2010 No-Build			2010 No-Build w/Town & DOT			2010 Build			2010 Build w/Mitigation			
	Mvmt.	Delay (sec/veh)	Mvmt. LOS	Mvmt.	Delay (sec/veh)	Mvmt. LOS	Mvmt.	Delay (sec/veh)	Mvmt. LOS	Mvmt.	Delay (sec/veh)	Mvmt. LOS	Mvmt.	Delay (sec/veh)	Mvmt. LOS	
Weekday Morning Peak Hour	EB-L	24.8	0.44	C	25.0	0.45	C	25.0	0.45	C	25.0	0.45	C	24.1	0.37	C
	LT	27.8	0.70	C	28.2	0.71	C	28.2	0.71	C	116.5	1.18	F	51.8	0.98	D
	R	27.7	0.55	C	28.0	0.56	C	28.0	0.56	C	28.0	0.56	C	26.3	0.47	C
	NB-T	23.4	0.57	C	23.7	0.59	C	23.7	0.59	C	23.7	0.59	C	28.1	0.57	C
	R	30.0	0.79	C	32.3	0.81	C	32.3	0.81	C	52.4	0.95	D	62.5	0.97	E
SB-L	22.6	0.77	C	24.3	0.79	C	24.3	0.79	C	24.3	0.79	C	52.0	0.93	D	
T	12.4	0.58	B	12.6	0.59	B	12.6	0.59	B	12.6	0.59	B	11.4	0.64	B	
<b>OVERALL</b>		22.1		22.8		C	22.8		C	51.2		D	36.3		D	

Time Period	2008 Existing			2010 No-Build			2010 No-Build w/Town & DOT			2010 Build			2010 Build w/Mitigation			
	Mvmt.	Delay (sec/veh)	Mvmt. LOS	Mvmt.	Delay (sec/veh)	Mvmt. LOS	Mvmt.	Delay (sec/veh)	Mvmt. LOS	Mvmt.	Delay (sec/veh)	Mvmt. LOS	Mvmt.	Delay (sec/veh)	Mvmt. LOS	
Weekday Evening Peak Hour	EB-L	40.7	0.84	D	42.1	0.85	D	42.1	0.85	D	49.0	0.91	D	39.4	0.85	D
	LT	33.5	0.85	C	34.8	0.87	C	34.8	0.87	C	39.7	0.92	D	32.3	0.85	C
	R	26.6	0.62	C	26.9	0.63	C	26.9	0.63	C	28.9	0.63	C	26.0	0.59	C
	NB-T	24.4	0.69	C	24.9	0.71	C	24.9	0.71	C	24.9	0.71	C	21.1	0.64	C
	R	21.9	0.80	C	23.7	0.82	C	23.7	0.82	C	26.1	0.84	C	40.3	0.92	D
SB-L	14.1	0.49	B	14.3	0.49	B	14.3	0.49	B	14.3	0.49	B	28.4	0.65	C	
T	12.1	0.52	B	12.2	0.53	B	12.2	0.53	B	12.2	0.53	B	13.8	0.55	B	
<b>OVERALL</b>		25.0		25.8		C	25.8		C	28.3		C	27.3		C	

**Atlantic Traffic**

& ENGINEERS, INC.

Job Title: Proposed Canon Corporate Center  
 Job No: AN0600  
 Date: December 2, 2008

**LOS Signalized Intersection Comparison: Round Swamp Road & Long Island Expressway North Service Road**

Table K

Time Period	MvmtL	2010 Build w/Mitigation		
		MvmtL Delay (sec/veh)	MvmtL V/C	MvmtL LOS
Weekday Morning Peak Hour	WB-L	32.1	0.64	C
	TR	82.1	1.01	E
	NB-L	17.3	0.60	B
	T	2.5	0.22	A
	SB-T	18.9	0.47	B
	R	53.4	0.98	D
	<b>OVERALL</b>	<b>36.1</b>	<b>-</b>	<b>D</b>

Time Period	MvmtL	2010 Build w/Mitigation		
		MvmtL Delay (sec/veh)	MvmtL V/C	MvmtL LOS
Weekday Evening Peak Hour	WB-L	21.4	0.48	C
	TR	49.5	0.99	D
	NB-L	28.5	0.84	C
	T	16.3	0.57	B
	SB-T	33.2	0.66	C
	R	8.0	0.19	A
	<b>OVERALL</b>	<b>31.0</b>	<b>-</b>	<b>C</b>

**Atlantic Traffic**

ENGINEERS, INC.

Job Title: Proposed Canon Corporate Center  
 Job No: AN08003  
 Date: December 2, 2008

**LOS Unsignalized Intersection Comparison: Old Wait Whitman Road & Existing Fedex Driveway South/Proposed Site Driveway**

Table M

**Old Wait Whitman Road & Existing Fedex Driveway South/Proposed Site Driveway**

Time Period	2008 Existing			2010 No-Build			2010 No-Build w/Town & DOT		
	Approach Delay (sec/veh)	Approach LOS	Approach Delay (sec/veh)	Approach Delay (sec/veh)	Approach LOS	Approach Delay (sec/veh)	Approach Delay (sec/veh)	Approach LOS	
AM Peak Hour	31.9	D	36.1	36.1	E	36.1	36.1	E	
PM Peak Hour	55.1	F	56.9	56.9	F	56.6	56.6	F	
<b>OVERALL</b>									

\* = Approach operating with no capacity for the expected demand.

Time Period	2010 Build (Signalized)			2010 Build (Signalized) w/Mitigation		
	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS
Weekday Morning Peak Hour	EB-LT R	37.2	0.53	33.9	0.44	C
	WB-LTR	10.5	0.08	9.9	0.07	A
	NB-LTR	19.6	0.04	19.8	0.02	B
	SB-LTR	14.8	0.34	22.6	0.55	C
	EB-LT L	9.9	0.47	19.0	0.45	B
	WB-LTL	4.8	0.02	6.5	0.01	A
	NB-LTL	15.6	0.66	13.8	0.72	B
	SB-LTL	2.1	0.15	2.1	0.16	A
	<b>OVERALL</b>	14.9	-	16.2	-	B

Time Period	2010 Build (Signalized)			2010 Build (Signalized) w/Mitigation		
	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS
Weekday Evening Peak Hour	EB-LT R	581.1	2.22	100.0	1.12	F
	WB-LTR	10.6	0.42	5.8	0.25	A
	NB-LTR	26.7	0.16	11.9	0.09	B
	SB-LTR	5.2	0.07	13.1	0.17	B
	EB-LT L	12.1	0.59	59.3	1.01	E
	WB-LTL	4.8	0.02	18.4	0.41	B
	NB-LTL	9.7	0.42	28.9	0.67	C
	SB-LTL	1.8	0.19	7.2	0.26	A
	<b>OVERALL</b>	153.8	-	50.6	-	D

**Atlantic Traffic**

40 DESIGN ENGINEERS, INC.

Job Title: Proposed Canon Corporate Center  
 Job No: AN06003  
 Date: December 2, 2008

**LOS Unsignalized Intersection Comparison: Old Walt Whitman Road & Old Country Road**

**Table N**

**HCS**

Time Period	Approach	2008 Existing		2010 No-Build		2010 Build	
		Approach Delay (sec/veh)	Approach LOS	Approach Delay (sec/veh)	Approach LOS	Approach Delay (sec/veh)	Approach LOS
AM Peak Hour	Northbound	81.6	F	38.4	E	103.5	F
	Southbound	208.3	F	230.7	F	604.2	F
	Eastbound	7.7	A	7.8	A	7.8	A
	Westbound	9.7	A	9.8	A	11.1	B
PM Peak Hour	Northbound	28.2	D	20.9	C	23.5	C
	Southbound	55.6	F	61.1	F	84.4	F
	Eastbound	7.6	A	7.6	A	7.6	A
	Westbound	8.7	A	8.8	A	8.9	A

Time Period	Mvmt.	2010 No-Build w/Town & DOT (Signalized)			2010 Build w/Mitigation (Signalized)		
		Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS
Weekday Morning Peak Hour	EB-LTR	172.8	1.14	F	172.8	1.14	F
	WB-L	67.8	0.75	E	71.7	0.79	E
	TR	54.4	0.34	D	54.4	0.34	D
	NB-LT	15.0	0.05	B	15.1	0.06	B
	R	17.0	0.25	B	17.1	0.25	B
	SB-LT	18.7	0.38	B	21.1	0.52	C
	R	6.3	0.14	A	6.3	0.14	A
	OVERALL	54.9	-	D	52.7	-	D

Time Period	Mvmt.	2010 No-Build w/Town & DOT (Signalized)			2010 Build w/Mitigation (Signalized)		
		Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS	Mvmt. Delay (sec/veh)	Mvmt. V/C	Mvmt. LOS
Weekday Evening Peak Hour	EB-LTR	226.9	1.33	F	207.3	1.28	F
	WB-L	75.6	0.59	E	76.7	0.61	E
	TR	84.1	0.70	F	84.1	0.70	F
	NB-LT	11.9	0.03	B	12.3	0.03	B
	R	15.7	0.41	B	16.7	0.45	B
	SB-LT	12.3	0.09	B	12.9	0.12	B
	R	2.1	0.08	A	2.1	0.08	A
	OVERALL	99.3	-	F	88.9	-	F

# **APPENDIX D**

## **FLOW TEST**

## FLOW TEST INFORMATION SHEET

1. REASON FOR TEST: BID INFORMATION  DESIGN BASE   
 OTHER \_\_\_\_\_
2. LOCATION OF PROPERTY: SO. SERVICE RD. LIE & WALT WHITMAN RD.
3. DATE & TIME OF TEST: DATE: SEPT. 24<sup>TH</sup> 2008 TIME: 10:20 (AM)
4. TEST CONDUCTED BY: ADVANCED CONSERVATION SYSTEMS INC. (SEE BELOW)  
NAME TITLE AFFILIATION
5. TEST WITNESSED BY: SOUTH HUNTINGTON WATER & EW HOWELL (SEE BELOW)  
NAME TITLE AFFILIATION
6. SOURCE OF WATER SUPPLY: GRAVITY  PUMP  OTHER CITY MAIN
7. NAME OF WATER DISTRICT: SOUTH HUNTINGTON FIRE DISTRICT: MELVILLE
8. IS WATER SUPPLY PROVIDED WITH PRV STA'S: YES  NO   
 (IF YES, WHAT IS THE PRV OULET SETTING? \_\_\_\_\_)
9. **AREA MAP.** (Draw Sketch showing property location, bounding streets and names, north arrow, hydrant locations and identification numbers, distances from hydrant to property, elevations of hydrants and property floors or grade, all water mains and interconnection valves, etc.)

**(FOR LOCATION & SITE INFORMATION SEE ATTACHED SKETCH)**

**Present During Test Procedure:**

- Joe Galena E.W. Howell
- Joe Boyle E.W. Howell
  
- Dave Degruchy South Huntington Water District
- Mike McGraw South Huntington Water District
  
- Alex Delemo Advanced Conservation Systems Inc.
- Eladio Alvarado Advanced Conservation Systems Inc.

10. FLOW TEST DATA:

FLOW AT HYDR. NO.2	STATIC AT HYDR. NO.1	STATIC PSIG	RESIDUAL PSIG.	FLOW GPM	OUTLET CPEFFICIENT	ADJUSTED GPM
<b>55 PSI</b>	<b>98 PSI</b>	<b>98 PSI</b>	<b>94 PSI</b>	<b>1010 GPM</b>	<b>0.88</b>	<b>1230</b>

11. SEE ATTACH SHEET FOR GRAPH

12. SIGNED \_\_\_\_\_

WITNESS \_\_\_\_\_



Supply Flow Curve

**Project:** Cannon Office Bldg, Wait Whitman Road & S.W. corner of South Service Rd., Melville, NY  
**Test Date:** Sept. 24th 2008

**Static Hydrant:** West side of Wait Whitman Road approx 75 feet So. Of So. Service Rd.  
**Flow Hydrant:** West side of Wait Whitman Road approx 675 feet So. Of So. Service Rd.

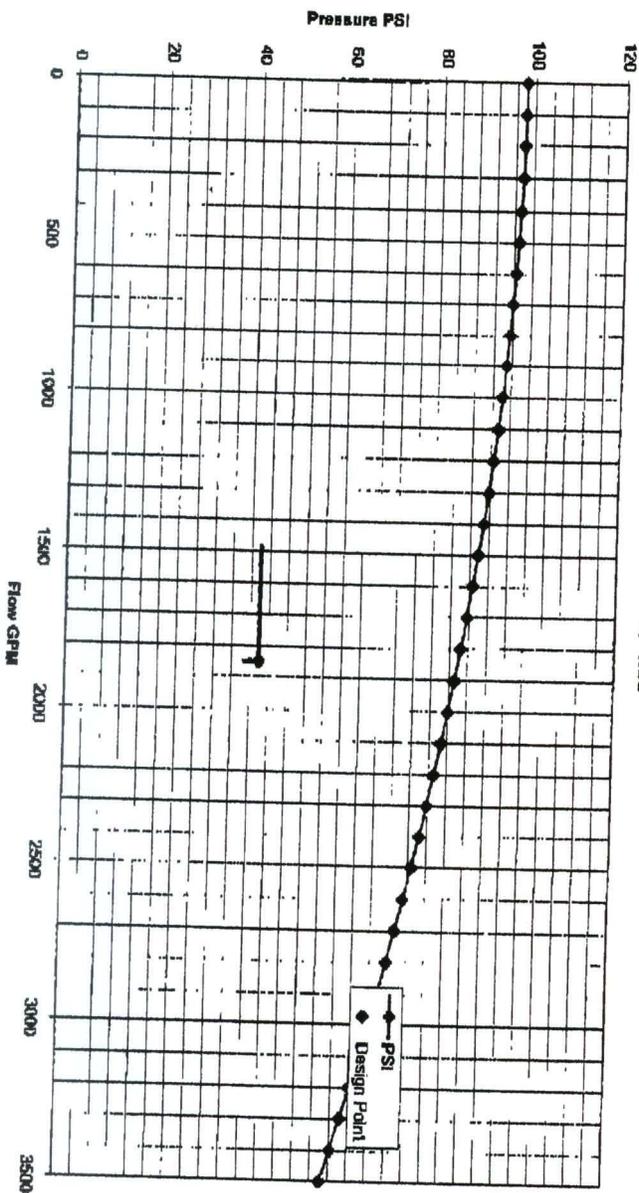
**Ps** 98.0 PSI Test Static Pressure Reading  
**Pr** 94.0 PSI Test Residual Pressure Reading  
**GPMr** 1010 GPM Test Flow at Residual Pressure

**Hyd. Coat.:** 0.9 Pilot PSI: 55.0 PSI  
**Outlet Diam. IN:** 2.5 Hyd. Flow: 1010 GPM

**Design GPM:** 1850 GPM  
**Design PSI:** 42.0 PSI  
**Available Pressure at Design GPM:** 85.7 PSI  
**PSI Headroom:** 43.74 PSI  
**GPM Headroom:** 2356 GPM

51%  
127%

Flow Test Summary Curve  
 $Q=1.85$



Flow Test Graph

**APPENDIX E**

**SOIL MANAGEMENT PLAN RESOLUTION**

# HUNTINGTON TOWN PLANNING BOARD

## MEETING OF OCTOBER 22, 2008

The following resolution was offered by L. Santoianni

and seconded by M. Healy

WHEREAS, Canon USA, Inc., One Canon Plaza, Lake Success, New York 11042, submitted a site plan application for the **Canon Americas Headquarters**, property located on the southwest corner of the Long Island Expressway South Service Road (New York State Route 495) and Walt Whitman Road in Melville, and

WHEREAS, said action is to construct a 690,000 gross square foot office building with two parking garages (approximately 239,735 sf & 248,490 sf footprints), three guard booths and the commensurate Town of Huntington parking, loading, grading, drainage and landscaping requirements on a 52.17 acre (2,272,525 square foot) parcel located within an I-1 Light Industrial Zoning District & R-40 Residential Zoning District, and

WHEREAS, the Huntington Town Planning Board determined that significant environmental impacts may result from the implementation of the proposed project, and issued a Positive Declaration on August 6, 2008, and

WHEREAS, Phase II Environmental Site Assessment investigations have detected elevated levels of arsenic in site soils associated with the former agricultural use of the property, and

WHEREAS, Whitestone Associates, Inc., consultants for the applicant have completed a Soil Management Plan (SMP) and Site Specific Health and Safety Plan (HASP), dated May 2008, for the management of on-site soils containing elevated concentrations of arsenic, and

WHEREAS, the SMP has been prepared in general accordance with the Suffolk County Department of Health Services Division of Environmental Quality February 2006 *Procedures for Municipalities to Evaluate the Need for Soil Sampling and Soil Management at Subdivisions or Other Construction Projects with Potentially Contaminated Soils* (SCDHS Guidance), and

WHEREAS, the Town of Huntington has received and considered comments from the SCDHS, Division of Environmental Control, Office of Pollution Control, dated July 24, 2008 on the SMP and HASP;

**Amended Resolution Approving Soil Management Plan for Canon USA  
Planning Board Meeting of October 22, 2008  
Page 2 of 3**

WHEREAS, the Town of Huntington Planning Board approved a SMP at its August 20, 2008 Meeting for Canon USA and several amendments are required to clarify applicant requirements with respect to the implementation of the SMP, now therefore be it

RESOLVED, the submitted SMP and HASP is determined to be acceptable subject to the following conditions:

- The procedures outlined in the SCDHS Guidance shall be adhered to in its entirety. Arsenic impacted soils will be placed beneath the proposed lined ponds, concrete building slabs, and asphalt/concrete roadways or walkways, or covered with a 6-inch to 12-inch thick cap of clean soil/topsoil and vegetated as required. The blending of soils as proposed in the SMP is not anticipated, however, should blending be utilized the blending operations will be completed in accordance with the SMP and any blended soils utilized as surface cover will not contain arsenic at a concentration that exceeds the SCDHS Guidance of 4 ppm.
- The 139 ppm value for arsenic referenced in the HASP was a typographical error, and there are no sampled arsenic concentrations at the site that exceeded 39 ppm.
- Based upon the current plan, no remedial action is required in the wooded areas of the site. Any future changes in the usage of the wooded areas shall be subject to re-review and evaluation.
- Post remediation samples shall be collected in areas that will remain bare ground and open to employees such as berms, the picnic area, the courtyard, the lawn areas and landscaped areas at a quantity to provide a reasonable assurance that the results are representative of surface concentrations.
- There shall be sufficient dust monitoring meters to adequately monitor all significant dust generation activities.
- The three (3) point sources identified in the SMP including the septic system and stains on the ground near the barn and 55 gallon drums buried or discarded on unpaved surfaces shall be sampled (for VOCs, pesticides and metals), evaluated and remediated, if needed, under the oversight of the SCDHS Office of Pollution Control.

And be it further,

RESOLVED to demonstrate adequate reductions in soil contamination, remedial work and confirmatory end point sampling and analysis should, to the greatest extent possible, be completed prior to beginning normal construction operations. All remedial work must be completed prior to the issuance of a Certificate of Occupancy, and be it further

RESOLVED, the Department of Engineering Services has no objection to remediation prior to issuing permits provided a pre-construction meeting is held, and be it further

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RESOLVED, said remediation may commence subject to a pre-construction meeting and forty-eight (48) hour advance notice to the Departments of Planning and Environment and Engineering Services, and be it further

RESOLVED, that at no time during soil management operations shall activities exceed beyond that specified in the SMP, such as grading in anticipation of any future on-site construction, and be it further

RESOLVED, that pursuant to 6 NYCRR, SEQRA §617.3(a) & §617.5(c)(21 & 28), conducting the SMP to remediate an existing environmental condition in no way commits the Town to commence, engage in or approve the site plan application, and be it further

RESOLVED, that any future site activities, including new construction, the development of outdoor recreational facilities, repairs, laying pipes and maintenance that would result in exposure of arsenic-impacted capped soils, shall be subject to a supplemental SMP, and be it further

RESOLVED, that this Restrictive Covenant shall be submitted to the Town of Huntington, Department of Planning & Environment, approved by the Town Attorney, and filed in the Suffolk County Clerk's office.

VOTE: 6                      AYES: 6                      NOES: 0                      ABSENT: 0

P. Mandelik, Chair	not voting
J. Devine, Vice Chair	Aye
M. Sommer	Aye
L. Santoianni	Aye
A. Rosen	Aye
S. Schnittman	Aye
M. Healy	Aye

The resolution was thereupon declared to be duly adopted.

**APPENDIX F**  
**SUFFOLK COUNTY TAX MAP**



