

**2030 Comprehensive  
Plan Update  
&  
Draft and Final  
Generic Environmental Impact Statements  
for the**

**INCORPORATED VILLAGE OF  
PORT JEFFERSON**

**November 2014**



THE VILLAGE OF  
**PORT JEFFERSON**

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**2030 COMPREHENSIVE PLAN UPDATE**

&

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**Generic Environmental Impact Statements**

for the

**Incorporated Village of Port Jefferson**

**Margot Garant, Mayor**

**Village Trustees**

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**November 2014**

Prepared by

**Cameron Engineering & Associates, LLP**

In association with

EE&K Architects, a Perkins Eastman company

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## 1 Introduction

### 1.1 Comprehensive Plan Process and Components

Incorporated in 1963, the Village is a community of approximately 8,000 residents on the north shore of Suffolk County in the Town of Brookhaven. The Village's Comprehensive Plan (sometimes informally referred to as the Master Plan) was adopted in 1965. An update was prepared in 1995, but not adopted. The Suffolk County Planning Department prepared a planning study in 1987. A "Vision 2010" report was prepared in 2002.

This Comprehensive Plan Update (CPU) incorporates appropriate portions of other studies and the results of a public planning process. It includes a special focus on revitalization of the Uptown area and expansion of the public space along the waterfront. The Plan addresses the Village of Port Jefferson's current and future needs for housing, transportation, parking, infrastructure, and recreation as well as the following:

- Results of the Village-wide mail survey and the multi-day visioning charrette.
- Potential for transit-oriented, mixed-use developments
- Transportation: parking, walkability, traffic circulation, and traffic calming/traffic safety
- Infrastructure, including sewers
- Affordable housing
- Open space preservation
- Parks/recreation and public space opportunities
- Preservation of historic structures
- Social impacts
- Economic factors, including means of reducing retail vacancies
- Aesthetics

#### 1.1.1 Comprehensive Plan Committee

By resolution of the Board of Trustees dated January 26, 2009, a Comprehensive Plan Advisory Committee (CPAC) was established as an advisory committee to the Board of Trustees. The CPAC held its first meeting in September 2009 and notified the public of its weekly meeting schedule. All of the CPAC meetings were open to the public. The Committee includes both residents and commercial property owners. See Appendix A for the membership of the CPAC. The Village's Board of Trustees is grateful for the extensive effort made by the members of the CPAC. Their input was valuable to the formulation of this Comprehensive Plan Update.

The CPAC first prepared a survey (discussed further below) and sent it to all taxpayer addresses in the Village in order to gather information relevant to the CPU. The CPAC then held a speaker series inviting key stakeholders to discuss issues and share information. Stakeholders represented included the Suffolk County Planning Department (1/27/2010), the Town of Brookhaven Planning Department (2/3/2010), the New York State Department of Transportation (2/17/2010), the Long Island Railroad (2/24/2010),

the Suffolk County Department of Public Works (3/10/2010), and Dr. Lee Koppelman of the Center for Regional Policy Studies at SUNY Stony Brook (3/24/2010). The CPAC also consulted with several key Village committees and boards that informed the planning process including the Planning Board, the Parking Committee, the Conservation Advisory Council, and the Economic Development Committee.

Cameron Engineering & Associates, LLP was retained by Board of Trustees resolution in May of 2010 to work with the Village to develop and write the CPU. Cameron Engineering and the CPAC met with a broad cross section of the community including the committees and advisory groups mentioned above, the school districts, prospective developers, and large property owners as discussed below.

### 1.1.2 Vision Statements

The CPAC developed a 'Vision Statement' early in the process to help define the goals of the process. The Vision is outlined in Figure 1-1.

**Figure 1-1. Comprehensive Plan Update Vision Statement**

In the Coming Years, We:

1. *Envision a Village of Port Jefferson whose character is preserved, civic pride sustained, and quality of life enhanced;*
2. *Carefully manage new growth and development to protect the integrity of our Village, its historic districts, neighborhoods, its uptown and downtown business districts, cultural and civic institutions, public parks, and natural resources;*
3. *Preserve historic buildings, open space, a vibrant business community, and scenic vistas to and from the Harbor;*
4. *Enhance pedestrian access to services and facilities within a walkable community;*
5. *Provide public infrastructure and services to meet growing community needs in a cost-effective manner;*
6. *Create a range of housing types and opportunities for different household incomes;*
7. *Set quality design standards to ensure that new growth and redevelopment enriches the aesthetics of and is in harmony with the existing fabric of the Village of Port Jefferson.*

A separate Vision Statement was prepared as part of the Waterfront Revitalization process. The Waterfront Vision Statement was revised by participants at the first Waterfront Community Meeting. It is summarized in Figure 1-2.

**Figure 1-2. Waterfront Vision Statement*****We Envision the Waterfront:***

1. As a revitalized, greener, and more public space
2. Transformed from a place for cars to a place for people
3. As a place to access water-based recreation
4. Provided with parking alternatives
5. With a maritime theme that preserves its heritage and small village ambience
6. Retaining its status as a working waterfront
7. As a safe, friendly, and walkable place
8. Contributing to economic and environmental sustainability
9. Better connected to the Downtown by new streetscapes

### 1.1.3 Community Meetings

Two community meetings were held specifically for the CPU process. Sometimes referred to as “charrettes,” these meetings were designed to foster dialogue in the community in order to establish a shared vision of the Village through the year 2030. Two additional meetings focused on Waterfront planning. All meetings were designed to seek input from Port Jefferson stakeholders. The CPU process was discussed at the first charrette on June 30, 2010 along with a presentation of Cameron’s initial assessment of opportunities and constraints for six geographical areas selected by the consultant team. The six focus areas were: 1) the Downtown (also known as Lower Port and equivalent to the C-1 zoning district); 2) the Waterfront (equivalent to the MW1 and MW2 districts); 3) Uptown (also known as Upper Port and equivalent to the C-2 zoning district); 4) Midtown (the RO zoning district) between Uptown and Downtown; 5) the residential districts; and 6) the Village as a whole (see first Community Meeting presentation in Appendix C).

The second community meeting was held on July 24, 2010. This charrette concentrated on the Downtown, Waterfront, and Uptown to present preliminary planning concepts for public review (see second community meeting presentation in Appendix C). Additional community input was received during the public hearing process on the draft Comprehensive Plan Update (see third community meeting presentation in Appendix C).

Breakout sessions were held at the two charrettes, so that small groups (10-20 participants each) could evaluate the material presented by the consultants. Group reaction was recorded at each table. Stakeholder input is referenced in the following sections on each of the Focus Areas.

### 1.1.4 Village Survey

As part of the Comprehensive Plan Update, the Village sent out a mail survey in early 2010 to obtain input on many subjects. There were 575 surveys returned, which, if each

came from a different household, represents 18% of the 3,117 residential units in the Village, although a small number of households submitted more than one survey. Survey information was used along with other stakeholder input in the preparation of the Comprehensive Plan Update. The survey and tabulated results, as well as detail sheets of written comments from survey respondents is provided in Appendix B. The survey and results are summarized below, and referenced where appropriate throughout the CPU.

Respondents were from all areas of the village, with about half of the responses from either side of Belle Terre Road. Approximately 95 percent of the respondents owned their residence, with 77 percent living in houses, 15 percent in condominiums, and 5 percent in apartments. As approximately 27 percent of the housing stock in the village is rental, the survey respondents were more heavily weighted to homeowners than the demographics of the community. Twenty percent work in Port Jefferson, with an additional 41 percent working elsewhere in Suffolk. About a third were retired or do not work. In terms of commuting, the car was the overwhelming choice, with lesser numbers taking the train, or walking. A few people use the ferry, a bus, bike, or work at home.

The overall results indicate very positive impressions of the Village. One third of the respondents thought community spirit was strong, and another 54 percent thought it was moderate. Twenty-eight percent felt that they were very much part of the community, 53 percent felt somewhat part of the community and only 17 percent said not particularly. Respondents moved to Port Jefferson for multiple reasons, with its small town character chosen most frequently (386), followed by its beaches and parks (357), schools (305), and low taxes (284). Lesser reasons for the move were 'for the commute' (181) and 'to be near family' (162). Seventy-five percent have lived in the Village for more than ten years. Three questions were very relevant to the range of issues addressed in the CPU and are described in detail below.

How would you rate your Village? - The survey asked respondents to rate the Village on 28 different topics. The results were ranked or normalized using a point system where "Very Satisfied" was assigned two points, "Satisfied" was assigned one point, "Not Satisfied" was assigned a negative point, and "No Answer" was assigned zero points (). Using this system, the Village was rated very highly as a place to live and a place to raise children with high marks given to public amenities, emergency response (police, fire, ambulance) and community services (public water, waste collection) and schools (top 10 rated items). In the middle category where there was somewhat less satisfaction (ranked 11-20), issues included a place to grow old, cultural and historic opportunities, some community services (snow removal, street sweeping, recycling, public sewer system), tranquility, appearance of downtown, a place to work, and traffic control. The lowest ranked issues (21 to 28) were taxes, current land use patterns, shopping, building code enforcement, public transportation, condition, and adequacy of roads/street/road conditions and appearance of the uptown area. It is striking to note the strong negative reaction to the lowest ranked item, with 433 of the survey respondents not satisfied with

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the appearance of the uptown area, far greater than for any other item. The CPU provides recommendations to improve the lower ranked issues, while protecting the highest ranked issues.

**Table 1-1. Survey Results for 'How Would You Rate Your Village?'**

<b>How would you rate your Village?</b>	<b>Raw Data</b>				<b>Ranking</b>			
	<b>Very Satisfied</b>	<b>Satisfied</b>	<b>Not Satisfied</b>	<b>Two points</b>	<b>One point</b>	<b>Negative point</b>	<b>Total</b>	<b>Rank</b>
As a place to live	315	226	15	630	226	(15)	841	1
Public amenities (parks, public facilities and recreation)	282	230	38	564	230	(38)	756	2
As a place to raise children	281	164	15	562	164	(15)	711	3
Fire protection service	237	221	3	474	221	(3)	692	4
Public safety, emergency services	191	303	22	382	303	(22)	663	5
Public water system	163	327	16	326	327	(16)	637	6
Quality of schools	238	182	26	476	182	(26)	632	7
Waste collection	211	263	53	422	263	(53)	632	8
Ambulance service	200	215	3	400	215	(3)	612	9
Police protection	168	292	45	336	292	(45)	583	10
As a place to grow old	201	224	85	402	224	(85)	541	11
Snow removal, street sweeping	174	278	99	348	278	(99)	527	12
Cultural opportunities	137	311	67	274	311	(67)	518	13
Preserving historic structures/sites	112	343	65	224	343	(65)	502	14
Recycling	130	304	65	260	304	(65)	499	15
Tranquility (peace and quiet)	154	271	114	308	271	(114)	465	16
Appearance of downtown area	101	336	119	202	336	(119)	419	17
Traffic control	91	308	118	182	308	(118)	372	18
As a place to work	98	147	43	196	147	(43)	300	19
Public sewer system	97	192	106	194	192	(106)	280	20
Taxes	71	268	182	142	268	(182)	228	21
Current land use patterns	50	242	145	100	242	(145)	197	22
Shopping	79	236	215	158	236	(215)	179	23
Building code enforcement	51	201	136	102	201	(136)	167	24
Public transportation	41	174	130	82	174	(130)	126	25
Condition and adequacy of roads	49	238	267	98	238	(267)	69	26
Street/Road conditions	40	217	287	80	217	(287)	10	27
<b>Appearance of uptown area</b>	<b>13</b>	<b>99</b>	<b>433</b>	<b>26</b>	<b>99</b>	<b>(433)</b>	<b>(308)</b>	<b>28</b>

What are the most important issues facing our Village as a community in the next ten years? - The survey asked respondents to rate 35 different topics. The results were ranked or normalized using a point system. The most positive responses, such as Strongly Support, Very Important, or Very Satisfied, received a +2 point evaluation. The next level of positive responses, such as Somewhat Support, Important or Satisfied received, a +1 point evaluation. The neutral responses, such as No Answer or Not Important, received a 0 point evaluation. The negative responses, such as Not At All or Not Satisfied, received a -1 point evaluation. A total for each factor was arrived at, which allowed for the ranking of the responses within each general question. This gave the CPAC a guideline to work from in regard to the public's views and desires for Port Jefferson's future.

The top ten most important issues were controlling taxes, quality of schools (outside of the purview of this study) infrastructure, maintaining small town character, soil/groundwater contamination, maintenance of beaches, water quality environment

(water, wetlands, parkland, woodlands), 'overdevelopment,' and preservation of open space.

Several items relating to environmental quality (soil, groundwater, beaches, water quality, environment, open space, illegal dumping, air quality, and traffic) were ranked high, along with overdevelopment, vandalism, litter, and graffiti. Some of items lower on the list were supported more strongly at the Public Meetings including recreation, affordable housing, and parking.

Seventy-six percent (76%) of respondents indicated that controlling taxes was 'very important' and 73% rated maintaining small town character as 'very important.' Seventy-one percent (71%) of respondents rated overdevelopment as 'very important.'

**Table 1-2 Survey Results for What are the most important issues facing our Village?**

<b>What are the most important issues facing our Village as a community in the next 10 years?</b>	<b>Very Impt.</b>	<b>Impt.</b>	<b>Not Impt.</b>	<b>Two pts.</b>	<b>One pt.</b>	<b>Zero pts.</b>	<b>Total</b>	<b>Rank</b>
Controlling taxes	76%	23%	1%	152	23	0	175	1
Quality of schools	72%	27%	1%	144	27	0	171	2
Infrastructure (roads, drains, sewers, etc.)	70%	30%	0%	140	30	0	170	3
Maintaining small town character	73%	22%	4%	146	22	0	168	4
Soil/Groundwater Contamination	69%	30%	2%	138	30	0	168	4
Maintenance of beaches	68%	31%	2%	136	31	0	167	5
Water Quality	67%	31%	2%	134	31	0	165	6
Environment (water, wetlands, parkland, woodlands)	67%	31%	2%	134	31	0	165	6
Overdevelopment	71%	23%	6%	142	23	0	165	6
Preservation of open space	64%	33%	3%	128	33	0	161	7
Vandalism, litter, and graffiti	64%	33%	3%	128	33	0	161	7
Illegal dumping	63%	33%	4%	126	33	0	159	8
Air Quality	62%	34%	3%	124	34	0	158	9
Traffic patterns and volume	56%	40%	4%	112	40	0	152	10
Flooding and drainage	53%	44%	3%	106	44	0	150	11
Maintenance of public facilities	52%	46%	2%	104	46	0	150	11
Pedestrian safety	54%	42%	4%	108	42	0	150	11
Utilities (electric, cable, sewer, water, gas)	53%	44%	3%	106	44	0	150	11
Sidewalks and street lighting	49%	48%	3%	98	48	0	146	12
Noise	48%	44%	9%	96	44	0	140	13
Enhancing economic opportunities	47%	45%	8%	94	45	0	139	14
Illegal Apartments	52%	34%	13%	104	34	0	138	15
Code enforcement	41%	53%	6%	82	53	0	135	16
Youth recreation	38%	56%	6%	76	56	0	132	17
Jobs for young people	39%	52%	8%	78	52	0	130	18
Services for Senior Citizens	37%	54%	9%	74	54	0	128	19

<b>What are the most important issues facing our Village as a community in the next 10 years?</b>	<b>Very Impt.</b>	<b>Impt.</b>	<b>Not Impt.</b>	<b>Two pts.</b>	<b>One pt.</b>	<b>Zero pts.</b>	<b>Total</b>	<b>Rank</b>
Availability of public parking	38%	51%	11%	76	51	0	127	20
Going Green	40%	44%	15%	80	44	0	124	21
Ferry operations	34%	55%	11%	68	55	0	123	22
Adult recreation	27%	59%	13%	54	59	0	113	23
Country Club	32%	42%	25%	64	42	0	106	24
Public transportation	26%	53%	21%	52	53	0	105	25
Availability of affordable housing	33%	39%	28%	66	39	0	105	25
Before/After School Care	28%	47%	25%	56	47	0	103	26
Day Care	23%	47%	30%	46	47	0	93	27

In your view, how much should the Village authorities encourage the following? - The survey asked respondents to rate 34 uses to determine which ones should be encouraged. The results were ranked or normalized using a point system where "Strongly" was assigned two points, "Somewhat" was assigned one point, "Not at All" was assigned a negative point, and "No Answer" was assigned zero points (Table 1-3). Using this system, the top ten items were art/theater, retail, outdoor athletics, historic districts, development uptown, fairs and festivals, restaurants, tourism, fishing and expanding sewer service. The least popular items were hotels, cluster housing, multi-family housing (2-3 units), low income housing, and apartments (4 or more units).

Responses to survey questions regarding housing differed somewhat from the input received during some of the community meetings. Moderate income housing was in the bottom half of the survey ranking (17th of 29), condos were lower (25th of 29), and low income housing, multi-family housing, and apartments were at the bottom of the list. Yet, redevelopment of Uptown ranked first (556) and far higher than any other category in the normalized ranking for "Strongly Encourage." Redevelopment of Uptown was also discussed at the community meetings where participants generally agreed that some additional multi-family housing above stores should be developed for different demographic groups including affordable housing in order to help revitalize Uptown.

**Table 1-3 Survey Results for How much should the Village encourage the following?**

In your view, how much should the Village authorities encourage the following?	Raw Data				Ranking					
	Strongly	Somewhat	Not at all	No Ans.	Strongly	Some-what	Not at all	No Ans.	Total	Rank
Arts/Theater	248	255	35	35	496	255	-35	0	716	1
Retail business	210	279	42	42	420	279	-42	0	657	2
Outdoor athletics	193	293	38	49	386	293	-38	0	641	3
Historic districts	219	251	56	47	438	251	-56	0	633	4
Further development uptown	278	161	91	43	556	161	-91	0	626	5
Fairs and festivals	177	272	84	40	354	272	-84	0	542	6
Restaurants	194	249	100	30	388	249	-100	0	537	7
Tourism	161	286	91	35	322	286	-91	0	517	8
Fishing	162	263	76	72	324	263	-76	0	511	9
Expand sewer service	201	175	67	130	402	175	-67	0	510	10
Construction of bike lanes	180	218	129	46	360	218	-129	0	449	11
Housing for Seniors	135	269	119	50	270	269	-119	0	420	12
Small Inns and Bed & Breakfasts	120	270	124	59	240	270	-124	0	386	13
Additional cell phone service	174	163	158	78	348	163	-158	0	353	14
Crafts	87	281	132	73	174	281	-132	0	323	15
More museums	97	247	168	61	194	247	-168	0	273	16
Moderate income housing	79	271	165	58	158	271	-165	0	264	17
Home businesses	84	232	162	95	168	232	-162	0	238	18
Further development downtown	111	216	202	44	222	216	-202	0	236	19
Mixed use (residential, commercial)	89	222	193	69	178	222	-193	0	207	20
Village run garbage collection	125	142	186	120	250	142	-186	0	206	21
Further development on the harbor	124	178	223	48	248	178	-223	0	203	22
Community swimming pool	146	133	243	51	292	133	-243	0	182	23
Dog park	100	199	218	56	200	199	-218	0	181	24
Condos	68	218	241	46	136	218	-241	0	113	25
Construction of single family dwellings	64	211	228	70	128	211	-228	0	111	26
Light Manufacturing	44	196	241	92	88	196	-241	0	43	27
Skateboard park	61	168	285	59	122	168	-285	0	5	28
Spas	41	187	269	76	82	187	-269	0	0	29
Hotels	49	178	304	42	98	178	-304	0	-28	30
Clustered housing	52	147	301	73	104	147	-301	0	-50	31
Multi-family dwellings (2-3 units)	45	140	330	58	90	140	-330	0	-100	32
Low income housing	38	145	325	65	76	145	-325	0	-104	33
Apartments (4 or more units)	38	116	364	55	76	116	-364	0	-172	34

### 1.1.5 Other Stakeholder Outreach

Additional meetings were held with individuals representing key Village stakeholders. The individuals and their association are listed in Table 1-4, below. Minutes of meetings are found in Appendix D. Input by these and other stakeholders was utilized in the development of the Comprehensive Plan Update.

**Table 1-4. Meetings held with Individuals**

Individual	Representing
Tullio Bertoli and Paul Rogalle	Town of Brookhaven Planning Department
Gary Gudzik*	Gudzik's Marina
Frederick Hall and Eric McAllister	Bridgeport & Port Jefferson Steamboat Company
Kent Katter	Main and Perry Streets Developer
Fred Koelbel	Port Jefferson School District
Charlie Lefkowitz	Main Street and LIRR Developer
Sal Malguarnera	Former Car Wash Property Developer
Kevin Murray	Mather Hospital
Joseph Rella	Comsewogue School District
John Scoglio	Broadway/Islander Boats Developer
Stewart Weiner*	Danfords Hotel & Marina
Ken Bossert, Kathleen Brennan, Dennis Kahn	Port Jefferson School District and Board of Education

Note: \* indicates telephone conversation

### 1.1.6 Integration of Waterfront Planning Grant

The NYS Department of State awarded the Village (with financial support from the Town of Brookhaven) a Local Waterfront Revitalization Program (Waterfront) grant on Jan. 29, 2010 under Title 11 of the Environmental Protection Fund. The goals of the Grant were as follows:

- Reclaim the Harbor Front as continuous public open space from the Brookhaven boat ramp to Centennial Park
- Create a Harbor Park to replace the Town parking lot
- Improve pedestrian and vehicular circulation
- Connect the Village to the Harbor
- Resolve long-standing downtown parking problems
- Conduct a traffic and parking study and recommend methods to:
  - Reduce traffic congestion
  - Increase parking
  - Widen sidewalks
- Evaluate the need for and feasibility of constructing parking garages
- Create new streetscapes to improve public access to the water
- Revitalize the Uptown commercial corridor on either side of Main Street bordered by LIRR on south and Sheep Pasture Road on the north and:
  - Develop assets, issues and strategies for future development
  - Review planned and future development
  - Include smart growth principles, transit oriented development

All Uptown revitalization tasks delineated in the Waterfront grant were completed as part of the Comprehensive Plan Update. With few minor modifications, the conclusions and recommendations from all other Waterfront grant tasks are incorporated into this Comprehensive Plan Update, as they are a critical part of the future of Port Jefferson. The final Village of Port Jefferson Waterfront Revitalization Plan (Waterfront Study) dated July 1, 2013 is provided in Appendix E.

### 1.1.7 SEQRA

This document includes the Comprehensive Plan Update, the Draft Generic Environmental Impact Statement (DGEIS – see Appendix S) and the Final Generic Environmental Impact Statement (FGEIS – see Appendix T). The DGEIS discusses potentially adverse environmental impacts of the recommended Actions and mitigation measures as appropriate. The FGEIS addresses comments received during the SEQRA public hearing and the public comment period on the DGEIS.

## 1.2 *Focus Areas and Community Input*

The Comprehensive Plan Update focuses on several areas of the Village: the Downtown (also known as Lower Port and equivalent to the C-1 zoning district), the Waterfront (equivalent to the current MW zoning district and proposed MW1 and MW2 districts); Uptown (also known as Upper Port and equivalent to the C-2 zoning district); Midtown (the RO zoning district) between Uptown and Downtown; the residential districts, and the Village as a whole. Participants at the community meetings commented on each of these Focus Areas. Their thoughts are summarized below by Focus Area.

### 1.2.1 Downtown

Preservation of the Village's character was important to virtually all participants. The concepts of character and cohesion were discussed along with the need for an Architectural Review Board to establish building guidelines and review applications. Suggestions for the preservation of historic buildings and the 'historic look' were in line with comments on Village character.

For the West Broadway area, some participants suggested mixed-use development (retail and apartments) for sites considered for redevelopment. Participants suggested that new development retain the character of the homes at the bottom of the hill and that building height be limited and scaled to the area. Some recommended that the Village eliminate parking on both sides of Broadway to East Main Street, presumably to increase sidewalk widths and pedestrian comfort. Participants wanted better connections to the water and to the Meadow parking lot. Participants expressed concern about the Lawrence Aviation contaminant plume that follows the Mill Creek to the Harbor and passes close to proposed West Broadway development. Some of the local residents in adjacent residential communities wanted only limited development in the West Broadway area as they felt

that the Lawrence plume and contamination must be resolved prior to any proposed residential development in Old Mill Creek/Pond area.

Participants expressed a desire for a 'higher standard of quality and look' for Main Street with an improved streetscape, better storefront facades, and wider sidewalks (possibly by eliminating parking on one or both sides). Elimination of parking lots that front on Main Street (and Broadway) was mentioned. The condition of existing alleyways was a problem for some. The number of storefront signs and street signs was identified as problematic. Moving the utilities underground was suggested for aesthetic reasons and for more sidewalk space. Some concerns were expressed about outdoor dining.

Many mentioned that Downtown retail caters primarily to visitors and that more stores to serve residents would be desirable. Some suggested limiting residential density Downtown; others mentioned encouraging more restaurants.

Better connections between Downtown and Uptown was suggested along with better connections between East Main Street and the Gap parking lot.

Some mentioned a concern that Downtown businesses were not 'financially carrying their weight,' a reference to the Village's commercial tax rates and the proportion of Village taxes contributed by businesses.

Crime was a concern of a number of participants; though primarily petty crime and vandalism, much of it reported as committed by idle youth.

### 1.2.2 Waterfront

Waterfront comments were consistent on a number of points. Participants wished to 'green the waterfront', preserve water views, wanted more open space for public use, better pedestrian access and amenities, less pavement, and more landscaping. Continuing the walkway (promenade) along the waterfront was well supported. Many recognized that the waterfront area at the end of Main Street should function as a Village entry or Village Green. Better connections between the Downtown and waterfront were mentioned consistently.

There was mixed opinion about the advisability of moving Rocket Ship Park to the waterfront. Many felt that it was well-situated where it is and that a playground on the waterfront would be too cold and windy. Some participants wished for a gazebo or sail structure for shade in a revitalized waterfront.

Concerns were expressed over commercial development of the waterfront. Most participants wanted little or no commercial entities on the waterfront, though some thought that limited outdoor café dining might be acceptable, and others felt that the Village should restore the "buy seafood at the dock" program. On the topic of the one private parcel in the middle of the waterfront (the former Suffolk County Water building), there were mixed opinions. Some suggested that Village ownership and leasing to a

concessionaire for operation as a waterfront café would be acceptable. Others thought that Village acquisition would be acceptable but that it should then be put to municipal or community use. Continuity of the 'working waterfront' (particularly along the western side) was mentioned by some as important.

In terms of activities, some participants suggested a completely passive park, though most felt that the waterfront presented opportunities for a number of activities and particularly access to the water for recreational boating (*e.g.* kayaking, jet skiing, paddle boating), fishing, and commercial excursion and fishing boats.

Though virtually all participants were in favor of relocating most of the parking, some had concerns over vehicular access to boats in the Town marina and retention of car and trailer parking in the boat launch area.

### 1.2.3 Uptown

Many community meeting participants agreed that some additional housing and housing improvements were desirable including multi-income for diversity, including market rate and affordable components. Potential tenants that were mentioned included SUNY Stony Brook faculty, staff and students, doctors, nurses, other hospital workers, and young professionals. Housing concerns focused primarily on the total number of housing units, the appearance and quality of the housing including height and the costs of rental and for sale units.

Walkable mixed-use redevelopment was preferred by a majority of meeting participants, with sustainable retail and commercial uses that residents and commuters could use. Suggested retail included grocery, pharmacy, and banks. There was also mention of space for artists, cafés, galleries, and antique stores. Main Street was envisioned as the primary focus of Uptown with Walnut Street remaining as a secondary service street.

Aesthetic issues were raised by a number of participants, especially as the area is the 'gateway to Port Jefferson.' A relatively popular concept was the creation of a connection between the train station and Main Street. Proper landscaping and appealing and well-scaled building form were also important, as was the maintenance of a view corridor to the harbor.

Additional parking would be needed for redevelopment of Uptown. Participants acknowledged the need for adequate parking that might include a garage. Traffic was a concern of a number of participants, particularly as vehicles enter Uptown travelling north on SR 112 and transition from four to two lanes. Additional comments were made regarding traffic from hospital workers on Belle Terre Road and North Country Road as shifts change. Operation of a shuttle was mentioned as a potential solution to some of the traffic issues.

Connections to the vacant land adjacent to the Highlands were discussed by community meeting participants. Most liked the idea of a connection from Uptown to this area. There were differences of opinion on what should be located in this area; some felt it should remain passive open space; others felt that active recreational and/or cultural uses were appropriate. A community center with a pool was mentioned by some.

#### 1.2.4 Midtown

Participants at the community meetings felt that professional uses, bed and breakfasts, art galleries, and cultural uses are appropriate in Midtown. Some mentioned extending the SOMA (South of Main Arts) district. They remarked on the residential architecture and historical character of Midtown, suggesting that new buildings should maintain that appearance. Most participants were comfortable with professional office uses, but preferred them to be owner-occupied converted residences similar to what is there today.

Many people spoke of a need to develop a connection between Uptown and Downtown. They cited traffic flow, speeding, the lack of trees and adequate lighting as issues along the existing roadway connection on SR 25A. Participants specifically mentioned late afternoon hospital traffic on Stony Hill Road as problematic. They suggested that the Village improve and widen sidewalks for pedestrians and bicyclists, implement traffic-calming techniques for SR 25A, and reconsider reestablishing a trolley between Uptown and Downtown. Some proposed that the Village make improvements to beautify Belle Terre Road. Better building code and zoning code enforcement was also mentioned.

#### 1.2.5 Residential Districts

Comments from participants concerning the Village's residential districts covered housing, environmental issues, traffic, and more. Many residents gave voice to maintaining the 'character' of their neighborhoods.

There were a number of opinions concerning housing types. Some mentioned eliminating illegal apartments; others suggested 'monitoring' apartments in private homes. Provision of mixed income (including affordable) units was important to some residents, others proposed more condominiums (for seniors in particular), and still others suggested provision of artists' lofts at affordable rents. Some mentioned concerns regarding allowing bed and breakfasts in the residential areas. An Apartment Review Board was also recommended. Many suggested that the Village revise its cluster development ordinance to prevent clustering on small parcels. Deed restricted housing was suggested as a technique to preserve affordable housing.

It was suggested by some that older residential areas be given priority for connections to the public sewer system. Others felt that the entire village should be sewered.

Environmental issues focused on steep slopes, stormwater management, green construction, and trees. Many recommended that the Village pass a steep slope

ordinance. Others wanted better enforcement of the tree-clearing ordinance. Some participants wanted the Village to encourage green construction and consider providing incentives. Drainage improvements were suggested by some participants. More parks, particularly pocket parks, and areas for hiking were requested.

Mobility concerns included traffic flow, sidewalks, parking, and road maintenance. Many participants mentioned the need for improved roadways. Some cited the lack of parking in the commercial district resulting in visitor parking on residential streets. Some participants cited the need for better control over vandalism, littering, and illegal parking, especially Downtown and in the residential areas. Many suggested that additional sidewalks and sidewalk improvements for residential districts would improve mobility and safety.

When considering aesthetic issues, community members suggested burying utility lines, instituting an architectural review board and improving site development guidelines. Visual appeal and neighborhood preservation were important to many including the need to clean the streets more often and continue leaf pickup.

### 1.2.6 Village-Wide

#### Parking

Parking is an issue throughout the commercial districts of the Village. Many acknowledged that parking has been and remains difficult in the high season, with some residents avoiding Downtown all together due to the lack of parking.

Some mentioned that Brookhaven residents should continue to be provided with free parking if the Town lot were to be relocated from the Waterfront. The Town indicated in a separate meeting, that in the near term they would likely be metering lots.

#### Parking Garages

The need for one or more parking garages was discussed. Some acknowledged that given a shortage of parking at certain times of the year (see section on parking for additional discussion), combined with future parking demands in the event of an increase in development, that parking would continue to be a problem in the Village. Even if construction of one or more parking garages would alleviate occasional parking deficits, many participants expressed concerns over their size, location, appearance, capital, and operating costs. Others noted that garages would be out of character with the Village and that the cost of garage construction, operation, maintenance, security, and liability insurance, would be borne primarily by the developers, businesses, and outside agencies and not solely by the residents. Potential parking garage locations behind the Gap store and in the Meadow parking lot were discussed. Some suggested a tram to Uptown with structured parking located there. Others felt that an Uptown garage for Downtown users and the tram would not be adequately utilized. Parking garage security and maintenance

were also concerns. The general feeling about garages was that all other efforts to resolve the parking problems should be tried first (shared parking, new surface lots, reconfiguring existing lots, etc.) before a garage was considered.

Mention was made of garage space ownership (according to a condominium model) possibly by Downtown residents or large parking users such as the ferry or Danfords (for valet parking). Garage architecture was mentioned with examples from places like Charleston, South Carolina and Milford Connecticut considered aesthetically pleasing and appropriate. Participants also suggested a park/plaza or restaurant on the garage roof with a view of the harbor.

### Open Space

Participants commented on the need to preserve the open space that remains in the Village. They cited an Open Space Study completed a decade ago that recommended a number of properties for preservation and creation of a greenbelt. Participants pointed to the urgency to take action as many of those properties have since been developed.

### Other

The status of current development proposals was mentioned and a question posed as to how this CPU would affect them.

A number of residents cited truck traffic on Beach Street from the sand and gravel yard as a concern. They questioned whether the trucks might be rerouted through the Long Island Power Authority (LIPA) property.

Architecture review of *all* development proposals was something that a number of participants expressed an interested in.

## **1.3 Prior Studies**

### 1.3.1 Comprehensive Plan – 1965

A *Comprehensive Development Plan* was prepared for the Village in 1965, shortly after its incorporation. The Plan included recommendations for Land Use, Streets and Transportation, the Business Area, Community Facilities, and the Waterfront. Many of its observations and recommendations continue to resonate. Several particularly relevant ones for the Downtown are reproduced below:

- *Based on existing retail store floor areas, there is a parking deficiency of 650 off-street spaces.*
- *One or more dominant retail establishments (e.g., junior department store or food chain) are provided. These "magnets" which attract shoppers, must be supplemented by a variety of specialty shops.*
- *The retail facilities are grouped in a compact arrangement. This facilitates comparison shopping which leads to increased sales volumes, and affords the*

- greatest shopper convenience. Thus, once the shopper parks, a number of errands can be accomplished within easy walking distance.*
- *All non-retail businesses, such as manufacturing, wholesaling, and certain types of automotive uses, which interrupt continuous store layout, compete for street and parking space, and detract from the appearance of a retail trading center, are excluded.*
  - *An attractive over-all appearance is achieved through the provision of well-designed and efficient stores, harmonizing architecture, order in advertising and identification signs, and landscaping in appropriate areas throughout the shopping district.*

The Plan says of Uptown:

*The physical factors detrimental to the functioning of the station business area are even more pronounced than those of the downtown area. There is virtually no off-street parking available, the heavy flow of traffic funneled through the area seriously interferes with its functioning, the inadequate railroad station parking lot compounds the traffic congestion in the area, and the physical condition of much of the area is deteriorated. With these formidable problems, the only realistic approach to the improvement of the area is a comprehensive redevelopment program.*

The Plan also speaks to population growth. Until approximately 1960, the population of Port Jefferson had remained relatively constant at 3,000 persons for 50 years. "Then suddenly, Port Jefferson succumbed to developmental pressures and grew by 30% in the period from 1960 to 1964." The authors of the Plan go on to say "It is reasonable to expect that the growth rate in Port Jefferson will now continue upward, resembling the growth patterns of the Port Jefferson region."

The population reported by the 2000 census was 7,609. According to data collected by ERA (see Section 2.1 and the full Demographic and Economic Analysis in Appendix G), the population in 2009 was 7,901 and annualized growth in the 1990-2000 period was 0.5 percent and from 2000-2009 it was 0.4 percent.

Interestingly, the population of youth was a concern then as now, "However, one significant deviation from the County characteristics shows a marked deficiency in the 25 to 29 year group. This indicates that after college or completion of military service, the young adult frequently does not return to Port Jefferson."

### 1.3.2 Comprehensive Plan Update -1995

The Comprehensive Plan Update (CPU) of 1995 examined the 'three communities of Port Jefferson,' the downtown tourist-oriented business district, the uptown neighborhood shopping and the strong residential enclaves. While the 1995 CPU was not adopted, the following themes continue to ring true today. "Some residents would be happier with less tourist traffic particularly in the summer months. Some downtown merchants would like to see more of the residents shop downtown. Most citizens are concerned about traffic

*and parking. There is universal agreement that the quality of life must be preserved and enhanced."*

The 1995 CPU made the following recommendations to "strengthen the tourist attraction"

- *Better Access - completion of the Route 25A By-pass would direct non-downtown oriented trips away from the area.*
- *Parking - Immediately, redesign the large parking field near the park to increase available spaces. Introduce parking regulations that are even-handed and enforceable. Designate appropriate spaces for long term. Enter into an agreement with the Town to use its lot during the week for all day parkers.*
- *Appropriate Zoning - Review the current zoning ordinance to remove barriers to proper land use with particular attention to parking. Financing of parking is also a key item.*
- *Waterfront Protection: Remove unnecessary industry from the waterfront and add amenities to make the area more attractive.*
- *Create an Image - While there is a beginning to a Port Jefferson image, it has not developed. The creation of a pedestrian mall on Main Street would be a logical step. Initially, this could be limited to the summer months.*
- *Financing :It is not reasonable to expect the residential community to pay for the necessary improvements to develop the tourist image downtown. A business improvement district should be established to fund these improvements. The recipients (merchants) would bear the costs.*

Though parking remains an issue, the Village has addressed most of these items, including waterfront and parking lot improvements in the Meadow lot, creation of a BID, and a start on the creation of an image. Consideration of a pedestrian mall may still have merit. The 1995 CPU also said of the Uptown area:

- *Consideration should be given to redevelop Uptown as the local service area. There are existing service shops, cleaners, hardware, shoe repair, liquor store etc. Possibly, consideration should be given to apartment construction in the area. Proximity to the rail might make this an ideal location. It would also serve as an incentive to redevelop the area and provide housing for nearby hospital workers.*

These thoughts for Uptown remain relevant (though some of those stores have closed) and are elaborated on in the appropriate sections below.

### 1.3.3 Vision 2010 Citizens Advisory Committee Report – 2002

The 2002 Citizens Advisory Committee Report entitled 'Vision 2010' made a number of important recommendations for each of the Village's zoning districts and regions. The entire 2010 Vision report is found in Appendix F. Many of its recommendations are referenced in this CPU.

The group developed the following Vision Statement:

*"The landholders, business owners, and residents of the Incorporated Village of Port Jefferson have a vision for our Village that extends to the year 2010.*

*We envision Port Jefferson as a "first class" community that embraces diverse business and residential environments, while maintaining strong ties to its historic past. Its vibrant commercial districts should allow for changing market environments; be pedestrian friendly and have realistic parking; and be anchored by its major hospitals, health related facilities, quality educational institutions, and intermodal transportation opportunities.*

*Buoyed by Port Jefferson Harbor, our Village beaches, and the Port Jefferson Country Club at Harbor Hills, our vision emphasizes a strong parks and recreational base, which supports the residents of the Village and their guests. It embraces the arts, cultural events, local history, the importance of tourism and business investments in our village, and encourages a balancing of the ever-changing needs of its individual areas, while meeting the needs of the Village as a whole."*

Many of the recommendations from the Vision 2010 report remain relevant today and have been considered as part of this CPU.

#### 1.3.4 Open Space Plan - 2001

An Open Space Plan was developed for the Village's Conservation Advisory Committee in 2001. The report inventoried the open space at the time and made recommendations for acquisitions, easements/covenants, zoning, and education. The recommendations covered Downtown and the Waterfront, Harbor Hills, Cedar Hill, and a Village Greenway. These recommendations are reviewed again in Section 15 on Open Space.

#### 1.3.5 2008 Port Jefferson Station/Terryville/Comsewogue Hamlet Study Comprehensive Plan

Although outside of the Village of Port Jefferson boundaries, the 2008 *Port Jefferson Station/Terryville/Comsewogue Hamlet Study Comprehensive Plan* addresses the future of one of the communities immediately adjacent to the Village. The future of Port Jefferson Station, in particular, is of critical importance to the future of the Village of Port Jefferson. State Road 112 is the main thoroughfare in Port Jefferson Station and becomes the 'gateway' to the Village of Port Jefferson. The railroad track is an artificial boundary. Ultimately, redevelopment of Uptown Port Jefferson should be coordinated with plans for Port Jefferson Station. The 2008 Hamlet Study included details of land use, zoning, demographics, community services, schools, parkland, traffic, and housing. The Plan covered zoning changes, the Lawrence Aviation site, recreation and open space, traffic and transportation, including a Port Jefferson Station/SR 112 Design Study.

## 2 Demographic and Economic Analysis

A draft Market Analysis Project Report was prepared in October 2010 as part of the Comprehensive Plan Update by AECOM, Inc., a subcontractor to Cameron Engineering (see Appendix G for report). The main findings and recommendations of the analysis are summarized below. Based on an analysis of demographic trends, real estate trends, site visits, and interviews in 2009, the Report found potential for new development in both Uptown and Downtown areas. While the report recognized that Uptown poses challenges, it also found that new residential options with ground floor or adjacent retail could take advantage of the LIRR station and bring much needed vibrancy to the area. The analysis reviewed demographics followed by market overviews and demand analyses for the residential and retail markets. The analysis covered historic trends and existing conditions of supply, demand, and pricing.

### 2.1 Demographics

The population of Port Jefferson grew more slowly through the 1990's and 2000's and was slower than Brookhaven and Suffolk County overall. Average household income in Port Jefferson (\$115,000 in 2009) was higher than in Brookhaven and Suffolk County. However, it has a relatively lower share of middle- and upper-middle-income households earning between \$60,000 and \$125,000 compared to Brookhaven.

Port Jefferson has an older population compared to Brookhaven. The population above age 55 represents 32 percent of the total population, compared to 23 percent in Brookhaven. On the other end of the spectrum, only 27 percent of the population is below age 24 as compared to 35 percent in Brookhaven. The population of Port Jefferson is highly educated with 53 percent of the population above 25 with at least a bachelor's degree as compared to 25 percent in Brookhaven overall.

### 2.2 Residential Background

Port Jefferson consists primarily of owner-occupied homes, comprising about 69 percent of the total housing units. However, it has a significant rental stock - 27 percent of its housing units compared to only 20 percent of housing units in Brookhaven. Even through the housing boom, there has been very little recent development activity in Port Jefferson, with only 34 building permits for new housing issued since 2001. Port Jefferson issued on average 60 building permits per year in the late 1990's. The majority of those, 56 percent, were multifamily units. Since Harborview (40 units in 1999) and The Highlands (231 units in 1990 and 1996), there has been no new for-sale condominium development in Port Jefferson. The majority of free-standing rental product in Port Jefferson is from the 1960's and 1970's. The most recent projects include the 30-unit Barnum House (at Barnum Avenue and Main Street) and the 65-unit Fairfield Landmark (1-66 Pinnacle Drive off Dark Hollow Road). Some percentage of single-family homes contains rental apartments but they are not permitted and thus have never been quantified. There has been limited new multifamily

construction in the larger region. The vast majority of building permits in Brookhaven and Suffolk County through the 1990's and 2000's have been single-family.

### **2.3 Retail Background**

Port Jefferson has two distinct retail nodes, Downtown with the waterfront and Uptown near the Port Jefferson LIRR station, both linked by Main Street. Port Jefferson has the enviable position as the only retail concentration in the area with a walkable, downtown retail environment. Downtown is an attractive visitor destination with quaint, walkable streets and open spaces and harbor views. It is a dining destination with a variety of restaurants, cafes, and bakeries in addition to the pizza and ice cream shops geared for youth and visitors. In addition, Downtown has a mix of boutique stores, gift shops, and clothing stores. Downtown does not currently have significant convenience shopping such as a hardware store or liquor store, and, in particular, a medium-scale grocery that would serve Village residents. Uptown lacks the attractiveness of Downtown and struggles to compete against the auto-oriented strip centers on Main Street, Route 327, and Route 25A as evidenced by its high vacancy rate. Uptown has a variety of tenants catering to a range of income-levels. Uptown, however, does have several successful eateries and a location easily accessible to commuters.

### **2.4 Residential Market Demand**

The economic analysis found potential for Port Jefferson to capture at least 50 new housing units each year, or 250 housing units over five years, through new construction. This finding is based on an average and on a quantitative estimate of household turnover. In practice, consideration of new residential development must balance several issues. These include the availability of developable parcels, regulatory concerns, contextual design, and developers' requirement to make a competitive return on investment. It is likely that actual development projects will require a certain critical mass in terms of the number of units and density. Port Jefferson is a highly desirable community that offers quality schools, a unique and attractive downtown, waterfront views and recreational opportunities, two major hospitals, and proximity to SUNY Stony Brook. New development throughout this part of Long Island has been limited to single family and multifamily rental subdivisions that lack the charm and high quality of life found in Port Jefferson. Limited new residential development in Port Jefferson could be absorbed successfully and if sited and designed appropriately could bring added vibrancy particularly to Uptown.

The demand analysis contained in the economic study estimates market support for new development of approximately 250 housing units over the next five years. According to AECOM, this is a highly conservative estimate based on a two percent capture rate of buyers and renters expected to be in the market for a new home. Given the unique appeal of Port Jefferson, more development could likely be supported and should be planned for over a medium-term period. In Downtown, luxury multifamily product, rental or for-sale,

could be developed particularly in configurations that allow for water views. Units can be developed above existing retail properties or on development sites that could include ground-floor retail space. In Uptown, the immediate proximity of the LIRR station and hospitals, and the close driving distance to major thoroughfares positions it well for new real estate investment. Generally, development in Uptown should consist of rental housing geared to hospital employees, seniors, and Stony Brook students, faculty, and staff due to proximity to the hospitals and campus. The study emphasizes that new development will require improvements to the overall public environment and infrastructure to make it a compelling option for renters in the market. Not only does the new development itself have to be of high quality such that renters would move in, but the buildings and spaces adjacent to the new development must be appealing as well. A singular high-quality development will not be as successful as a series of new developments or rehabilitations surrounded by a higher quality public environment with amenities and improved access to the LIRR Station. The Station is an important component, with potential improvements and attractions there helping to drive Uptown value.

## 2.5 Retail Market Demand

The success of retail in Port Jefferson can be attributed to the charming small town and waterfront setting of Downtown, unique and dedicated retailers, and a customer base from the local community, visitors, and the larger region. Port Jefferson's retail offerings stand out in contrast to the retail in the larger region, which mostly consists of strip centers, big box stores, and shopping malls sited along primary roadways. The economic analysis indicates new retail development, up to approximately 40,000 square feet, could be created. It should be noted that new retail, given Port Jefferson's distance from primary roadways, should be of a scale appropriate for a town center, smaller and part of mixed-uses.

A limited amount of new retail property could succeed as part of the ground floor or adjacent to new residential development projects in both Uptown and Downtown, given the right product offerings and design. In Downtown, the analysis finds demand for a well-positioned grocery store with specialty items. The same may be true for Uptown. In addition, stores that cater to both residents and visitors including flowers, gifts, and specialty hardware could succeed. Additional dining would perform well given the dining cluster for which Port Jefferson is known. Uptown can build on its strengths of well-trafficked restaurants, proximity to the hospitals and LIRR station, and proximity to Port Jefferson Station. As discussed in the residential development conclusions, success in Uptown will depend on the ability for multiple, high-quality developments, well-signed parking lots, and streetscape improvements coming to fruition. It should be noted that new retail in Uptown would have to rely on a customer base ranging from new residents, current residents, hospital employees, and for dining specifically, residents from throughout the region.

## 3 Buildout Analysis

### 3.1 Background

The land area<sup>1</sup> of the C-1 district excluding Village- and Fire District-owned lands is approximately 22.83 acres (total land area of 34.96 acres minus municipally-owned of 12.13 acres). The land area of the C-2 district excluding municipally-owned and LIRR lands is approximately 18.81 acres (26.07 acres minus 7.26 acres).

A mathematical buildout of the C-1 and C-2 districts under existing zoning was undertaken utilizing Geographic Information Systems (GIS) data obtained from the Town of Brookhaven. The goal was to determine the number of residential units (apartments) and the retail area that property owners could construct under existing conditions (as a conditional use as allowed by current zoning). Building footprints were measured from aerial maps and the number of building stories documented in the field. Current zoning allows a Floor Area Ratio (building area/lot area) in the C-1 and C-2 districts of 2.0. Given setback and landscaping requirements, lot coverage was estimated at 80 percent. The zoning requires one onsite parking space per 300 square feet of commercial use. As C-1 and C-2 zoning does not include apartments above retail as a permitted use, an assumption of 2.0 required onsite parking spaces per unit was made. Each parking space was assumed to require 270 square feet. One-bedroom apartments were assumed to be 600 square feet and two bedroom units, 1,100 square feet.

Buildings in the C-1 district that are already two stories were assumed to be at or close to the 35 foot maximum height permitted by zoning and were therefore considered built-out. The buildout assumed that property owners would replace one-story buildings with two or three story buildings (maximum height of 35 feet). Most buildings in the C-2 district one block east and west of Main Street were assumed to be replaced. A retail space of 800 square feet was assumed for properties less than 0.25 acres and 2,500 square feet of retail for larger properties. Apartment area was calculated by subtracting the commercial area from the maximum buildable area. If the potential apartment area was greater than 1380 SF, then apartment size was set to 1150 SF. If the potential apartment area was less than 1380 SF, then apartment size was set at 690 SF.

A number of parcels were excluded from the buildout. They included parcels too small for development, certain historic parcels, banks, fire department and municipal properties, and public lands.

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<sup>1</sup> Information based on parcel data from the Town of Brookhaven and zoning information from a digitized paper map supplied by the Village.

### **3.2 Estimated Buildout**

The buildout resulted in an order-of-magnitude estimate of 430 apartment units in Downtown and approximately 250 apartment units Uptown (on Main Street and one block east and west of it). Potential new commercial space in the same Uptown blocks was estimated at 44,800 SF and for Downtown was estimated at 44,100 SF.

A more detailed analysis was performed for Uptown to look at the possibility of parcels being aggregated. This allows a more efficient use of space and yielded 416 dwelling units and 73,150 square feet of retail. This analysis is provided in Appendix H.

## 4 Downtown (C-1 District) Recommendations

### 4.1 Housing

#### 4.1.1 Permit Residential over First Floor Retail

As a traditional downtown, Port Jefferson has apartments located over stores. These are allowed as a conditional use under the current zoning. Downtowns suffered during the shopping center construction boom of the seventies. Rents in the downtowns declined and with that the socioeconomic profile of downtown tenants. As a result, Villages changed their zoning to disallow second and third floor apartments over stores for new construction. Only in the last 10 years or so, with the advent of Smart Growth planning initiatives have villages realized the desirability of downtown apartment living for a number of population segments and for the health of the downtown itself. More downtown residents help downtown businesses survive. More 'eyes on the street' on evenings and weekends helps reduce crime and encourages others to frequent downtowns during those times.

#### ACTION ITEMS

- Change C-1 and C-2 zoning codes to permit mixed (retail and residential) uses as a permitted (rather than conditional) use.
- Set minimum unit sizes to limit the number of single room occupancy units. See Section 5.1.3 for a discussion of minimum unit sizes.

#### 4.1.2 Restrict Conversion of Existing Second Floor Residential

Conversion of existing (grandfathered) second floor residential to commercial uses should be permitted only for commercial uses that are accessory to first floor retail. Such conversions should be by Special Permit application. Stand-alone professional offices (real estate, financial, legal, government, other) should be permitted in the RO and PO Districts only.

#### ACTION ITEMS

- Permit by Special Permit conversion of existing second floor residential uses to commercial use only as accessory to first floor retail in the C-1 and C-2 districts.
- Permit freestanding offices of a size commensurate with their surroundings only in the RO and PO districts.

#### 4.1.3 Revise Code to Allow Limited Off-Site Parking for New Development

Setting a parking requirement as though apartments were in a standalone site would yield too high a requirement, which would in turn limit the apartment density and/or result in paving too many spaces (if additional paved space was available). Apartments over first floor retail typically have lower parking needs than typical standalone apartments because

they exhibit a certain level of shared parking. Not only do people who select this type of living arrangement tend to have fewer vehicles, but a person can park for an apartment and then walk to any number of commercial businesses.

A typical parking requirement for an apartment can be anywhere from 1 to 3 spaces per unit, depending on the size. The Village should institute a smaller parking requirement for second and third floor residential uses in the C-2 district: 1 space per studio or one-bedroom unit plus 0.5 spaces for each additional bedroom. This kind of reduction for Uptown is warranted given the most likely tenant mix and the availability of transit. Developers will market their units to University staff and graduate students, employees of both Port Jefferson hospitals, and the Brookhaven National Laboratory (BNL). Many of these tenants will utilize alternative transportation including walking and bicycling (to the hospitals) and shuttle buses or vans to the University and BNL. Some University employees and students would utilize the Long Island Railroad.

The Village should encourage the provision of these spaces onsite, but permit their provision offsite in Village lots or in a future Village garage through payments in lieu of parking. Payments in lieu of parking should be set at a realistic dollar amount that reflects the true cost of providing parking. Those payments would be a one-time fee. Annual operating and maintenance costs for offsite public parking would be borne by the parking district (see parking management in section 11).

Allowing parking off-site (within reasonable distances) will allow architects to design lower elevation buildings or buildings with more traditional peaked roofs, because it will not be necessary to design for parking underneath structures. This will make construction costs more reasonable and will fit well with the character of the Village, as there are sensitivities to the height limitation. Additional information on overall parking management is provided in Section 11.

### **ACTION ITEM**

- Relax parking requirements for apartments in the C-2 district to 1 space per studio and 1.5 spaces per one bedroom apartment plus 0.5 spaces for each additional bedroom.
- Allow parking for apartments in the C-1 and C-2 districts to be provided off-site within a 500-foot radius (a reasonable two-minute walk).
- Permit payments in lieu of parking.
- Provide additional public parking.

#### **4.2 Inns**

Small inns could be a desirable use within the commercial and office districts as a magnet for short-term visitors.

**ACTION ITEM**

- Revise zoning codes to permit inns of limited size to the list of conditional uses in the commercial, residential office, and professional office districts.

**4.3 Retail**

Community members consistently stated that much of the Downtown retail catered to visitors rather than residents. Participants said that they shopped Downtown only infrequently, as there were few shops there to meet their needs. Others used the word 'tacky' for the type of tourist and gift retail that has proliferated to serve visitors. Some remarked that there were too many of the same kind of retail (too many gift shops, too many ice cream stores, etc.). Retailers took issue with the 'high' rents charged. Property owners said that attracting tenants was difficult due to Village administrative requirements for change of use applications.

**4.3.1 Restrict First Floor Uses to Retail**

The Downtown is characterized by first floor retail and restaurant use. It attracts shoppers and diners because of the number of stores and restaurants. First floor uses should be restricted to retail to preserve the retail environment, which helps to make Downtown the place to shop.

**ACTION ITEM**

- Restrict first floor uses to retail in the C-1 district.

**4.3.2 Retain & Encourage 'Local, Village-Scale Retail' to Serve Residents**

Requiring first floor retail in the Downtown is the first step toward encouraging resident-serving retail. Convening a discussion with the Chamber of Commerce and Business Improvement District would be valuable to determine if instituting a maximum size for Downtown retail would help encourage local retail. Many downtown communities have found that restricting retail area to 2,000 square feet (SF) and 3,000 SF with a Special Permit helps encourage more local retailers. Others have allowed retail area expansion beyond 3,000 SF if the application includes an audit showing that more than 50 percent of the store's receipts are from local zip codes. Another method of encouraging a diversified mix of local retail is to lessen the street frontage requirement. Reducing the minimum allowable area for retail from 800 to 500 square feet could also help provide more affordable retail options. Although car dealers are 'local' businesses, they are not appropriate in the C-1 district. Hotels are an appropriate use in the C-1; however, motels are an antiquated use for Village downtowns.

**ACTION ITEMS**

- Encourage discussions between residents, Chamber of Commerce and BID to determine the types of businesses that would meet residents needs year-round and consider incentives to those types of businesses such as tax abatements.
- Consider restricting retail uses to 2,000 square feet or 3,000 square feet with a Special Permit in the C-1 district.
- Consider permitting retail uses in excess of 3,000 square feet in the C-1 district with a Special permit with submission of an audit annually that shows at least 50 percent of receipts from the Port Jefferson zip code.
- Consider reducing required street frontage (*e.g.* to less than 50 feet).
- Consider reducing minimum retail area from 800 to 500 square feet.
- Remove motels and car dealers as permitted uses in the C-1 district.

**4.3.3 Encourage Limited Anchor Retailers**

Anchor retailers can help draw shoppers to Downtown and depending on the type of anchor, especially local residents. Anchor stores, such as the existing GAP store, typically require spaces larger than 3,000 SF or more. The Village should permit greater area for specified uses (*e.g.* grocery/food market, home furnishings) that would expand the mix of retail Downtown and appeal to Village residents without competing with existing retail. Discussions held with the Chamber of Commerce and the BID as part of the CPU should be continued in order to determine the kind of retail that would be appropriate. The Village should however, limit the number of anchor retailers to avoid changing the character of the Downtown. The code should include language that requires retail spaces greater than 3,000 SF to be spaced more than a certain number of feet apart.

**ACTION ITEMS**

- Discuss the type of anchor retail that Downtown may need with the Chamber of Commerce and BID. These would likely include the types of stores mentioned by Village residents such as grocery and hardware stores.
- Limit the number of anchor retailers.
- Limit the space occupied by an anchor retailer to avoid locating large format retail Downtown.

**4.3.4 Make Retail Space More Affordable**

CPAC members expressed concerns that commercial rents in the Village were 'too high.' In particular, they felt that high rents made it difficult for retailers that cater to residents rather than visitors to survive.

An investigation into comparable villages<sup>2</sup> revealed that retail rents in Downtown Port Jefferson were slightly lower than in Huntington, but higher than in Northport and

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<sup>2</sup> Port Jefferson Market Analysis, January 2011. AECOM Economics, NY

Greenport. Northport has a very small concentration of retail and Greenport is relatively remote.

*Huntington* - There is 1.1 million square feet in 220 retail properties within 0.5 miles of the intersection of New York Ave. and Main Street. This includes the 41,000 square foot 40 Wall Street (Walbaum's, the largest property). Vacancy has been around 3% in 2010, but in 2006, it stood at 8%. Rents in 2010 have hovered around \$31 per square foot per year. This represents a drop from 2009 when they peaked at \$38 per square foot.

*Northport* - There is 47,000 square feet in 13 retail properties within 0.5 miles of the intersection of Bayview Ave. and Main Street. There is a relatively high vacancy rate because of two vacant properties totaling 9,700 square feet. Three properties show asking rents between \$18 and \$27 per square foot per year. (No historical information was readily available).

*Greenport* - There is 166,000 square feet in 22 retail properties within 0.5 miles of the intersection of Main Street and Front Street. This includes the 40,000 square foot Sterlington Commons development. Vacancy stands at 6% as of October 2010, but had reached 14% in 2007. Rents in 2010 have hovered between \$17 and \$21 per square foot per year, which has not changed over the past few years.

*Port Jefferson* – There is 205,143 square feet of retail in 38 retail properties in the Village of Port Jefferson with 157,037 square feet in Downtown and 42,185 square feet in Uptown. Downtown vacancy rates stand at around 2% as of October 2010, an improvement over the 3.5% in the spring of 2010. Vacancy peaked in 2006 at 10%. Vacancy was 25 percent in Uptown as of October 2010. Rents in October 2010 were \$28 to \$30 per square foot per year. No historical rent information was readily available.

If, as recommended elsewhere in this document, the Village creates a parking district, a lower rate could be granted for building owners providing 'affordable' retail space for businesses that provide products or services needed by local residents.

## ACTION ITEM

- If a parking district is created, grant property owners a lower rate for provision of 'affordable' retail space that caters to the needs of residents.

### 4.3.5 Encourage Seasonal Outdoor Dining in Selected Locations

Many active downtowns permit seasonal outdoor dining as it brings more life to the street, adds to restaurant seating and revenue, and satisfies the desire of diners. Proposed sidewalk widening and other streetscape improvements on Main Street, along the perimeter of the Arden Place parking lot, and adjacent to proposed public spaces could make limited outdoor dining possible. Outdoor dining in sufficiently wide alleys may also be possible and desirable.

The Village code that governs outdoor seasonal dining should be modified to make certain aspects less restrictive and others more restrictive. Minimum sidewalk widths should be specified to accommodate al fresco dining as well as limitations on locations, distance from buildings, type of furniture, cutlery (no plastic), and dishes (no paper and plastic). Permit application fees should be reflective of the value of this space and could be a significant source of revenue to the Village.

This proposed use can be accomplished via the use of temporary bollards or curb ramps that could be used during the peak summer season. The curb ramps would prevent the curb from becoming a tripping hazard. These temporary features would block parking and would create a buffered, widened area for pedestrians and seasonal dining tables. Options to expand Main Street sidewalk widths are discussed in Section 11.

### **ACTION ITEMS**

- Expand width of Main Street sidewalks.
- Utilize temporary ramp structures and/or bollards to create buffers and wider areas for dining tables and/or pedestrians.
- Amend the C-1 District code to permit outdoor dining on Main Street (if sidewalks are widened) and East Main Street. Incorporate restrictions to reduce trash generation, insure adequate sidewalk space for pedestrians.

#### 4.3.6 Restrict 'Formula Retail and Restaurant Uses

Formula fast food restaurants are currently prohibited in the C-1 District. This prohibition should be expanded to include all formula retailers. Formula retailers include chain stores and certain types of regional and national restaurants. Part of the charm of villages like Port Jefferson is the variety, mix, and uniqueness that characterize its retailers and restaurants.

Formula retailers and restaurants are those "*that are required by contractual or other arrangement to maintain standardized services, merchandise, menus, ingredients, food preparation, uniforms, décor, logos, architecture, signs, or similar features* (from the New Rules Project of the Institute for Local Self-Reliance)."

### **ACTION ITEMS**

- Exclude "formula" retailers and restaurants as permitted uses from the Downtown C-1 District.

#### 4.3.7 Exclude Drive-ins from the Downtown

Drive-ins whether for food, banking, or other products or service encourage greater automobile use and discourage a walkable Downtown. The queuing area required for these uses increases the area occupied by asphalt and increases air pollution and noise as vehicles idle waiting in line.

**ACTION ITEM**

- Exclude drive-ins whether principal or accessory uses from the Downtown C-1 District.

**4.3.8 Simplify Site Plan Review for Change of Use**

Keeping stores leased relies in part on the ability of the building owner to get a tenant in quickly. An extended approvals process is costly for both the building owner and the potential tenant. The Village, however, must protect the character and integrity of the Downtown retail environment and therefore must conduct the appropriate due diligence for changes of use. The Village code was changed in December of 2010 as follows:

*The expansion of change of any use in an existing building other than an expansion of a one-family detached residence or buildings accessory thereto. Exception to this shall include any proposed change of use within the C-1 or C-2 Districts in which the proposed change represents a change from permitted use to permitted use. When, in the opinion of the Building Inspector, the proposed change does not require any changes to the building exterior, increase in required parking, or any other condition for which a formal review by the Planning Board is warranted, the change of use may be approved by the Building Inspector.*

**ACTION ITEM**

- Update the revised code to specify that the Building Inspector will approve a Change of Use application when there is no proposed change to the building exterior, no change to the allowable dimensions (parking, sanitary, solid waste, or architectural), and no other condition for which a formal review by the Planning Board is warranted.

**4.4 Vehicular and Pedestrian Mobility**

Main Street sidewalks vary from six to 11 feet (Figure 4-1). These are relatively wide sidewalk widths, but there are sporadic light poles and signposts in the way, and the summertime pedestrian volumes are high enough to overflow the available space. Participants remarked that sidewalks are congested in the summer season and would be more comfortable if they were wider. East Broadway sidewalks are eight to nine feet wide, but West Broadway sidewalks are only four to five feet wide. East Main Street sidewalks are eight feet wide and Arden Place sidewalks are six feet wide. Roadway signs and utility poles reduce the usable sidewalk widths on these streets as well.

Pedestrian access from Main Street and East Main Street to the Village parking lots is infrequent (there are relatively few marked crosswalks) and with a few exceptions, they are less attractive than what would be expected in a heavy pedestrian volume Downtown.

There are few marked crosswalks on West Broadway, and there is no specific pedestrian connection to the Waterfront from Village Hall. The walkway along Mill Creek ends at West Broadway.

Vehicle congestion is a problem throughout the Downtown during peak summer periods. There are specific issues at the Main Street and Broadway intersection, where driver indecision (due to high pedestrian crossing volume and marginal sight lines from Main Street onto Broadway) slows the flow of traffic on Main Street. Multiple curb cuts for parking lot access also slow traffic flow along Main Street, East Main Street, and Broadway.

Ferry queuing on East Broadway (in the westbound shoulder/parking lane) can sometimes be a problem on high ferry demand summer weekends. It takes time to load the several dozen vehicles onto each ferry while an incoming ferry is simultaneously unloading.

Traffic counts were collected on a busy summer weekend of August 28, 2010 as part of the Waterfront Revitalization Study (Appendix E). This is discussed further in Section 7.2.

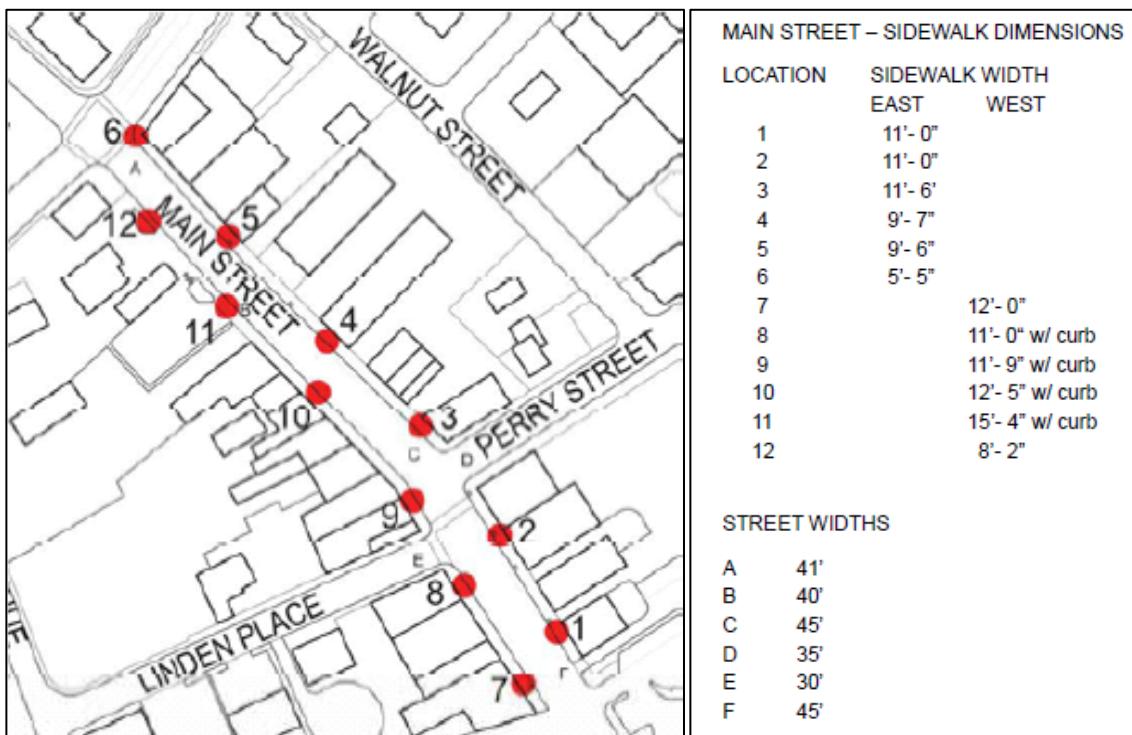
#### 4.4.1 Widen Seasonally Congested Main Street Sidewalks

Main Street sidewalks are five and a half to eleven feet wide (Figure 4-1). Downtown sidewalk design is detailed for commercial downtowns in a publication<sup>3</sup> co-authored by the Institute of Transportation Engineers (ITE) and the Congress for the New Urbanism (CNU). The ITE/CNU publication recommends a minimum of 16 feet for the streetside zone for small downtown commercial streets. The 16 feet includes 2.5 feet along the building frontage, 6.0 uninterrupted feet for the pedestrian throughway, 6.0 feet for street furnishings, and 1.5 feet for along the roadway edge (Figure 4-2).

There are three alternative methods to achieving a wider streetside zone on Main Street: 1) remove parking on both sides of the street; 2) temporarily remove parking during the busy season; and 3) remove parking on one side of the street.

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<sup>3</sup> ITE and CNU. 2010. *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*. 215pp.

**Figure 4-1. Downtown Sidewalk Measurements**

Source: Uptown Report (Appendix Q)

**Elimination of Parking on Both Sides of Main Street** - Removal of parking on both sides of Main Street would make more space available for the streetside zone. This option would make a 16-foot streetside zone possible on both sides of Main Street. In this scenario, the presence of a landscaped buffer is very important, as pedestrians are not protected physically and visually from the street by parked cars. Trees, heavy individual planters, benches, and even attractive low fencing can form the kind of barrier needed for pedestrian comfort. A wide streetside zone makes outdoor dining possible and attractive. Such wide sidewalks also make street and sidewalk snow clearing easier. Achieving such a 16-foot streetside zone on both sides of Main Street is impossible without the loss of both parking lanes (46 spaces between Broadway and East Main Street). Because parking is at a premium, this option was rejected.

**Temporary Elimination of Main Street Parking** – During peak season weekends and holidays, the Village could temporarily dedicate Main Street's parking lanes to pedestrian use. The Village could temporarily close the parking lanes with removable bollards, planters, and temporary low fencing. The parking lanes could then be used for alfresco dining, seating, or just additional sidewalk. Fencing or planters would be necessary along the curb to reduce the tripping hazard. This option does not change the width of the primary sidewalks and leaves the poles and signs in place. Alternatively, temporary sidewalk could be used to widen the sidewalks and eliminate the curb. Temporary

sidewalk could utilize portable decking modules that are stored when not in use. This option could be a test of the efficacy and popularity of seasonally wider sidewalks.

Elimination of Parking on One Side of Main Street - Eliminating the parking on the east side of the street would likely be less disruptive than a loss on the west side (Figure 4-2). The east side of the street involves fewer businesses and interferes less with the two intersections. Eliminating parking on the east side of Main Street would lead to the loss of 18 spaces. Eliminating that parking lane would make space available for 12 feet of streetside improvements for both the east and west sides of Main Street between Broadway and East Main Street.

Such a widening would expand the space for pedestrian traffic. It would make space available for street furnishings such as stand-alone planters, planting beds (such as rain gardens), benches, and possibly al fresco dining. Village and State signage would then be moved to the space along the new roadway edge to retain an unobstructed pedestrian throughway. If the Village moves overhead utilities underground (see section below), then the associated poles could be eliminated. The Village would also need to relocate its streetlights and the replacement NYSDOT approved roadway lighting into the roadway edge portion of the streetside zone.

### ACTION ITEMS

- Working with the Business Improvement District, determine if a temporary seasonal removal of parking on Main Street should be implemented.
- Consider removing parking from the east side of Main Street to expand east and west side sidewalks.
- Work with the NYSDOT to eliminate parking on the east side of Main Street, expand the sidewalks, and shift the travel lanes.

#### 4.4.2 Improve Mill Creek Road Pedestrian Access from Lot to Main Street

Mill Creek Road provides convenient access to the Meadow parking lot. It is also a primary pedestrian entry point to Main Street from the lot. As such, it should be made safer and more attractive for pedestrians. Trees and other landscaping (that can also serve as a rain garden to treat stormwater) should be installed to replace the striped paved portions of the roadway where parking is not allowed. Pedestrian access was recently improved from the Meadow parking lot to Main Street along Mill Creek Road. Additional sidewalk should be added along the north side of Mill Creek Road that connects Main Street to the tennis courts.

### ACTION ITEM

- Add additional sidewalk and landscaping along the west side of Mill Creek Road.

**Figure 4-2. Recommended Main Street Streetside Zone Dimensions**



Source: Uptown Report (Appendix Q)

#### 4.4.3 Improve Pedestrian Crossings

Pedestrian crossings are safer when the distance they must cross is shortened, when the crosswalk is clearly visible to motorists, and when signaling allows adequate time for the crossing. Along with the recommended Main Street parking changes, the Village should improve pedestrian crossings on Main Street and Broadway as per Table 4-1.

#### **ACTION ITEM**

- Improve pedestrian crossings with bump-outs and crosswalk markings as appropriate at various downtown intersections as listed in Table 4-1.

**Table 4-1. Recommended Pedestrian Crossings**

Street	Crossing Location	Improvement
Main St.	North end near Broadway	Bumpouts on Main Street, ladder-type crosswalk marking walk
Main St.	Arden Place (3 crosswalks)	Bumpouts on Main Street, ladder-type crosswalk marking walk
Main St.	East Main St. (3 crosswalks)	Bumpouts on Main St., ladder-type crosswalk marking walk
East Main St.	Prospect St. (3 crosswalks)	Bumpouts on East Main St., ladder-type crosswalk marking walk
East Main St.	Arden Place (1 crosswalk)	Ladder-type crosswalk marking walk across Arden Place
Arden Place	Adjacent to lot entrances	Ladder-type crosswalk marking walk across Arden Place
East Broadway	Adjacent to lot entrance	Ladder-type crosswalk marking walk to Mariner's Park
East Broadway	At new plaza by Main St.	Ladder-type crosswalk marking walk to Waterfront and ferry
West Broadway	At Mill Creek crossing	Ladder-type crosswalk marking walk to Waterfront Park
West Broadway	At Village Hall	Ladder-type crosswalk marking walk to Waterfront Park
West Broadway	Barnum Avenue (2 crosswalks)	Ladder-type crosswalk marking walk to Waterfront Park

#### 4.4.4 Consider Conversion of East Main Street to One Way Northbound

To streamline traffic flow along Main Street and East Main Street, an examination was conducted of the benefits vs. downside of converting Main Street to one-way southbound and East Main Street to one-way northbound, essentially turning them into a counterclockwise loop, with Broadway and Arden Place remaining two-way.

As demonstrated in detail in the Waterfront Study, this configuration was eliminated from further consideration because (among other reasons) it would prevent the Village from holding street fairs on Main Street and East Main Street, since there would be no ability to close portions of either road to vehicle traffic. There is therefore no further action recommended for this approach.

#### 4.4.5 Reconfigure Arden Place Parking Lots - Short-Term Plan

The Arden Place parking lots include the north lot (Gap lot) and the south lot (Trader Cove lot). These parking lots consist of both private and public lots with multiple curb cuts for access. Not only do the lots provide significant off-street parking for Downtown, but they also permit pedestrian and service access for ground floor East Main Street businesses.

Bringing all these lots under Village management would improve parking lot circulation, appearance, and security, and allow the Village to meter all the spaces. The Village has already accomplished this in part (some private parking remains) in the Meadow lot. Consolidation of all parking in the Arden Place lots into the Village managed parking system is detailed in Section 11.2.5 on Parking. That consolidation would permit the reconfiguration of the parking spaces, access roads, aisles, curb cuts, pedestrian walkways, and refuse areas.

The Village would need to sign agreements with the owners of the private parking lots to incorporate these facilities into the Village's managed parking system. The Village can complete this reconfiguration after the County installs new wastewater collection piping under Mariners Way. The reconfiguration will require some regrading and installation of new stormwater management devices including green infrastructure such as rain gardens (see Section 13.1).

#### ACTION ITEMS

- Sign agreements with the owners of the private parking lots for the Village to assume management and possibly ownership of the lots.
- Reconfigure the Arden Place lots for improved circulation, parking, and pedestrian access following County sewer pipe replacement.

#### 4.4.6 Improve Pedestrian Access to Businesses Fronting Arden Place Parking

A number of businesses housed in East Main Street buildings are only accessible from the Arden Place parking lots east of Main Street. Some of those businesses are restaurants with seasonal outdoor dining that could benefit from a pleasant view. A reconfiguration of the parking lots should include a landscaped pedestrian walkway along the fronts of the businesses. The walkway would be eight feet wide to accommodate a five-foot wide sidewalk and three feet of landscaping. The walkway should start at Arden Place and go south to the public stairs and walkway to East Main Street. It should also go north to the other stairs and walkway to East Main Street and further north all the way to East Broadway. The walkway should connect to East Main Street through existing and proposed alleys (see next section).

## ACTION ITEMS

- Work with the Parking Committee to improve pedestrian access to East Main Street businesses.
- Reconfigure Arden Place parking lots to make possible landscaped walkways along East Main Street businesses that front on the lot.
- Connect the walkway to East Main Street through existing and proposed alleys.

### 4.4.7 Improve, Expand, and Add Alleys and Plazas on East Main Street

Alleys are a convenient way to improve the connectivity of Village streets and parking lots. One such alley, on the west side of Main Street, just south of Broadway, is highly successful. It is a busy pedestrian area, with shoppers and outdoor diners alike. Some refer to such a place as a 'mew,' which is a small street, alley, or courtyard usually set apart from the main activity area.

Improve Existing East Main Street Alley - The Village has several alleys and potential locations for potential alleys. The alley on East Main Street that connects to the Arden Place south (Trader Cove) parking lot has some attractive seating and landscaping, but could be made into more of a 'place,' despite the challenging grade change. The Village should redevelop this alley to provide additional seating at several levels and should provide improved landscaping, particularly at the lowest level. The improvements to the lower, parking lot level should be coordinated with the walkway proposed in the section above around the perimeter of the lot.

Acquire East Main Street Parcel for New Pocket Park - The Village should acquire the vacant parcel on East Main Street (DSBL# 0206-01200-0200-022 and transform it into a landscaped plaza or pocket park for East Main Street. The grade would require at least two levels between East Main Street and the parking lot below. An alternative to acquiring the entire parcel may be for the Village to acquire a narrow portion to create another connection between East Main Street and the parking lot below.

Acquire Easement through East Main Street Parcel for Parking Lot Connection - An additional connection between East Main Street and the parking lot below may be possible if the Village were to acquire the undeveloped portion of DSBL# 0206-01200-0200-028001. The Village should investigate the feasibility of obtaining an easement across it for a landscaped connection to the parking lot below.

Provide Pedestrian Thoroughfare from Parking Lot to Mariners Park – Easy, convenient and safe access to the waterfront from the parking areas is limited. The Village should provide a landscaped and illuminated walkway from the Arden Place parking lot to a new marked crosswalk across Broadway. The walkway should connect to the proposed new parking lot walkways. The Village should also construct a new Broadway crosswalk at East Main Street as part of the intersection improvements proposed there.

**ACTION ITEMS**

- Improve the existing alley that connects East Main Street to the Arden Place south (Traders Cove) parking lot with additional seating levels, landscaping, and public art.
- Acquire the East Main Street vacant lot (DSBL# 0206-01200-0200-022) for a multilevel pocket park with access to the Arden Place parking lot.
- Acquire an easement through lot DSBL# 0206-01200-0200-028001 for a walkway to connect East Main Street and the Arden Place north parking lot.

#### 4.4.8 Improve, Expand, and Add Alleys and Plazas on Main Street

People enjoy places that allow them to rest, enjoy the moment, gather to socialize, and sit to enjoy people watching. These places can be as small as a strategically located bench, or as expansive as a central plaza. The public space adjacent to Main Street needs more such places.

Construct Public Plaza on the east side of Main Street and Broadway – The intersection of Broadway and Main Street is both the central vista over the Harbor and the entry to the Village. The existing public plaza at this intersection is too small. The Village needs a larger plaza to announce the Waterfront view and the entrance to Downtown. Such a plaza could be a gathering place at the base of the Village that connects to the lively alley across the street (Chandler's Square), to the ferry, to the Arden Place north (Gap) parking lot, and to Main Street and Broadway. The Village should investigate the acquisition of an easement from the property owner or an outright purchase of a portion of lot DSBL# 0206-01200-0200-001000.

Acquire Parking Area Adjacent to Chandler's Square for Plaza – The small parking lot adjacent to Chandler's Square provides parking for less than a dozen cars. Its only access is from SR 25A, which requires a curb cut in a congested part of the roadway. The parking is adjacent to an already popular plaza and Mill Creek walkway. The Village should acquire the parking area and convert it into a small plaza that is coordinated with the Chandler's Square plaza and Mill Creek landscaping.

**ACTION ITEMS**

- Acquire portion of Lot DSBL# 0206-01200-0200-001000 to construct larger public plaza on the east side of Main Street and Broadway.
- Acquire parking area adjacent to Chandler's Square too construct public plaza.

#### 4.4.9 Experiment with Shoulder Season Street Closing

Temporary street closings can be an opportunity to bring a street fair to the Village. They are also a chance for local merchants to put their merchandise on the street and for restaurants to showcase their food. East Main Street may be a place for an art or antiques fair. Closing East Main Street, a village street, would require a decision by the

Village with input from involved merchants. Closing of Main Street (only from East Main Street to Broadway), a State roadway, would require the consent of the NYS DOT. The Village should consider closing one or the other of these roadways for street fairs in the shoulder season of late spring and early fall, before or after the summer tourist traffic.

#### **ACTION ITEMS**

- Close East Main Street and Main Street (at different times) for street fairs during the shoulder seasons to showcase local shops and restaurants.

#### **4.5 Future Land Use of Power Plant Property (National Grid)**

While not actually in the C-1 district, the Power Plant is on the northwest side of the Harbor and connects to Downtown from Beach Street. For many years, the Village has been engaged in discussion with the Long Island Power Authority, National Grid, which owns the property, and elected officials regarding whether the Power Plant would be shut down or repowered as a state-of-the-art in terms of energy efficiency and pollution controls. On the basis of various studies, including one by London Economics (see Appendix Q), the Village has concluded that repowering is in the best interests of the Village, the local school district, and the Long Island ratepayers because repowering avoids construction of new and more costly energy sources on Long Island's dwindling greenfields. This CPU envisions the continuation of the use of this property for generation of power and does not recommend changing the current zoning designation (Waterfront Public Utility-WP). However, should the Power Plant ever be shut down, an independent study should be conducted to determine the highest and best use for the property.

#### **ACTION ITEMS**

- Repower the Port Jefferson Power Plant.
- Should the plant be shut down, conduct a study to determine the best use for the property.

## 5 Uptown (C-2 District) Recommendations

Uptown is economically and physically in need of revitalization and is not competitive with either Downtown or Port Jefferson Station. Its buildings are ill suited to many market-supportable uses and it lacks a clear identity. Its location and configuration makes it less attractive than Port Jefferson Station and Downtown. The Station's large parcels, ample parking, and closer proximity to Route 347 are more attractive to most national retailers. Downtown has charm, the Waterfront, and a critical mass of retail.

Uptown is in need of reinvention to give it a unique identity. As the gateway to Port Jefferson Village, Uptown has a large impact on the image and value of the entire Village. With recent evidence of developer interest in Uptown, there is a clear need to prevent further deterioration, improve conditions for Uptown's residents, and productively channel developer interest in greater density based on long range market and demographic trends to revitalize Uptown.

The only large presence with any economic vigor seems to be Mather Hospital and St. Charles Hospital. There is however, little if any connection from Main Street to the Hospital. Nor does the hospital have any presence on Main Street.

With its transit station, views, small-scale street grid, and Port Jefferson address, Uptown has the potential to be a new residential community accommodating empty nesters, young professionals, faculty, staff and students from Stony Brook University, and employees at the Village's two hospitals. In order to attract the investment needed to get new development off the ground and create a self-sustaining community, Uptown could accommodate some increased density and redevelopment of existing mixed-use properties.

A January 23, 2013 *Upper Port Jefferson Revitalization Planning and Urban Design Study* hereafter referred to as the *Upper Port Study* is included as Appendix Q. The Upper Port Study provides additional analysis and specific development recommendations.

### 5.1 Land Use and Zoning

Stakeholders agreed on the need to revitalize Uptown by encouraging redevelopment there. Participants made clear the importance of an improved public environment, limiting building bulk and height, and focusing on the general appearance. Stakeholders also encouraged a transit-oriented Uptown focused on the train station. Community meeting participants said that a mix of retail, residential, and office uses was appropriate for Uptown. They felt that Main Street ought to be the focus for Uptown and that new buildings should be set back from the street to allow a broadening of the sidewalks. They also agreed that the LIRR station is a critical but underutilized element that should be more firmly integrated with the Uptown community. Concerns were also expressed that increased development could result in making existing traffic congestion worse. However, a 2012 traffic study of Uptown with an additional 500 units found that traffic conditions would be acceptable with only minor mitigation measures (Appendix H).

### 5.1.1 Revise C-2 Code to Permit New “As of Right” Mixed Uses

Port Jefferson and many similar communities with commercial downtowns traditionally allowed apartments over stores. However, in the 1960’s and 1970’s Villages changed their zoning to disallow second and third floor apartments over stores for new construction. In the Village, such mixed-use buildings in the C-1 and C-2 districts are currently allowed only as conditional uses. However, downtown living has become desirable for a number of population segments and often makes for a healthier and more commercially successful downtown.

As the gateway into the Village and focus of Uptown, Main Street needs to retain some identity as a commercial street. However, revitalizing retail along this corridor may require time. Mandating vertical mixed-use development along all of Main Street with ground level retail may be difficult *initially* and could result in new retail space that is only marginally successful while Uptown is redeveloping.

However, to undergo a successful revitalization, Uptown needs resident-focused retail, restaurants, pubs, and offices to bring life to a walkable community day and night and to attract residents for new living quarters.

The new Main Street should accommodate higher density with a horizontal as well as vertical mix of uses, so that street-level retail and professional office space coexist with residential development. Construction of street-level residential should be such that future conversion to retail is possible.

#### ACTION ITEMS

- Change the C-2 zoning code to permit mixed commercial and residential uses. Permit apartments over ground floor retail and office.
- Permit single-use residential structures if ground floor design allows conversion to retail should the market make it attractive.
- Disallow single-use office structures on Main Street in the C-2 district.
- Allow single-use office structures elsewhere in the C-2 district by Special Permit.

### 5.1.2 Define Building Requirements for Main Street

A number of aspects of building design help contribute to the pedestrian experience in a Main Street environment. The Village should incorporate these elements into its C-2 code to ensure that redevelopment in Uptown proceeds according to a well-defined plan. Examples of building forms that the Village should encourage are found in other Long Island downtowns such as Northport and Huntington, and are shown in Figure 5-1 and Figure 5-2 below. The Uptown Report (Appendix Q) includes architectural guidelines for facades, roofs, entries, fenestrations, and awnings.



Figure 5-1. Northport Village



Figure 5-2. Huntington Village

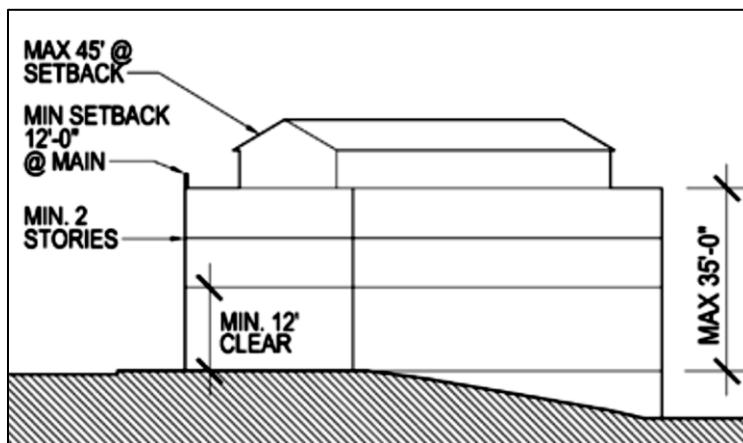
Building Height and Thoroughfare Enclosure – The form and mass of Uptown buildings will be an important element in the future success of the revitalization. Whether Uptown becomes a pleasant place to walk and shop will be determined in part by the scale of the buildings relative to the street width. These two dimensions determine the sense of enclosure experienced by pedestrians. The Village should require a 12-foot setback from the curb for new Main Street buildings when there is full-block redevelopment to create a uniform street wall with a more comfortable street zone for pedestrians.

Additional height for Main Street buildings could make views of Port Jefferson Harbor possible, and could add visually interesting elements to the silhouettes of the new developments in Uptown. For example, the 35-foot height limit could make a three-story building possible on Main Street, but likely with a flat roof. However, buildings with pitched roofs and special elements will help establish Uptown Village character and additional elements such as cupolas and widow walks can create a new 'signature' for this area that would be characteristic of Port Jefferson maritime heritage. Allowances should be made for additional height for such roofs while ensuring that the roof area is not used for commercial or residential purposes. The Village should permit additional height of up to 10 feet over the current 35-foot limit with a required 12-foot setback at 35 feet as an

incentive for provision of 'major' public amenities (Figure 5-3 and see section 5.1.6). The maximum roof slope should be 8/12.

Additional height should also be granted for developments with a lot larger than 20,000 square feet or with 75 linear feet of Main Street frontage in the C-2 Zone. Developments complying with this could add a fourth floor with 10 feet of additional height over the 35 feet permitted in the zone. The additional height would require a 12 foot set back from the street wall or within a pitched roof with dormers for residential use.

**Figure 5-3. Uptown Building Height**



Source: Uptown Report (Appendix Q)

**Building Width and Modulation** – Pedestrians' sense of enclosure is also determined by building width. Although Uptown blocks are short and walkable at just over 400 feet, the Village should allow for space between buildings to accommodate alleys.

Modulation refers to horizontal divisions in the building's façade. A wide façade with no changes creates a more massive appearance. Consequently, the Village should limit building width to 30 – 40 feet when no modulation is provided along the front facade. It should also require modulation on the side facades for large buildings.

**Building Articulation** – Articulation refers to architectural divisions in a building's façade that can help reduce its apparent mass, contribute to pedestrian interest and comfort, and shape the aesthetics of the street. The Village should require Main Street buildings to have well-defined entries onto Main Street recessed at least three feet. It should encourage the use of awnings, canopies, and overhangs to provide visual interest and protect pedestrians from inclement weather. Materials, patterns, and textures should reinforce Port Jefferson's unique history and architectural character. Buildings with ground level retail should have large ground floor windows to create visual interest for passing pedestrians and contribute to both store and sidewalk safety. Ground floor facades on Main Street should be required to have no less than 60 percent fenestration. Upper story facades should have 30-70 percent fenestration.

Bulk Requirements – Changes are recommended to two of the setback requirements in the C-2 district. The side yard setback should be changed from a zero foot setback for one side yard with a combined minimum of 12 feet for both to a zero foot setback for one side yard with a combined minimum of 8 feet. The lot depth minimum should be changed from 100 feet to 50 feet. (See the Uptown Report in Appendix Q for details).

The floor area ratio (FAR) should be changed in the C-2 district from 2.0 to 2.5. Maximum building height should remain at 35 feet. A development incentive of 10 feet should be added to the building height with a 12 foot setback from the street wall required at 35 feet for provision of defined public benefits (see section 5.1.6). The Uptown Report recommended other changes to bulk requirements including lot area and width (see Appendix Q).

Block studies were conducted as part of the Uptown Report (Appendix Q). Each of the six blocks in the C-2 district was studied as a potential development site.

## ACTION ITEMS

- Require the street façade for new Main Street buildings to be built with a 12-foot setback from the curb when there is full-block redevelopment.
- Require that no more than 25 percent of a new building façade may be built more than 12 feet from the curb.
- Limit building width to 30–40 feet when no modulation is provided along the front facade. Require modulation on the side facades for large buildings.
- Require buildings to have well-defined entries recessed at least three feet from Main Street.
- Encourage the use of awnings, canopies, and overhangs.
- Require 60 percent ground floor fenestration.
- Require 30-70 percent fenestration for upper story facades.
- Allow an additional story to incorporate building elements such as pitched roofs, cupolas, and widow walks but not habitable space.
- Allow an additional story with (additional 10 feet above the permitted 35 feet) for developments with a lot larger than 20,000 square feet or with 75 linear feet of Main Street frontage. The additional height would require a 12 foot set back from the street wall or a pitched roof with dormers for residential use. OR Allow additional building height of up to 10 feet for provision of ‘major’ public amenities such as a public alleyway, right-of-way dedication, public plaza, or recreational or cultural facility.
- Change other bulk requirements as detailed in the Uptown Report (Appendix Q).

### 5.1.3 Set Minimum Unit Sizes for Apartments

The current Village Code is as follows:

- *The floor area shall be based upon the area of habitable rooms contained within the living unit, exclusive of utility and storage rooms, halls, closets, porches and any connecting spaces [the same as NYS building code]. Any area in a habitable*

*room which has a ceiling height of less than five feet shall not be counted or included in the computation of the space.*

- *Every dwelling unit shall have at least 120 square feet of habitable floor space for the first occupant, plus 70 square feet of habitable floor space for each additional occupant.*
- *Mixed occupancies; apartments. All new dwelling units subject to §§ 250-18F and 250-19E shall have 400 square feet of habitable space for each efficiency or one-bedroom (sleeping room) apartment, and each additional sleeping room shall have 100 square feet of habitable space.*

Unit size determines not only the number of units per building, but to some degree, the number and mix of tenants or owners. Smaller units can be rented or sold for less than larger units and therefore may be more affordable. Very small units can attract residents to apartments that function like boarding houses. Larger units, however, can be occupied by multiple occupants and lead to overcrowding. Municipalities can use their zoning authority to set minimum unit sizes for multifamily housing. This type of zoning makes housing more expensive and has in some cases, been deemed 'exclusionary.' Minimum unit sizes, however, can also be used to encourage affordable housing if affordable units are permitted to be smaller.

The Long Island Workforce Housing Program took effect on January 1, 2009 (Chapter 444 of the New York Laws of 2008 - S.6823-A). It applies to developers making an application to a local government to build five or more residential units in Nassau or Suffolk counties. The local government shall require one of the following, in exchange for a density bonus of at least ten percent, or other incentives.

- *The set aside of at least ten percent of those units for "affordable workforce housing", defined as housing for individuals or families at or below 130 percent of Long Island's median income; or*
- *The construction of the required affordable units on other land within the same municipality; or*
- *The payment of a fee for each affordable unit that the developer would have been required to construct. The fee shall be equal to two times the median income for a family of four on Long Island. In cases where the fee exceeds the appraised value of the building lot, the fee shall equal the appraised value of the lot.*
- *The fees collected by the local government may be used in one of the following ways:*
- *The local government may establish a trust fund to be used for the construction of affordable housing, the purchase of land for the purpose of providing affordable housing, or rehabilitating existing structures to provide affordable housing; or*
- *The local government may turn the funds over to another local government within the same county, subject to an inter-municipal agreement, to be used in the same manner described above; or*
- *The local government may turn the funds over to the Long Island Housing Partnership. Fifty percent of this money must be used in the same manner*

*described above; the remaining fifty percent must be used, through the creation of a revolving loan fund, to provide down payment assistance to qualified homebuyers who are eligible for the partnership's employer-assistance housing benefit program.*

Further, the law provides that all units created under the act shall remain affordable for subsequent purchasers.

The Village code should be modified to require that all new dwelling units have a minimum of 500 square feet of habitable space for each efficiency, plus 100 square feet of additional habitable space for each bedroom<sup>4</sup>.

The mix of studios, one bedroom, and two bedroom units is influenced by market conditions and area demographics. Setting the mix of units should be done only to avoid new developments that are virtually all studios and that therefore may function primarily as boarding houses. However, the unit mix is also determined by the market. For example, potential Uptown developers indicated that the market they envisioned for new units was for young workers/professional in the hospitals and Stony Brook University. Many of these household units have no children. The other market segment was for so-called 'empty-nesters.' Many of these households prefer studios and one bedroom units.

## ACTION ITEMS

- Modify Village code to require all new dwelling units to have a minimum of 500 square feet of habitable space for each efficiency, plus 100 square feet of additional habitable space for each bedroom.

### 5.1.4 Establish C-2R Residential Overlay District

The Uptown Report proposes a C-2R Residential overlay (Figure 5-4) that would include properties on Walnut and Oak Streets Street that are predominantly single-family homes, the properties on both sides of Texaco Avenue, and the western portion of Linden Place. The zoning for these parcels would be changed to permit medium density town houses or multi-family dwellings. The goal of the proposed Overlay District is to permit and encourage the development of residential neighborhoods on both sides of Main Street. As an overlay, it would permit commercial uses in the area that would enhance the neighborhoods. On-site parking would be required in the back of the buildings and accessed through side-lot driveways. Relief could be granted based on a negotiated shared parking arrangement. The Uptown Report (Appendix Q) includes bulk requirement recommendations.

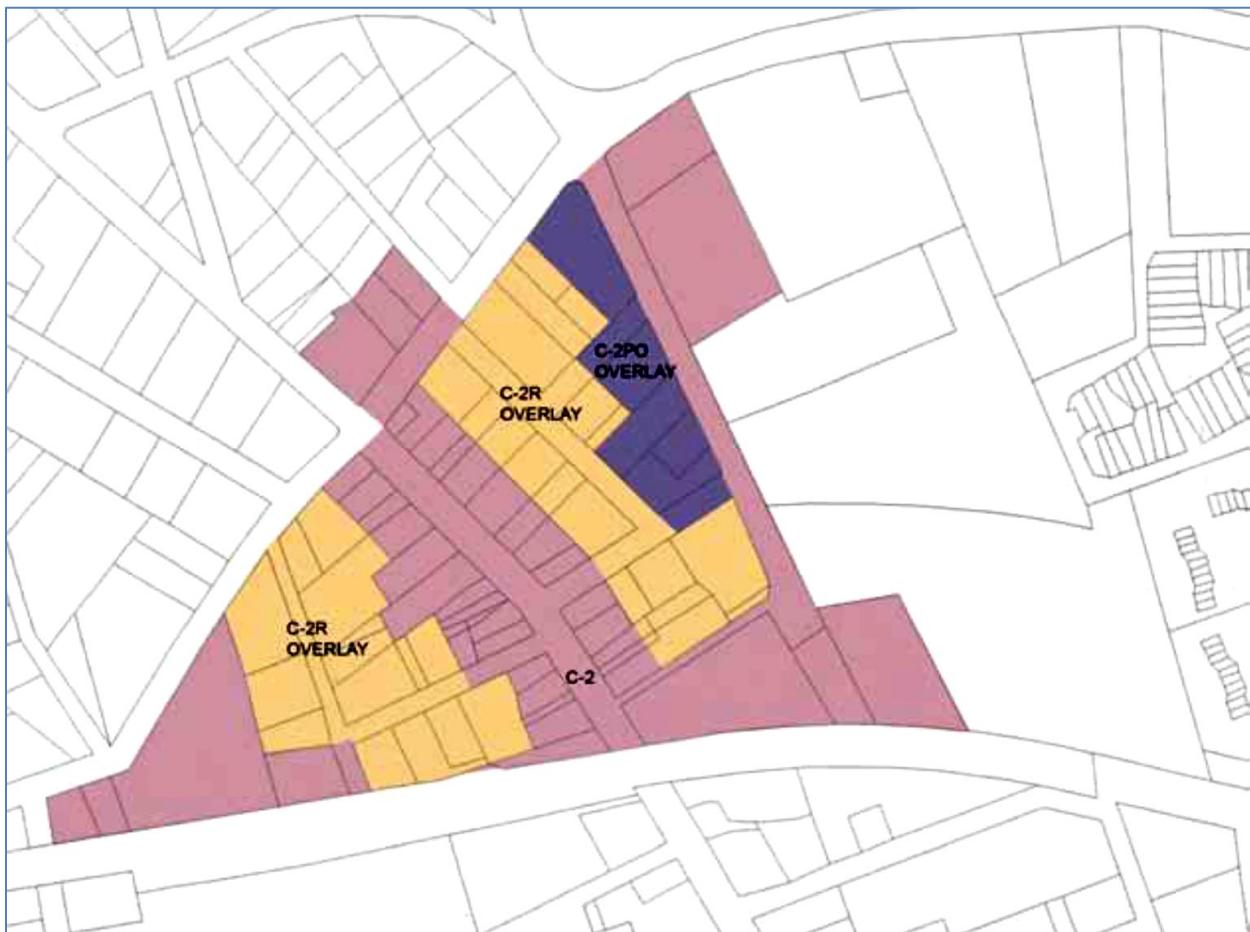
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<sup>4</sup> As bathrooms are not considered habitable space, the 'livable' space for a one bedroom apartment would actually be 500+100+50 square feet (for a bathroom) or 650 square feet.

**ACTION ITEM**

- Modify Village code to establish C-2R Residential Overlay District in the identified Uptown parcels utilizing the bulk and parking requirements proposed in the Uptown Report.

Figure 5-4. Proposed Uptown overlay districts



#### 5.1.5 Improve Security for Uptown

Public visioning for the Uptown included a desire for increased safety and security. This will be especially important during the revitalization transition. Lighting should be adequate not only on Main Street, but on the adjacent streets as well. Incorporation of space for a police substation into the train station or new development would be welcomed by new tenants and businesses.

**ACTION ITEMS**

- Provide adequate lighting throughout the C-2 district.
- If possible, incorporate a police or constable substation into the train station or new Uptown development.

### 5.1.6 Provide Development Incentives for Provision of Public Amenities

To be successful, the redevelopment of Uptown should include improvements to the streetscape, new public plazas, recreational and cultural facilities, new public parking, and thoroughfare upgrades. The Village should investigate the availability of grants, tax increment financing, and other mechanisms to make some of the improvements necessary for the redevelopment of Uptown as part of a public/private partnership with Uptown developers. It is also anticipated that fees collected as part of the Uptown parking district (discussed below) could also be used to fund certain improvements.

Although mitigation of potentially adverse environmental impacts will help fund some of the necessary improvements, the Village should make incentives available to developers that agree to provide certain public benefits over and above those that would normally be considered good architectural practice. These might include 'minor' public improvements such as various sidewalk upgrades (*e.g.*, widening, paving enhancements, bumpouts, street furniture), planting strip enhancements, provision of public alleys, and street trees. Public artwork would be another welcome public benefit.

A more substantial or 'major' public benefit would be the dedication of a new 'Station Street' that connects Main Street to Oakland Avenue with parallel parking along the roadway. Residents, commuters, and visitors would also benefit from the provision of other 'major' public benefits – an accessible, attractive, and large public plaza constructed of high quality materials and a new recreational or cultural facility for the Highlands open space.

A substantial and guaranteed reduction in projected motor vehicle trips by the developer would also be considered a 'major' public benefit. The guarantee could include the provision of a variety of alternatives to the use of single occupancy vehicles such as a shuttle van, and vehicle and bicycling sharing. Provision by the developer of tenant lists demonstrating a significant percentage of units occupied by individuals employed at the hospitals, University, or other local business could also be utilized toward the guarantee. Finally, acquisition by the developer of LEED points for transportation alternatives should also be considered as part of the contribution toward trip reduction.

Developers that provide public benefits should be acknowledged with one of a number of different types of incentives. They might include a reduction in the permit application fee, a tax reduction for a specified number of years, or reduced parking fees (payments in lieu or parking district fee). The provision of 'major' public benefits would be eligible for an additional 10 feet of height. The Uptown Report (Appendix Q) lists additional public projects that could be made eligible for the incentive.

#### **ACTION ITEMS**

- Define a set of 'minor' public benefits such as various streetscape improvements and public artwork that are eligible for development incentives.

- Identify incentives for 'minor' public benefits such as a reduction in the permit application fee, a tax reduction for a specified number of years, reduced payments in lieu of parking or lower parking district fees.
- Provide one additional story (or additional 10 feet of height) for the provision of 'major' public benefits such as a park, recreational or cultural facility, large public plaza, right of way dedication, or substantial and guaranteed reduction in trip generation.

## 5.2 Housing

### 5.2.1 Provide Mix of Rental and Ownership Housing

Many segments of the population rent rather than own, particularly if the rentals are in a downtown setting. Renters are typically 20-35 years old (that segment of the population that has left Long Island in large numbers for more urban settings). In addition, the so-called empty-nesters, whose children have left, prefer the ease of condominium or rental apartment living. High quality new apartments could most readily be established Uptown for these population segments. The Village should permit a mix of rental and ownership units in new developments to attract an age and income diverse residential population.

#### ACTION ITEM

- Encourage developers to provide both rental and ownership housing units to attract a more age and income diverse residential population.

### 5.2.2 Provide Housing for Mix of Incomes

A revitalized Uptown will benefit all of Port Jefferson Village by adding new housing choices for its residents and workforce, and by improving aesthetics, public safety, and public spaces. Many of the employees of Port Jefferson's hospitals, Stony Brook University, and its medical offices, the 20-35 year old children of its residents, and its seniors need affordable housing. The people that staff Downtown businesses and Village schools also need housing they can afford.

'Affordable housing' is rental or ownership housing where total housing costs (including taxes and insurance for owners and usually utilities) do not exceed 30-35% of household income for households whose incomes are 80% or less of median household income for the county or state. State law requires that new developments of five units or more include 10 percent of the units as affordable. The law also provides such developers with a density bonus of "at least ten percent over the otherwise maximum allowable residential density or floor area ratio if part of a mixed-use development." That bonus can be additional units or another bonus as determined by the municipality. The 10 percent affordable units must be provided as part of the proposed development or elsewhere inside the Village. Alternatively, the law specifies that the developer can pay into a

housing trust fund according to a formula outlined in the law. The housing trust fund can be operated by the Town of Brookhaven or by the Long Island Housing Partnership.

### **ACTION ITEMS**

- Ensure that developments conform to State requirement that 10 percent of new rental or for-sale units be 'affordable' for developments of five or more units.

## **5.3 *Retail***

### **5.3.1 Encourage New Retail for Residents, Workers, and Commuters**

Uptown redevelopment will bring new residents to the area that will need goods and services (Figure 5-5 and Figure 5-6). The vehicle traffic on Main Street also provides this corridor with good visibility. Existing Uptown residents in the surrounding single-family neighborhoods and the condominium and apartment complexes need a convenient place to shop. Employees of St. Charles and Mather Hospitals could utilize more nearby businesses. Commuters on their way to the station or arriving in the evening will also help support certain area businesses. The Village should make the kind of roadway and streetside improvements described elsewhere in this plan to encourage better pedestrian access and make Uptown more appealing to users of retail.

As all of Uptown is unlikely to be redeveloped at once, new retailers may not have the number of customers necessary to support their businesses without some accommodation. Incentives should be provided developers to build adequate retail space for a fully built out Uptown. The Village should provide short-term incentives to make it easier for new businesses to move to Uptown that could service area residents and workers. An appropriate incentive may be a graduated tax abatement for the first few years following construction for retail space provided at below market rates. Such an abatement would be offset by the increase in taxes from new development.

### **ACTION ITEMS**

- Make necessary roadway and streetside improvements to encourage better pedestrian access and make Uptown more appealing to retail users.
- Incentivize developers to provide retail space.

### **5.3.2 Encourage Restaurant Uses**

Redevelopment of Uptown has the potential to eliminate some of the existing restaurants Uptown. Redevelopment will bring new residents to Uptown that may want a choice of local restaurants within walking distance of their home. An active Uptown that does not close at 5 or 6 PM is safer and more attractive to residents anticipated for a revitalized Uptown. Retail services that cater to residents should also be a part of a new Uptown. Restaurants typically do most of their business at night. Redevelopment of Main Street and Walnut Street and the proposed streetscape improvements will help change that,

though a certain critical mass of new development will be required. The Village should encourage new restaurants in Uptown by reducing their onsite parking requirements, encouraging shared parking, and providing new public parking.

#### ACTION ITEM

- Encourage new restaurants in Uptown by reducing their onsite parking requirements, encouraging sharing parking, and providing new public parking.

**Figure 5-5. Potential Retail Locations**



Source: preliminary study by EEK Architects

#### 5.3.3 Encourage Introduction of a Food Market

A specialty/gourmet food market as well as a small-scale general grocery would benefit from the proximity of Mather Hospital, the area's demographics, and the high traffic on Main Street and North Country Road. Food markets in the Uptown community could be just the type of amenity to catalyze residential development. There are several possible sites for a new smaller-format market. These include parcels close to the train and those on Main Street, which have high visibility and could draw traffic related to Mather Hospital.

#### ACTION ITEM

- Encourage the introduction of a small-scale or specialty food market in Uptown.

## 5.4 Office

### 5.4.1 Establish a C-2PO Professional Office Overlay District

Locating private and hospital-owned medical offices and clinics in Uptown makes sense. They would be close to both St. Charles and Mather Hospitals and close to employee services. These are higher rent users with professional and administrative employees. The employees would use area retail and may want to live nearby in for-rent or ownership apartments. A small downtown environment such as Uptown would be appealing both to the office lease holders and their employees.

The Uptown Report (Appendix Q) proposes a C-2PO, Professional Office overlay along Oakland Avenue (see Figure 5-4) to concentrate retail use on Main Street and to tie the eastern side of the C-2 District to the office uses on Oakland Avenue and the hospitals. Residential uses would be permitted above the ground floor. Parking would not be permitted in the front of buildings. Shared parking agreements would be permitted for some relief of the parking requirement. New bulk and parking regulations are recommended in the Uptown Report for the proposed C-2PO overlay. Office use would be permitted on the ground floor only and residential use would be permitted above. The Uptown Report proposes an Oakland Avenue that would be a tree-lined boulevard with mixed-use buildings built to the three-story limit with parking to the rear of the buildings. Upper floor residential would improve the building scale relative to the street and would improve security with day and night occupancy.

#### ACTION ITEM

- Encourage professional and medical office uses in Uptown.
- Modify Village code to establish C-2PO Professional Office Overlay District in the identified Uptown parcels utilizing the bulk and parking requirements proposed in the Uptown Report.

**Figure 5-6 Potential revitalization opportunities**

Source: preliminary study by EEK Architects

## 5.5 Uptown Mobility

### 5.5.1 Connect the Station to Main Street

Virtually all community participants agreed that the LIRR station is an attractive building and the station area an important transportation asset that should play more of a visible role on Main Street. It is set back over 200 feet from Main Street and is lost behind a surface parking lot.

They welcomed the idea of connecting the station to Main Street through various design strategies including pedestrian and vehicular access, landscaping, walkways, and plazas. They agreed that the station area represents the gateway to the Village of Port Jefferson and has great potential to serve as a civic focus for Uptown. Connecting the Station to Main Street is critical to anchoring the new Main Street.

It is possible for the Village, working with the MTA and LIRR to transform the railroad station into a more vital and fully intermodal node for the Village and create pedestrian and vehicular connections from Main Street. Improvements could be implemented to the station on both the eastern and western sides of Main Street. Commercial development

such as a restaurant or cafe would help activate the station during non-peak hours and create a better environment for transit riders. Additional plantings and landscape features would soften its appearance. Interior walkways could connect to Main Street to make it safer and more attractive for pedestrians. Landscaping on both sides of Main Street on the north side of the tracks would announce the entrance to the Village.

Create 'Station Street' to Connect Main Street to Oakland Avenue - This will provide clear and direct new access to the train station (and beyond), where none exists at present. It can also provide frontage for the south side of parcel E2 (Figure 5-6) for new commercial uses. This new commercial/retail frontage will present a new 'front door' image for those arriving by the train, and drivers entering the Village on Main Street. Station Street and its sidewalks could connect to a new parking garage located underneath buildings on parcel E2 or as a free-standing structure. Provision of 'Station Street' would likely require a right-of-way dedication.

Redesign the LIRR surface parking lot – The LIRR surface lot has the potential to fulfill several roles that are central to Uptown's revitalization. Residents of Port Jefferson work and attend school in a number of large area institutions. The station can function as an intermodal transportation plaza for buses and shuttles to the hospitals, Downtown, Stony Brook University, and Brookhaven National Laboratory. With a Village shuttle from Downtown and key points in the Village to the train station, residents could avoid the use of cars. The same shuttle could provide service to Uptown residents wishing to patronize Downtown businesses and vice versa.

Symbolically, the station can become a new gateway into the Village and a new civic focal point for Uptown (Figure 5-7). Some of the existing station-related parking must move to accommodate these improvements. It can be relocated to new parking created on the south side of Highlands Boulevard and/or the large and underutilized Town-controlled LIRR parking lot south of the station with only minor improvements.

## ACTION ITEMS

- Create a new street - *Station Street*'- connecting Main Street to Oakland Avenue to improve the station area and provide frontage for new commercial uses.
- Redesign the LIRR surface parking lot to serve as an intermodal transportation hub for buses and shuttles to the hospitals, Downtown, and the University and a new gateway to the Village and civic focus for Uptown.
- Relocate displaced station parking to Highlands Boulevard and/or the Town parking lot south of the station.

**Figure 5-7. Proposed Railroad Plaza**

Source: Uptown Report – see Appendix Q

### 5.5.2 Transform the Station into a Transit Hub for the Area

The LIRR Port Jefferson line has limited service and the LIRR has informed the Village it no long-term plans to improve it. The current schedule impedes travel to and from Manhattan for commuters and visitors, particularly given the need to change in Huntington to the electric line for most trains. Electrification of rail service from Huntington to Port Jefferson or other rail improvements would increase demand and fuel Uptown revitalization due to faster commutes to and from Manhattan.

In the meanwhile, the Station area could be transformed into a hub for other transportation options. Shuttles to the University, the hospitals, Downtown, and Brookhaven National Laboratory could better serve the residents of the Village, while

increasing activity in Uptown for new retailers. Local and regional bus lines might add a stop at the Station. For example, the commercial 7 Bus that stops at the SUNY Stony Brook campus might also connect to the Uptown LIRR Station.

#### **ACTION ITEM**

- Coincident with major redevelopment, transform the station into a transit hub with shuttles and bus lines connecting to the University, hospitals, Downtown, and Brookhaven National Laboratory.
- Encourage faster and more frequent train service including electrification of the Port Jefferson line to Huntington.

#### 5.5.3 Improve and Realign Highland Boulevard to Connect to LIRR

Highland Boulevard is the primary pedestrian connection from the Highlands Condominium complex to the center of Uptown. It is a wide road, 36 feet curb to curb, with no sidewalks and a very large turning radius onto Oakland Avenue. These road geometries encourage speeding and are not therefore pedestrian friendly.

Highland Boulevard should be realigned to connect to the proposed "Station Street" (connection between Main Street and Oakland Avenue – see above). The realignment (Figure 5-8) will create a new intersection at Oakland Avenue and establish meaningful new frontage for the property between the tracks and Highland Boulevard. It would also make better use Village property by expanding the existing triangular parcel. A connection could be made from Highlands Boulevard across Main Street and to Texaco Avenue that would connect the two parks Figure 5-9.

The Village should narrow Highlands Boulevard considerably to allow for additional commuter parking, sidewalks, landscaping, and possibly even a bicycle lane. These improvements would provide an improved connection from the Highlands Condominium complex and the entire area east of Oakland Ave. to the train station and Main Street.

#### **ACTION ITEM**

- Realign Highland Boulevard to connect to "Station Street" (Main Street to Oakland Avenue connection).
- Narrow Highlands Boulevard and construct parking, sidewalks, landscaping, and a bicycle lane.

Figure 5-8. Proposed realignment of and additional parking on Highland Boulevard



Figure 5-9. Connections between Texaco Avenue and Highland Boulevard



Source: Uptown Report (Appendix Q)

#### 5.5.4 Create an Improved Main Street Environment

The Uptown public environment needs substantial improvement. Sidewalks are too narrow and should not be multilevel. The sidewalks along Main Street are not uniformly wide and in places narrow to less than six feet.

The Village should require a setback from the curb of 12 feet for new construction when there is full block redevelopment. This would allow sidewalks to be expanded to 12 feet on both sides of Main Street. Buildings not conforming to the required setback would be required to do so within ten years of the date of the new provision. Before imposing these requirements on non-conforming property owners, the Village should work with the NYSDOT to institute the center turn lane and elimination of parking on the east side of Main Street as recommended in the Uptown report's traffic study (see section 5.5.7 below).

The new streetside zone (Figure 5-10) should be a single level and provide landscaping including street trees and street furnishings (benches, planters, trash receptacles). Street signage should be moved to the roadway edge.

#### ACTION ITEMS

- Require a 12-foot setback from the curb for new full-block redevelopment on Main Street.
- Require non-conforming properties to comply within 10 years of the new code.
- Provide the streetside with landscaping and street furnishings.
- Move street signage to the roadway edge.

#### 5.5.5 Improve Perry Street Connection to Highlands Property

The Village-owned property adjacent to the Highlands condominiums could provide opportunities for cultural, recreational, and open space uses for a successful mixed-use community in Uptown. See section 15.1 for a discussion of specific uses that the Village might consider for this parcel. It will be important to the revitalization of Uptown to provide connections from Main Street in Uptown to a future Highlands Park via Perry Street. Perry Street should be made more pedestrian friendly to enhance the east-west connection from Highlands to Texaco Park to the west via Linden Place. A tree-lined and widened sidewalk can make Perry Street a pleasing pedestrian connection between the office complex, Mather Hospital, and Main Street retail (see Figure 5-11).

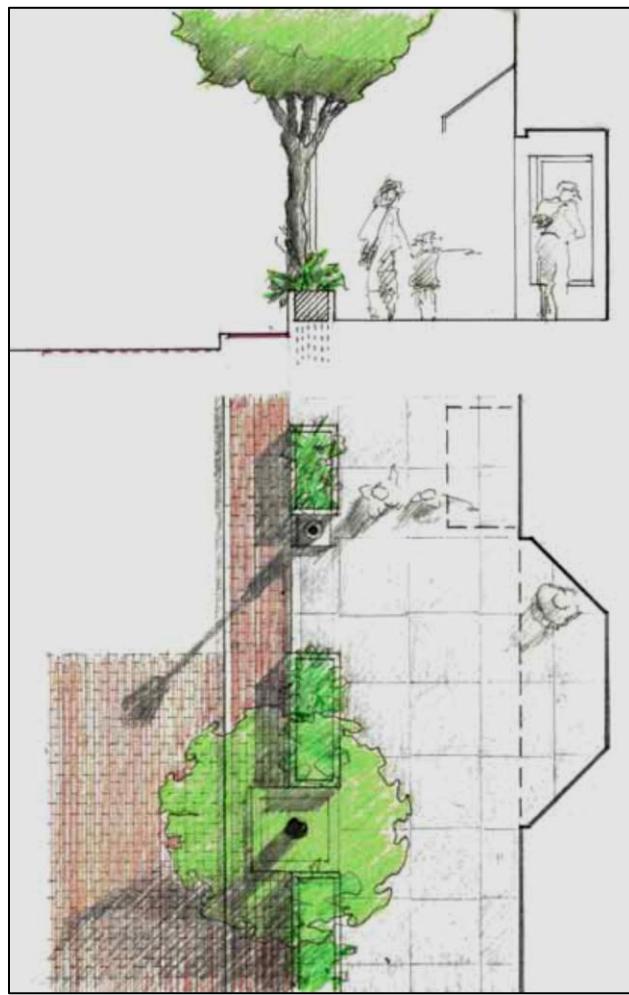
#### ACTION ITEM

- Improve Perry Street to encourage pedestrian activity.

**Figure 5-10. Proposed Main Street Streetscape**



Source: Uptown Report - Appendix Q

**Figure 5-11. Perry Street Improvements**

Source: Uptown Report - Appendix Q

#### 5.5.6 Improve Pedestrian Connection to LIRR South Parking Lot

The LIRR parking lot on the south side of the tracks in Port Jefferson Station is underutilized, but within a short distance of Main Street in Uptown (less than 1,000 feet). The Village should work with the Town of Brookhaven, which maintains the lot, to improve the aesthetics, safety, and connections to the parking lot. The walk along Railroad Avenue and SR 25A to Uptown should be similarly improved. In conjunction with new commuter parking on Highlands Boulevard, the Village should work with the LIRR to improve the LIRR overpass in this area.

#### **ACTION ITEMS**

- Work with the Town of Brookhaven to improve the aesthetics, safety, and connections to the Town parking lot south of the LIRR tracks.
- Improve the walk along Railroad Avenue and SR 25A to Uptown.
- Improve LIRR overpass between Highlands Blvd. and South LIRR lot.

### 5.5.7 Provide Center Northbound Turn Lane from Main Street onto North Country Road

A traffic study of a portion of the Uptown was prepared for the Village by VHB Engineering in August 2012 (Appendix H). The traffic study showed that the intersection of Main Street and Sheep Pasture Road/North Country Road experiences significant congestions particularly upon trains entering and leaving, change of shifts at the Hospitals, as well as fairs, festivals, and parades. During rush hour, traffic backs up at this intersection as far as Lawrence Aviation on Sheep Pasture Road and beyond Belle Terre Road. The current traffic at this intersection received an "F" rating using industry standards. Uptown also experiences northbound traffic congestion as motorists converge from four lanes to two from the south to north side of the railroad tracks.

Recommendations in the traffic study included removing parking on the east side of Main Street and adding a dedicated northbound turn lane at the Main Street/Sheep Pasture/North Country intersection. The Village should work with the NYSDOT to evaluate the feasibility of these recommendations.

#### **ACTION ITEM**

- Evaluate the feasibility of removing parking on the east side of Main Street before the North Country Road intersection and installing a center northbound turn lane to alleviate traffic.

## **5.6 *Parking***

The size and configuration of Uptown parcels makes provision of onsite parking difficult for additional mixed-use development. Consequently, conveniently located public and/or private parking is needed for new mixed retail and residential use to succeed. Such parking would be paid for primarily by developers of new projects and a new parking district. Given the width of Main Street, the east and west sides of Main Street should each have their own parking to support the retail on their respective sides.

### 5.6.1 Revise Parking Requirements in the C-2 District

Residential parking requirements for the C-2 district Uptown should match those recommended for the C-1 district Downtown (see section 4.1.3). The parking requirement should be changed to 1 space per studio, 1.5 spaces per one bedroom apartment, plus 0.5 spaces for each additional bedroom.

The Uptown Report (Appendix Q) recommends changing the parking requirements for retail from 1 space per 100 square feet (SF) to 1 space per 200 SF. It recommends changing the office requirements from 1 per 300 SF or per employee to 1 space per 400 SF or per employee. The Report suggests retaining the 1 space per 100 SF requirement for medical offices.

The Uptown Report also suggests that an owner/developer could propose to the Planning Board a reduction in the parking space requirement based on a shared parking agreement, and purchase relief based on a Village Parking district payment plan. The Uptown Report recommends that parking requirements be modified in the C-2 District to permit the Planning Board to provide parking relief for projects located within 200 feet of a Village parking lot. The Plan also recommends that private parking in the middle of blocks create pedestrian pathway connections to existing streets.

### **ACTION ITEMS**

- Change the residential parking requirement in the C-2 district to 1 space per studio and one bedroom apartment plus 0.5 spaces for each additional bedroom.
- Change the retail parking requirement to 1 space per 200 square feet.
- Change the office parking requirement to 1 space per 400 square feet or per employee.

#### 5.6.2 Permit Payments in Lieu of Parking

Uptown parking is generally sufficient for today's uses (Figure 5-5). However, mixed-use redevelopment of Uptown will increase the need for parking. Requiring developers to provide all required parking onsite might discourage redevelopment due to height and area limits in the Village Code. The granting of variances by the Zoning Board can lead to more massive and taller buildings and more expensive for-rent and for-sale space for developments with the same number of units. Reducing the onsite parking requirement allows developers a similar number of units in smaller buildings because parking is provided elsewhere. Fewer private onsite-parking spaces allows for better placement and management of parking by the Village in a redeveloped Uptown.

The Village should establish A Payments in Lieu of parking program that allows developers to pay a per-parking space fee based on the true cost of providing the spaces rather than providing onsite spaces. Developers still pay for the required parking, but it is provided offsite and is also made available to the public. Public parking allows the Village to control where the parking goes to improve the overall design and aesthetics of the Uptown area. Payments in Lieu could be reduced for developers that set aside portions of their properties for public amenities and plazas. See section 11.2.9 for a detailed discussion of Payments in Lieu of Parking.

### **ACTION ITEMS**

- Permit developers to make Payments in Lieu of Parking to meet their parking requirements and tie those payments to an Uptown parking plan.

#### 5.6.4 Establish an Uptown Parking Improvement District

Redevelopment of Uptown will require provision of new surface and structured parking and a fund for its operation, maintenance, and debt service. Payments in Lieu of Parking and parking meters (see below) will help pay a portion of these costs. If Payments in Lieu of Parking are one-time fees in place of providing parking, then a Parking Improvement District can be a means of providing long-term parking revenue for the annual costs associated with parking. The Parking Improvement District imposes a special tax on the property owners in the District. See section 11.2.8 for a more detailed discussion of Parking Districts.

#### ACTION ITEMS

- Establish an Uptown Parking District coincident with or immediately following major redevelopment to provide long-term revenue for the operation, maintenance, and debt service associated with provision of public parking in Uptown.

#### 5.6.5 Implement a Managed Parking System for Uptown

Implementation of a managed parking system similar to the one Downtown will help generate the revenue necessary for the Village to add and maintain public parking Uptown. Managed parking that includes Main Street spaces will also help ensure that a minimum of 10 percent of spaces are vacant for the convenience of Uptown shoppers. It will help distribute parking by price (cheaper spaces located further from Main Street). Ultimately, the managed parking could include a parking garage on the block containing the Perry Street parking lot.

The Village should attempt to implement a managed parking system coincident with major redevelopment or within a reasonable time following the majority of redevelopment of both sides of Main Street. Putting such a system into place prematurely could put a burden on new Uptown businesses. At the right time, curb parking should be metered on all Uptown (C-2 district) streets with higher rates on Main Street than on the secondary streets. The Village should expand its Parking Committee to include business owners from Uptown.

#### ACTION ITEM

- Implement a managed parking system coincident with or immediately following major redevelopment.

#### 5.6.6 Shift Commuter Focus to the South Side of the Tracks

The LIRR parking lot on the south side of the tracks is underutilized and only approximately 1,000 feet from Main Street (Figure 5-12). Access to it is somewhat inconvenient for Uptown residents and commuters as the track overpass is a distance

from Main Street. However, use of this large lot could relieve pressure for commuter parking to the north, freeing this site up for access and infrastructure improvements as discussed above.

The LIRR no longer uses the two southerly tracks at the Main Street crossing since it built the yard east of Columbia Street. The LIRR could remove those two tracks and build a south-side platform east of Main Street connected to the existing Town parking lot. This would shift the railroad parking focus to the south LIRR lot and would facilitate commuter access to parking for those returning to Port Jefferson. Adding a platform to the south side of the tracks would require the installation of ticket machines on the new platform (south side of the tracks). Under this scenario, the station building might be dedicated to other uses, such as commuter and resident retail.

### **ACTION ITEMS**

- Discuss with the LIRR shift of commuter focus to the south side of the tracks.
- Consider removing the two southerly tracks at the Main Street crossing and building a south-side platform east of Main Street connected to the existing Town parking lot.
- Discuss future patterns and needs for the station area with the MTA/LIRR.

#### 5.6.7 Construct Surface Parking on Highlands Boulevard

In order to reconfigure the north LIRR lot and create Station Road, commuter parking could be provided along the south side of Highlands Boulevard next to the track overpass (Figure 5-12).

### **ACTION ITEM**

- Construct parking along the south side of Highlands Boulevard.

#### 5.6.8 Construct Surface Parking on Linden Place

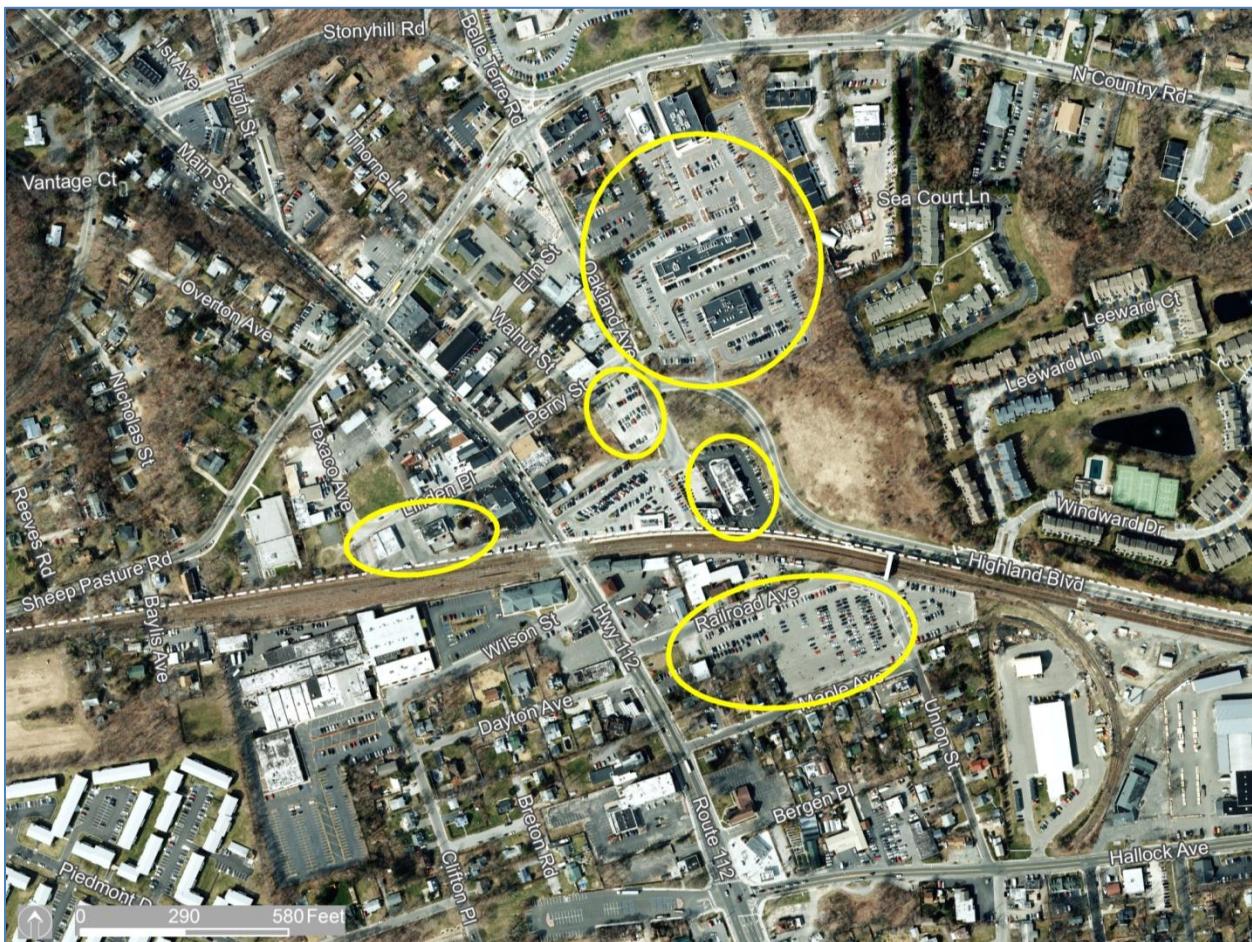
The immediate parking needs of a revitalized Uptown may be more easily implemented through the provision of new surface parking or use of shared parking. Parking may be most appropriately located adjacent to the train tracks where other uses are less desirable. One such location is the area north of the tracks west of Main Street to Texaco Avenue (Figure 5-12 and Figure 5-13). A pending development application from Rail Realty proposes to construct significant parking along Linden Place to Texaco Ave. One option in the Uptown traffic study recommends revising the access along the train track so that it is one way heading east. Clear pedestrian access from the lot to Main Street should also be provided.

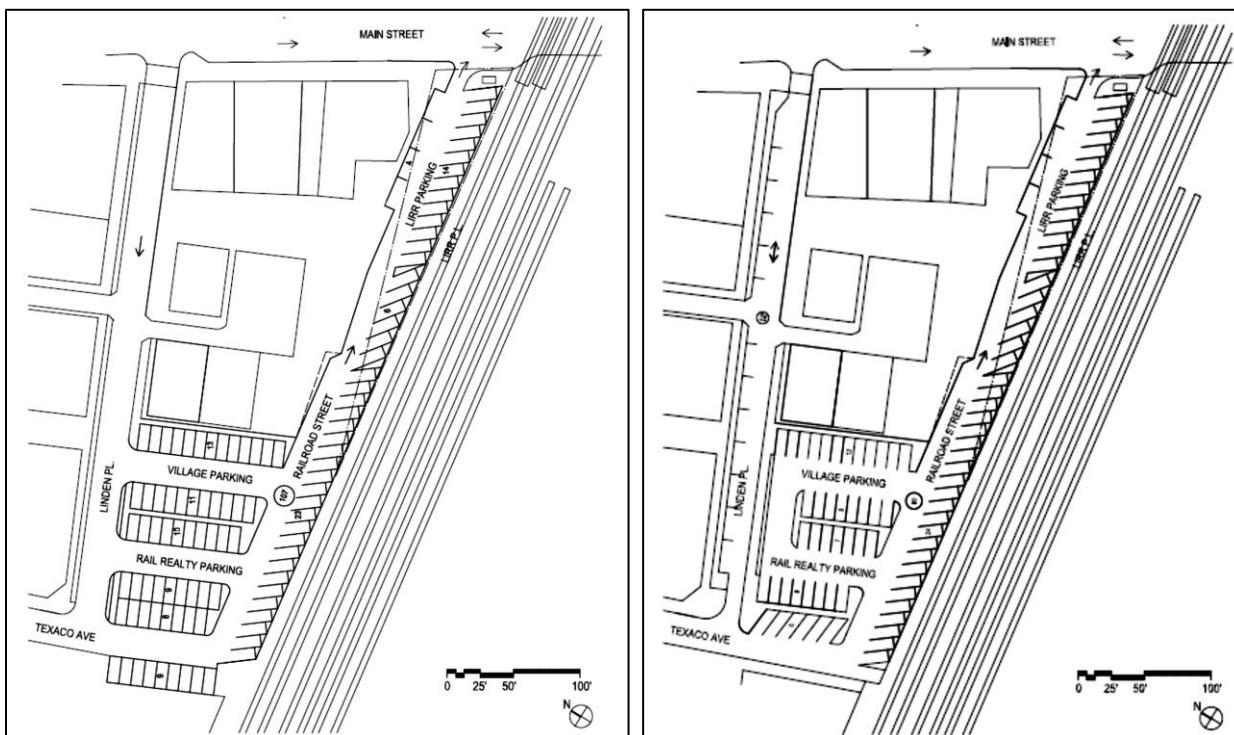
### **ACTION ITEMS**

- Reconfigure and expand parking on the lots along the tracks west of Main Street to Texaco Avenue for new Village parking.
- Provide improved pedestrian crossing to the LIRR station along the tracks.

## Uptown

**Figure 5-12 Potential shared, new surface and structured parking in Uptown**



**Figure 5-13. Options for increased parking along Railroad Street**

Source: Uptown Report - Appendix Q

### 5.6.9 Consider Locations for an Uptown Parking Garage

As Uptown redevelopment proceeds, the Village may need additional parking beyond the new surface parking proposed above. The Uptown commercial area is small. Structured parking could provide the needed parking with a smaller footprint than more surface parking. There are a number of potential locations for a garage, including the Town lot on the south side of the train tracks, which is outside the Village (Figure 5-12). Other potential locations include the existing Village parking lot on Oakland Avenue and the property south of the undeveloped Village property adjacent to the train tracks and Highlands Boulevard (Figure 5-12). This last location is closest to the overpass and across from existing station parking. It could provide parking for Highland Park recreational and cultural activities. A garage located on this parcel could extend into the Village owned parcel if required.

The Village parking lot on the corner of Oakland Avenue and Perry Street (often referred to as the Perry Street Lot) is a prime location for a garage. This location is closest to the overpass, across from existing station parking and only one block from Main Street. The Perry Street lot could accommodate approximately 70 commuter parking spaces now. Such a garage could support two levels of parking, one accessible from Perry Street and the other from the East Oakland Street potentially supplying over 160 spaces. A garage located on this parcel could also extend into the privately-owned parcels in this block that

front on Main Street under a public/private partnership. In that event, the garage could potentially accommodate over 210 spaces.

Other locations for a structure were eliminated from consideration based on public input including the Village-owned vacant land near the Highlands condominiums, parcels west of Main Street, and the developed private property between Oakland Avenue, the train tracks, and Highlands Boulevard. The cost of constructing a garage as well as the costs of operating, maintaining, securing and insuring a garage would be borne primarily by the developers, businesses, and outside agencies and not solely by the residents.

**ACTION ITEM**

- Work with potential Uptown developers and the Parking Committee to pursue a public-private partnership to construct and operate a potential garage at the block containing the Perry Street lot.

## 6 Midtown - RO District Recommendations

Participants in community meetings indicated that they liked the traditional ‘look’ of Midtown before some of the more recent developments arrived. Early 20<sup>th</sup> century (or older) single-family homes defined that ‘look’ though most have been converted to professional offices or studios. The appeal of Midtown is that it retains its historic charm and some of its landscape. Midtown also serves as the physical connection between Uptown and Downtown. Residents were concerned about encroachment of larger and architecturally incompatible commercial developments. Others mentioned walking and bicycling between Uptown and Downtown could be improved. Motorists speed, sidewalks are too narrow, and no bicycle lane exists on SR 25A.

### 6.1 Land Use and Zoning

#### 6.1.1 Revise Permitted Uses

Village code only permits one-family detached dwellings as of right in the RO District. However, there are three conditional uses also permitted with approval by the Planning Board (assuming certain conditions are met): 1) two-family residences; 2) mixed uses (residence and non-medical office/studio); and 3) cultural center, gallery and studio. The code already includes a stipulation that “No construction shall be undertaken which would result in a change to the exterior of the building so as to detract from the architectural style/pattern and character of the neighborhood.”

These are all uses that Village stakeholders approved. However, bed and breakfasts, mentioned by a number of community meeting participants, are not permitted. The Village should amend the RO District zoning code to add bed and breakfasts (or small inns) as conditional uses with limitations on the maximum number of guest rooms.

The code should be amended to include language that requires new construction in the RO district to meet architectural standards established by the code and/or be architecturally compatible with the predominant residential style of the district.

#### ACTION ITEMS

- Amend the RO District code to require new construction in the RO district to meet new architectural standards and/or be compatible with the predominant residential style of the district.
- Amend the RO District zoning code to add bed and breakfasts (or small inns) as conditional uses with limitations on the maximum number of guest rooms.

#### 6.1.2 Protect Steep Slopes

There are steep slopes on many of the parcels in Midtown. Development contemplated on these parcels should maintain the natural character and topography of the Village and ensure that erosion, runoff, and sediment transport does not adversely affect

downdgradient areas either temporarily (*i.e.*, during construction) or permanently. See section 10.5.8 for recommendations on enacting a steep slopes ordinance.

**ACTION ITEM**

- Protect steep slopes in Midtown by enacting a Steep Slopes ordinance that would regulate slopes from 15 to 25 percent or more depending on soil types (see section 10.5.8).

#### 6.1.3 Improve Stormwater Runoff Management

Roadways in Midtown are conduits for stormwater runoff between Uptown and Downtown. Accordingly, any proposed roadway and sidewalk improvements should include improvements to storm water collection and infiltration systems to reduce the flow of stormwater to Downtown. See section 13 for more on stormwater management and 'Green Streets.'

**ACTION ITEM**

- Incorporate stormwater management measures as part of any roadway and sidewalk improvements in Midtown. See section 13 for details.

### 6.2 Mobility

#### 6.2.1 Reconfigure 25A to Reduce Speeding, Widen Sidewalks, Add Bike Lanes

Motorists travelling north on Main Street (SR 25A) tend to accelerate beyond the posted speed limit as they pass North Country Road and head downhill. This is due, in large part, to travel lanes wide enough to facilitate vehicle speeds in excess of the recommended 30 mph.

Main Street (25A) is a major road that is controlled by the NYS Department of Transportation (DOT) and any changes would require State approval. The Village should work with the NYS DOT to review Main Street redesign options. It may be possible to narrow all travel lanes (including the center turn lane) to enable sidewalks to be widened and bicycle lanes added. Shade from new street trees on the eastern side of 25A would also be welcome, and would slow traffic.

**ACTION ITEMS**

- Work with the NYS DOT to review Main Street (SR 25A) redesign options.
- Consider narrowing travel lanes to widen sidewalks and add landscaping and bicycle lanes.

## 7 Waterfront (MW 1 and MW 2 District) Recommendations

In January 2010, the Village was awarded an Environmental Protection Fund grant for various planning tasks including the preparation of a revitalization plan for the waterfront. The full report is found in Appendix E.

### 7.1 Land Use and Zoning

In 2011, the Village revised their MW zoning district code to include MW1, MW2, and MW3, (Figure 7-1). The new code revises the permitted land uses such that parks are the only permitted land uses in the MW1 district (on the western side of the harbor). Conditional uses allowed with a Special Permit are reproduced in Appendix K. See Figure 7-2 for existing land ownership.

#### 7.1.1 Amend M1 and M2 Zoning Code

Although the newly revised code improves on the prior code, additional amendments are recommended. In addition to conditional use additions and deletions, changes, two changes should be made to address harbor views. The revised code permits a building height of up to 30 feet. The Village should consider reducing the permitted height in all MW zones to 2 stories or 24 feet, whichever is less to allow views of the harbor from surrounding areas. To preserve views, side yard setbacks should be established between buildings along the south side of West Broadway to permit views of the harbor from the parcels to the south.

### ACTION ITEMS

Amend the MW zoning in the Code as follows:

- ❖ MW1
  - Recommended Additional Conditional Uses
    - Retail sales: retail shops selling marine-related items such as recreational boats and boating equipment and supplies, fishing equipment and supplies.
    - Unloading and sale of finfish and shellfish.
    - Mariculture facilities or support facilities for mariculture activities.
    - Recreational fishing boat, sailing, and maritime sightseeing operations.
  - Recommended Deletions of Conditional Uses
    - Single-family detached dwellings are not a water-related or water-dependent use and are inappropriate in this district.
- ❖ MW2
  - Permitted Uses
    - Ferry Terminal – the Village should consider incorporating most of the recommendations of the County Study for the Ferry Terminal, with the exception of the parking requirements. The Village should prohibit onsite parking in the MW2 district (see below) and require provision of off-site parking or payments in lieu of parking by the ferry.

- Appropriate Conditional Uses
  - The *no restaurant within 400 feet of another restaurant* restriction is unnecessary and would make it virtually impossible to locate a restaurant on the waterfront. Some waterfront dining would be an appropriate use of the waterfront. In practice, there are and will be few opportunities to locate a restaurant on the waterfront.
- Inappropriate Conditional Uses
  - Retail sale of boats requires considerable space and is better located in the MW1 district.
- ❖ Parking
  - MW1
    - Shared parking is available in the municipal lot south of West Broadway and behind Village Hall.
    - The Village should impose an onsite parking *maximum* to promote a walkable waterfront with less asphalt. In some cases, the maximum should be only the number of spaces required for handicapped users. Yacht clubs and marinas should be required to have drop off areas only. Payments in lieu of parking should be required to meet the additional parking needs of all MW1 uses.
  - MW2
    - Shared parking is available in the municipal lot south of Broadway.
    - Onsite parking should be prohibited, with the exception of the following uses: marine rescue facility, harbormaster's office, and marine police office. Payments in lieu of parking should be required of all MW2 users.
    - Drop off areas should be required for yacht clubs, marinas, and fishing charter uses and a queuing area required for ferry users.

Figure 7-1 Current Waterfront Zoning

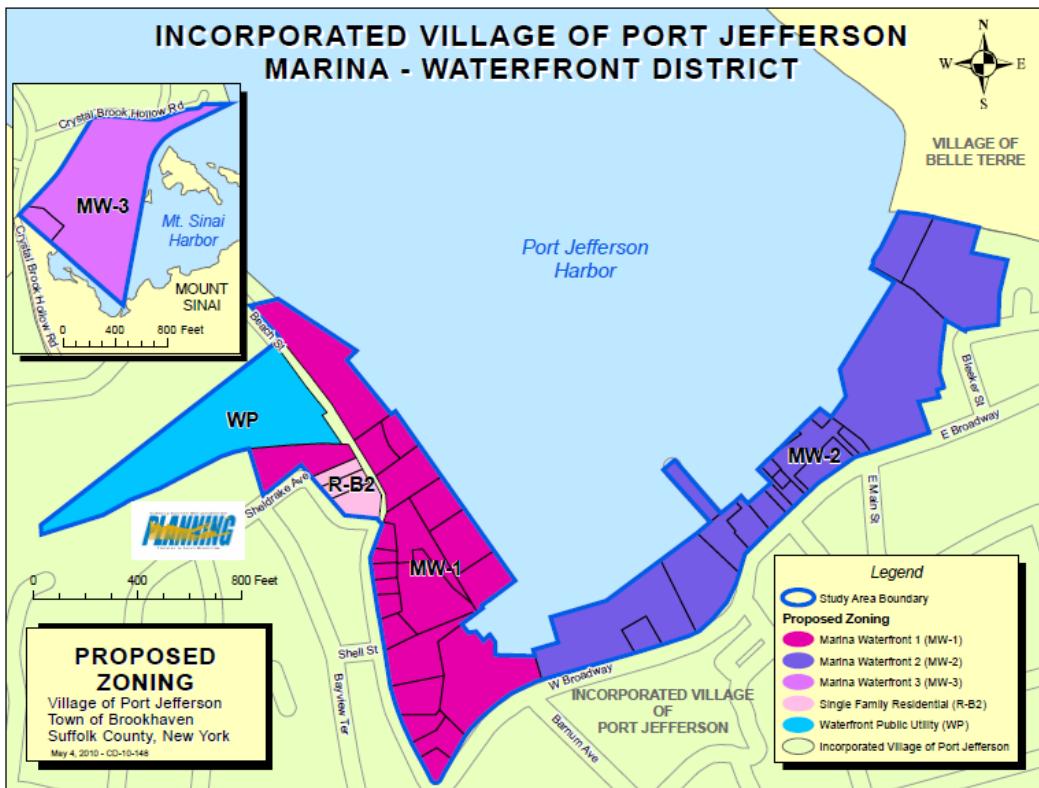
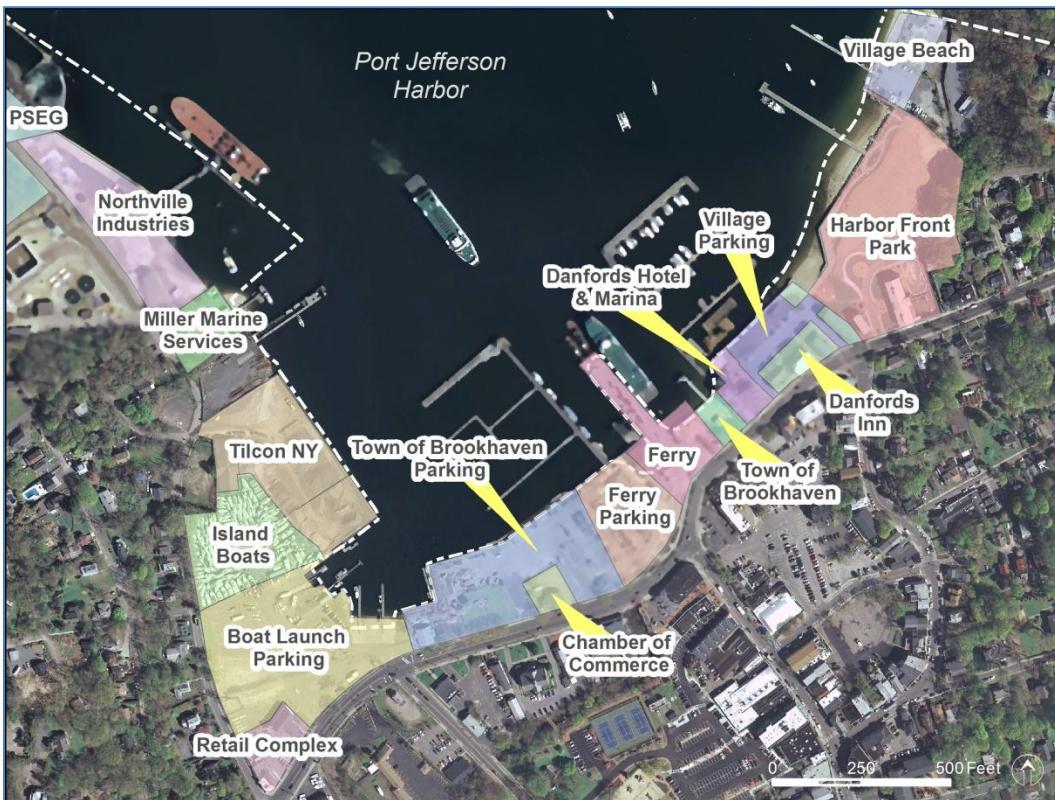


Figure 7-2 Waterfront Ownership



### 7.1.2 Relocate Parking and Construct Additional Public Spaces

The Port Jefferson Waterfront is one of the primary attractions of this small Village with a long history associated with the Harbor (see Figure 7-2 for existing Waterfront land ownership). Access to the water for both commercial and recreation boating and fishing has been and will continue to be important. The Port Jefferson and Bridgeport Steamboat Company and Danfords Hotel and Marina are also important features of the Waterfront.

However, most of the Waterfront between the ferry and Beach Street is paved for parking, with the exception of the small green space across from Village Hall. Parking is a very poor use of such an important and limited resource. The Waterfront should be accessible for water dependent and water-related uses, not parking.

The Village envisions a redesigned Waterfront where much of the parking is eliminated, the boat launch area is redesigned, and space is allotted for the pickup and drop-off of ferry passengers and boaters. The redesigned boat launch area would increase automobile parking while retaining existing boat trailer parking. The Village would accommodate the parking eliminated by the redesign in the boat launch area and elsewhere in the Village (see Section 11). The preferred schematic design developed in the Waterfront Revitalization Plan is shown in Figure 7-3 and discussed in Appendix E.

**Figure 7-3. Preferred schematic design for the Waterfront**



Source: Waterfront Revitalization Plan (Appendix E)

**ACTION ITEMS**

- Make the Waterfront accessible for water dependent and water related uses.
- Redesign the Waterfront to reduce parking and increase public space.
- Redesign the boat launch lot to increase automobile parking and retain boat trailer parking.
- Add additional parking elsewhere in the Village to accommodate parking relocated from the Waterfront.

**7.1.3 Evaluate Acquisition or Leasing of Portion of Town Properties**

The Town of Brookhaven owns a considerable portion of the Port Jefferson waterfront including the existing Town parking lot and marina, the boat launch and its parking lot. The Village derives no revenue from these properties and exerts no control over them other than through zoning. However, the Village also has limited liability and no maintenance responsibility for these properties.

It may be advantageous for the Village to acquire or lease these properties from the Town, as they are integral to the future of the waterfront. The Village should initiate an analysis of the marina and boat launch operations to compare the long-term costs (maintenance, replacement, staffing, insurance, and other costs) vs. the potential revenue that the Village could generate from its operation. The evaluation would also need to ensure that Town of Brookhaven residents would be accommodated by Village-owned or operated facilities.

**ACTION ITEM**

- Analyze Town-owned marina, boat launch, and parking lot costs and potential revenues for a possible Village acquisition or lease.

**7.1.4 Evaluate Acquisition of the Former Water Authority Building**

The former water authority building occupies a central position on the waterfront. The building itself is an attractive and historic structure with associated parking that occupies an important place on the Waterfront. Various water-dependent and related entities could benefit from the use of such a building. The Village should evaluate the costs involved and potential revenue to be derived from the purchase of this building.

A number of potential uses are commercial but would provide a public benefit and therefore could lease space from the Village. While some participants said at the community meetings that they did not support commercial activity on the Waterfront, several uses of the building might nonetheless be appropriate and would enhance the Waterfront experience including:

- Recreational boating supplies
- Kayak and other small boat rentals
- Waterside café

- Fishing equipment and supplies
- Fresh fish market

Alternatively, the Village could use the building itself or could lease it to one or more nonprofits or both. Nonprofits might include sailing or boating schools or clubs, rowing organizations, coastal education organizations, or even by a local school (the Port Jefferson School District, SUNY Stony Brook School of Marine and Atmospheric Sciences, or others). Should the Village acquire ownership of the Town marina and boat launch, the building might serve as base for the staff and equipment needed to run those facilities.

Should the Village acquire and lease the building, it should require that the entity occupying it provide a public benefit. The recommended study should determine what level of lease payment would be required to satisfy acquisition and operating costs.

### **ACTION ITEMS**

- Evaluate potential costs and benefits of Village acquisition of the former water authority property to lease it out for appropriate water-dependent or related businesses, as well as non-profits.
- Consider potential costs and benefits of Village government use.

#### 7.1.5 Work with Ferry Company to Implement Improvements

The Bridgeport & Port Jefferson Steamboat Company has held discussions with the Town of Brookhaven attorney's office regarding future use of the pier. The ferry company would like to extend the pier approximately 150 feet seaward to move vessel loading further seaward to avoid possible congestion-related collisions with other vessels and to move vehicle circulation further away from East Broadway. The final length of the pier would then be approximately the same as Danfords' and the Town's piers. Such a pier would be built on pilings to avoid the need for filling. The pier would require approvals from regulatory agencies including the New York State Department of Environmental Conservation, the Army Corps of Engineers, and the New York State Department of State. The Village would need to work closely with the ferry company to develop these plans to ensure that they benefit both entities and the public.

Ferry terminals are community transit hubs and they and their host municipalities have recently qualified for substantial federal grants. The Village should apply for grant funding in conjunction with the ferry company for improvements to ferry-related infrastructure, such as parking, circulation, the pier, etc.

The Bridgeport & Port Jefferson Steamboat Company indicated that its ~10,000 square foot building is antiquated and of insufficient size for the ferry's future needs. The company indicated that a new building of approximately 15,000 square feet would be adequate for all ferry administration, ticketing, passenger waiting room, and security operations.

The company intends to construct a new building in the same location as the existing building or over the pier. If built over the pier, it would include a second floor to allow passengers to board from a location separate from the vehicle area to improve safety and as required by new security regulations. Vehicles would pass beneath the passenger boarding area and continue to queue. A second floor waiting room would be included.

The existing building would be demolished if the new building were located on the pier. Such a scenario could make more public space available along the waterfront, permit better east-west pedestrian passage, and improve vehicle circulation, if the space (or an easement across it) were acquired by the Village or the Town. Demolition of the existing building would also improve views of the waterfront from Main Street. The replacement building, if located on the pier, would be further from the public waterfront and therefore less visually obtrusive. It would be important for such a building to be architecturally consistent with the waterfront. The Village would work with the ferry company to help make this scenario possible.

The Village will engage the Bridgeport & Port Jefferson Steamboat Company in discussions on the future of the pier, building, and space along the waterfront. Removal of the existing building from the waterfront would be beneficial to the public use of the waterfront.

## ACTION ITEMS

- Work with the Bridgeport & Port Jefferson Steamboat Company to advance their plans to extend the pier.
- Encourage the ferry company to eliminate the existing building in favor of a new low-profile building on the pier and grant an easement to the Village in the location of the existing building.
- Apply for grant funding in conjunction with the ferry company for improvements to ferry-related infrastructure, such as parking, circulation, and the pier.

### 7.1.6 Daylight Mill Creek

Mill Creek currently flows through a concrete culvert under Broadway and the waterfront and discharges into Port Jefferson Harbor through a tidal gate. A steady baseflow of groundwater feeds Mill Creek and helps the creek bed retain water year-round. The tide gate prevents seawater from flowing into the Creek at high tide. This feature is important during rainfall events that occur at high tide. Prior to the installation of the tide gate, areas adjacent to the Creek would flood during these times as the Creek would fill with seawater and rainwater would overflow the banks.

There is a walkway adjacent to the southern shore of Mill Creek that extends from Barnum Avenue past the tennis court area to West Broadway. West of Barnum Ave., the Creek is more wooded. The Creek banks are subject to erosion in places and have heavy growth of invasive plants in other places. The Creek is not visible in portions due to an overgrowth of plant material.

The Creek is an important natural feature of the Waterfront that represents only a small remnant of the original landforms of what was formerly a low-lying tidal marsh between the hills to the east and west. Suggestions have been made to open the Creek up again to connect it to the waterfront to be enjoyed by the public and utilized by aquatic wildlife. Under this scenario, the existing culvert under West Broadway would remain, but the section just north of the north side of West Broadway would be returned to a natural creek bed across what is now the Town parking lot. This natural creek bed would extend to the waterfront promenade where it would again flow through a short culvert to which the tide gate would remain attached. The 'daylighted' Creek banks could be made 'natural' with a slope planted with appropriate seaside vegetation. However, a gentle vertical slope would be needed on either side of the Creek to prevent erosion. That slope would occupy a considerable horizontal area that the public could otherwise use. A bulkhead along the sides of this portion of the Creek with a walkway and safety railing along both sides of the Creek would occupy less area. A spillway at the end of the Creek would make it possible to retain water in the Creek through all tides.

Although daylighting offers the potential to enhance the aesthetics of the waterfront, technical questions remain. These issues must be resolved to determine if daylighting the Creek is feasible and what costs would be involved. The final preferred schematic design included in the Waterfront Revitalization Plan (Figure 7-3) included a design concept for a daylighted creek (Figure 7-4 and Appendix E).

#### **ACTION ITEM**

- Initiate a study to determine the feasibility and costs of opening the Creek to daylight by the waterfront.

##### 7.1.7 Encourage Access to Water Dependent Recreation

Village residents are fortunate to have gained increased access to the eastern portion of their Waterfront with the creation of Harborfront Park. Even further east is Centennial Park, a Town-owned parcel that is leased to the Village, where the public can wade directly into the water off the beach.

The portion of the Village Waterfront from the ferry west to the boat launch is a more active zone that is used for charter fishing vessels, excursion boating, and private recreational vessels. Use of the western side of the Harbor by small watercraft (kayaks, jet skis, paddle boats, etc.) could raise safety issues due to potential interactions with larger vessels and is not recommended.

**Figure 7-4. Daylighted Mill Creek**

1. Creek with wood bulkhead; 2. Dam to retain water; 3. Kiosks;  
4. Flower gardens; 5. Parking for marina dropoff. (From Waterfront Revitalization Plan)  
Source: Waterfront Revitalization Plan (Appendix E)

The Waterfront Revitalization Plan (Appendix E) Preferred Schematic Design (Figure 7-3) retains facilities for the existing boating activities including some marina parking, pedestrian access, berthing space for a limited number of commercial (fishing and excursion) vessels, pump-out facilities, and launching facilities for a variety of motorized vessels.

Additional parking for Waterfront users would be provided in an updated boat launch lot to the west and existing and new Village parking lots. The walk from the Meadow lot to the waterfront is short (less than five minutes) and convenient. However, passengers of commercial vessels would be encouraged to utilize existing and new shared lots and the relocated parking in the boat launch parking lot during the busy season with shuttle service possibly provided by the Village. Marina users would be given priority for the parking that is retained on the Waterfront. Enforcement of short-term and priority parking will be essential to the efficient use of Waterfront parking.

**ACTION ITEMS**

- Retain berthing spaces for commercial fishing and excursion vessels along with a small number of drop-off parking spaces convenient to the vessels.
- Redesign the boat launch parking lot to increase the number of spaces for passenger cars and retain the spaces for trailers.
- After negotiating with the Town for use, lease, or purchase of their Waterfront parking lot, design and construct a greener Waterfront that reduces parking in the Town lot and provides more public space.
- Incorporate the concepts presented in the Preferred Conceptual Design of the Village's Waterfront Revitalization Plan.

**7.1.8 Relocate Parking to Provide a Venue for Public Gatherings**

The new Waterfront should no longer be devoted to parking. Rather, it should retain some parking spaces primarily for marina users and the disabled. During the public meetings, participants suggested a number of active uses that they considered appropriate for a revitalized Waterfront including concerts, performances, and fairs, and passive uses such as harbor viewing and strolling along Waterfront. Such active uses require a space to accommodate a significant number of attendees seated, standing, or lounging on the grass. The Preferred Conceptual Design from the Village's Waterfront Revitalization Plan (Figure 7-3 and Figure 7-5) includes a space for concerts, other live performances, and a large plaza for gatherings, other events such as craft, and other fairs. The Village would license, regulate, and derive revenue from these events.

**ACTION ITEMS**

- Include space on the revitalized Waterfront for concerts and other live performances and a large plaza for gatherings, fairs, and other events.
- Advance plans for Waterfront revitalization by providing opportunities for shared parking or new surface parking elsewhere (see Section 11).

**Figure 7-5. Waterfront gathering space**

Source: Waterfront Revitalization Plan (Appendix E)

## 7.2 Pedestrian and Vehicular Mobility

A reconnaissance was conducted of the Downtown and Waterfront to observe overall traffic conditions and identify key intersections, driveways, and parking access locations as part of the Comprehensive Plan Update and the Waterfront Revitalization Study. Traffic volume data was collected on Saturday, August 28, 2010 (the weekend before Labor Day) at a number of key intersections to analyze traffic circulation Downtown and by the Waterfront (especially by the ferry) and to determine what improvements might be possible.

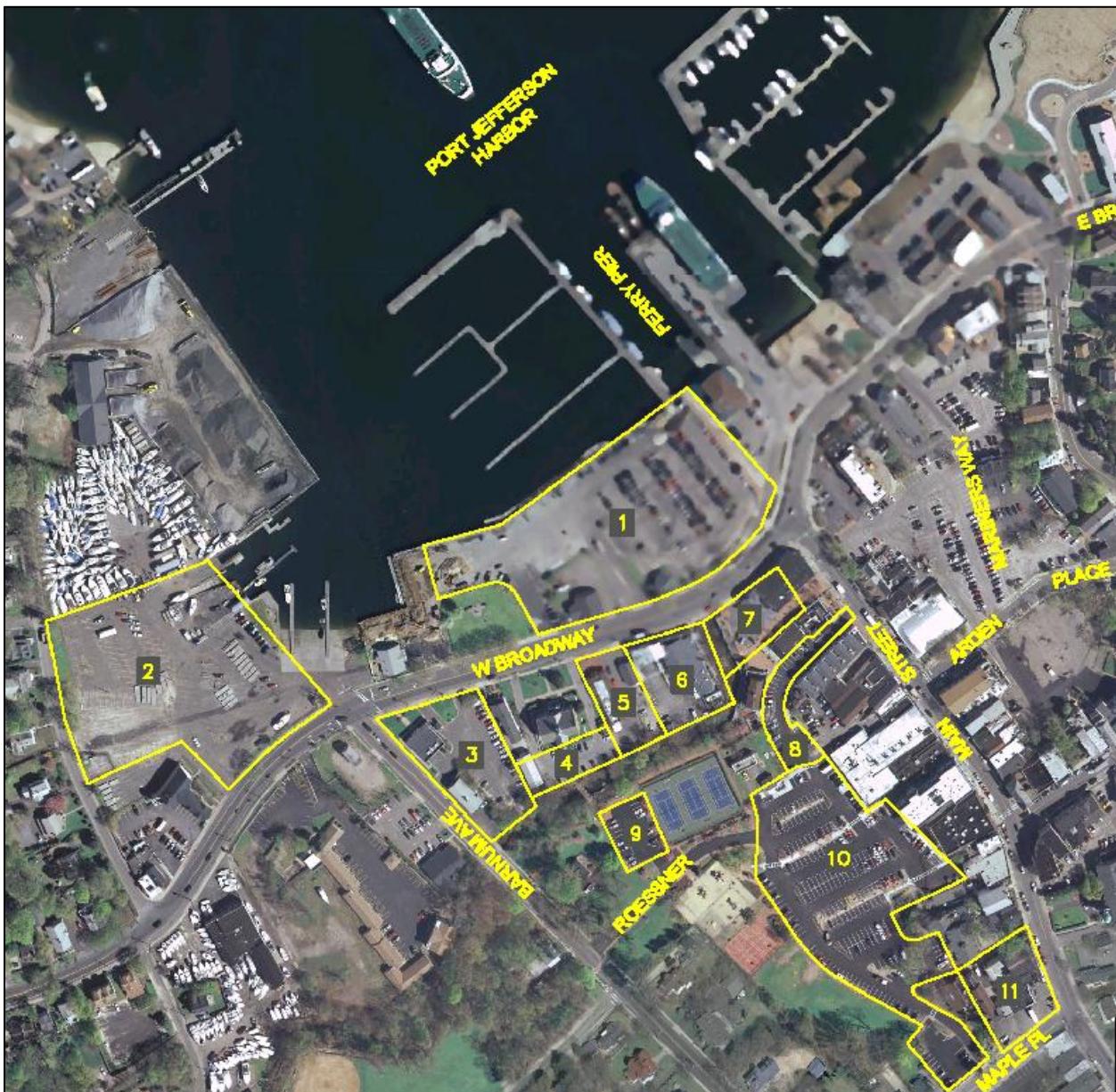
Most of the parking lots in the Downtown were included in the reconnaissance. Vacant spaces were counted in all the lots identified in Figure 7-6 and Figure 7-7.

The impacts of proposed Waterfront land uses on traffic volume and parking were evaluated. The parking study is found in Appendix L. The Waterfront Study in Appendix E includes detailed recommendations for a number of mobility improvements.

Figure 7-6. East parking lot count locations



Figure 7-7. West parking lot count locations



### 7.2.1 Improve Pedestrian Connections to the Waterfront

The connections between the major Village parking areas and the Waterfront are difficult for pedestrians. The pedestrian connections from the Meadow parking lot to the Waterfront should be improved by connecting the northeastern corner of the Meadow lot to a Chandlers Square walkway and from there to the Waterfront (Figure 7-8).

The Village should ensure it has a fully functional sidewalk (not interrupted by private parking) from the Roessner Lane lot entrance on Barnum Avenue to the West Broadway and Barnum intersection. The existing crosswalk to the Waterfront should be accented with ladder-type markings.

The Village should provide a sidewalk along the western side of Mill Creek Road that connects to Main Street and the walkway along Mill Creek (Figure 7-8). In addition, a ladder-type crosswalk should connect the Mill Creek walk and plaza on the south side of West Broadway to the Waterfront and in a later phase of the Waterfront Revitalization to a walk along the daylighted Mill Creek.

Recommended improvements to the Arden Place north (Gap) parking lot include a sidewalk connection from new sidewalks in and around the lot to East Broadway (see Parking Section 11). The Village should provide a ladder-type marked crosswalk from the new parking lot sidewalks to Mariner's Park (next to Danford's) on the Waterfront.

#### **ACTION ITEM**

- Prepare plans for pedestrian connections from the Meadow and Arden Place parking lots to main thoroughfares and the Waterfront.

### 7.2.2 Improve Broadway and Main Street Intersection

The intersection of Broadway and Main Street is difficult to traverse for both motorists and pedestrians, as confirmed by observations made for the Waterfront Revitalization Plan (Appendix E). The resulting traffic analyses indicated heavy delays for northbound Main Street drivers at this intersection. The Waterfront Revitalization Plan describes various conceptual plans for changes to this intersection.

#### **ACTION ITEM**

- Investigate the pedestrian and traffic implications of a 3-way stop, and other traffic improvements to the Broadway/Main Street intersection.

**Figure 7-8 Recommended Waterfront Pedestrian Connections**

### 7.2.3 Reconfigure Boat Launch Parking and Access

Relocation of parking on the Waterfront is a major first step toward the revitalization of the Waterfront. Initial discussions between the Village and the Town have been favorable regarding the design, implementation, and funding of Waterfront parking improvements. Further discussions should proceed on acquisition of the parking lot.

The first major change should be the relocation of much of the Waterfront parking in the main Town lot to the Town's boat launch parking lot on the western side of the Harbor. Restriping the boat launch lot, relocating the boat launch to the north, and moving the curb cut access further west on West Broadway would make additional parking spaces available (Figure 7-9). Details of the reconfiguration are found in the Waterfront Revitalization Study (Appendix E).

The Waterfront redesign should include an extension of the newly constructed promenade along the waterfront bulkhead to a reconstructed boat launch parking lot. A crosswalk should be provided from the lot across the entry drive to the promenade. Access should

continue to be provided across the lot to Gudzik's Marina and space allocated for the existing bait and tackle shop. These businesses have been productively consulted on a preliminary design and should be involved in the final design of the relocated boat launch.

Appropriate landscaping should be provided in the parking lot to screen it from the adjacent residential area on Beach Street and along West Broadway. Stormwater runoff should be directed into rain gardens wherever possible. Conceptual plans for the boat launch parking lot and its access from Broadway are found in the Waterfront Revitalization Study and shown conceptually in Figure 7-9.

### ACTION ITEMS

- Replace the boat launch with a new launch adjacent to Gudzik's Marina.
- Reconfigure the boat launch parking lot and limit access through the westernmost entrance.
- Continue the existing Waterfront promenade to the reconfigured lot.

Figure 7-9 Reconfiguration of the Boat Launch Parking Lot



Source: Waterfront Revitalization Study (Appendix E)

#### 7.2.4 Improve Vehicular and Pedestrian Circulation by Ferry

As described in section 7.1.5, above, the Bridgeport & Port Jefferson Steamboat Company needs a new building for their offices, ticketing, passenger waiting area, and security operations. An attractive option for that new facility may be a new low-rise building constructed on an extended pier and demolition of the existing building. The ferry company plans to extend the pier 150 feet to the same length as the Town and Danford's piers. The pier extension and new building would move ferry operations further north and away from Broadway. Such a scenario would make it possible to improve vehicle and pedestrian circulation in the ferry area. The Village should work with the ferry operator, the Town, and regulatory agencies to advance plans for a pier extension. The Waterfront Revitalization Study describes the improvements made possible by a pier extension to the Waterfront at the intersection of Main Street, Broadway, and the ferry entrance. See Figure 7-10 and the Appendix E for details.

#### ACTION ITEMS

- Work with the ferry, the Town, and regulatory agencies to advance plans for an extension of the ferry pier.
- Work with the ferry to develop workable plans for the Main Street, Broadway, and ferry entrance intersection.

Figure 7-10. Ferry pier extension and new building



## 7.3 Environmental

### 7.3.1 Reduce Flow of Untreated Stormwater to the Harbor

One of the best ways to reduce stormwater runoff to the Harbor is to reduce runoff generation and treatment at its source. Section 13 includes a discussion of Green Streets, increasing onsite stormwater storage, and introducing new stormwater storage and a bioretention area (rain garden) on Village property where the Creek crosses Barnum Avenue. Depending on elevations, a bioretention area could help treat stormwater while introducing an attractive new landscape feature. Stormwater storage may be possible beneath the privately owned CVS parking lot depending on groundwater elevations and an agreement with the property owner.

Adding stormwater storage and treatment upstream of Mill Creek will reduce the flow of stormwater-borne sediments and associated contaminants, and will help the Village maintain a more attractive and healthier Creek. Mill Creek could be a key feature of a revitalized waterfront. The 2010 Mill Creek Watershed Study recommended measures to reduce stormwater runoff and improve its treatment (Section 13).

#### ACTION ITEMS

- Implement selected recommendations of the Mill Creek Watershed Study to reduce untreated stormwater runoff into the Creek.
- Investigate additional stormwater storage beneath the privately owned CVS parking lot.
- Consider constructing a bio-retention area (rain garden) by Barnum Avenue and the Creek to provide stormwater storage and treatment and a new park amenity.

### 7.3.2 Utilize Low Impact Development Techniques for Waterfront

Revitalization and redevelopment of the Waterfront should incorporate the least environmentally disruptive methodologies possible. The removal of large paved parking areas from the Waterfront will dramatically reduce stormwater runoff. The Village should replace that pavement with new landscaped areas made up of green zones and plazas that maximize pervious area. Stormwater runoff should be directed into natural swales, rain gardens, and planted drainage recharge areas wherever possible. Designs should include on-site storage for an eight inch rainfall event. The Village should utilize native grasses, shrubs, and trees that require less water, fertilizer, and pesticides and are adapted to seaside areas.

#### ACTION ITEMS

- Design the revitalized Waterfront to reduce pavement, increase infiltration, and utilize techniques that direct stormwater into natural vegetated areas.
- Utilize native plants to reduce water use and eliminate fertilizer and pesticide use on the Waterfront.

## 8 Professional Office Districts

### 8.1 Zoning and Land Use

As recently as 2006, the Village considered rezoning parcels on the west side of Columbia Street and south side of North Country Road to Professional Office (P-O). All but one of the parcels is currently non-conforming because of a number of previous code changes. The Village's 1995 Comprehensive Plan Update suggested incorporation of these parcels into the P-O District.

#### 8.1.1 Modify P-O Zoning

The P-O District includes a number of regulations that may be too restrictive for the types of professional office uses that are or could be located along Belle Terre Road and North Country Road. For example, the required minimum lot size of 100,000 square feet is unrealistic for many professional office complexes. There is little reason to set back attractively designed professional offices 100 feet or more from the street. In fact, the Village should require that the buildings front on the street (with parking restricted to the rear) to make this area more pedestrian friendly. The Village should also consider relaxing the required setbacks from adjacent uses, including residential uses. Other dimensional requirements also need revision to accommodate professional offices on smaller lots.

#### ACTION ITEMS

- Revise the P-O code to reduce minimum lot size to allow for smaller offices.
- Revise the P-O code to reduce required front yard setbacks and encourage locating buildings close to the street.
- Revise the P-O code to reduce required setbacks from adjacent uses, including residential uses.
- Revise the P-O code to allow greater lot coverage.

#### 8.1.2 Rezone Selected North Country Road Parcels to Professional Office

The Village should consider rezoning the R-O parcels on North Country Road and Belle Terre Road to Professional Office (P-O) and revising the Professional Office zoning code such that most of these structures would be conforming. The Village should consider retaining the I-2 zoning classification for the parcel that adjoins the LIRR tracks. It is difficult to find good locations for industrially zoned properties, yet they are important because they provide employment. The location by the train yards is appropriate for this type of use.

#### ACTION ITEMS

- Rezone the R-O parcels on North Country Road and Belle Terre Road to P-O.
- Retain the I-2 zoning classification for the parcel on Columbia Street.

## 9 Residential Districts

As discussed previously, issues of concern pertaining to the residential districts that were raised in the Public Meetings included housing, environmental issues, traffic, and maintaining the 'character' of their neighborhoods. As many of these issues have Village-wide implications, they are discussed in other sections of this report, as follows:

- Housing – Section 10.3
- Sewers – Section 12
- Steep slopes- Section 10.5.8
- Stormwater management- Section 13
- Green construction- Section 10.5.7
- Street Trees- Section 10.6.8
- Mobility (traffic flow, sidewalks, parking, and road maintenance) – Section 10.4
- Aesthetics (burying utility lines, instituting an architectural review board and improving site development guidelines) – Section 10.6

### 9.1 Zoning and Land Use

#### 9.1.1 Revise Residential Street Design Requirements

Drivers often exceed the speed limit through residential streets in many suburban residential areas. Making roads narrower can discourage this practice. The Institute of Transportation Engineers (ITE) and the Congress for the New Urbanism (CNU) co-authored a publication<sup>5</sup> that detailed street design appropriate to different types of communities. For suburban residential streets, where actual motorist speeds should be limited to 25 mph, the ITE/CNU publication recommends 11-foot travel lanes with seven feet for parking on both sides, and a total of 36 feet of pavement. In more rural settings, pavement width can be 26 feet (two 10-foot travel lanes and six-feet for parking on one side).

The Village should maintain its 50-foot minimum required right-of-way, but reduce its minimum pavement width to 26 feet and institute a maximum pavement width of 36 feet for residential streets that are not collectors. The code should require a minimum of seven feet of streetside width for both sides of the street for sidewalk (four feet) and landscape buffer (three feet).

For collector streets, a minimum pavement width of 36 feet is sufficient. The Village should, however, institute a maximum pavement width of 40 feet (two 12-foot travel lanes and two 8-foot parking lanes) or 46 feet with one six-foot wide bicycle lane.

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<sup>5</sup> ITE and CNU. 2010. *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*. 215pp.

**ACTION ITEMS**

- Reduce minimum pavement width to 26 feet and institute a maximum pavement width of 36 feet for residential streets that are not collectors.
- Require a minimum of seven feet of streetside width for both sides of residential streets to accommodate sidewalks where desired and landscape buffers.
- Maintain a minimum pavement width of 36 feet for collector streets. Add a maximum pavement width of 40 feet to include two 12-foot travel lanes and two 8-foot parking lanes or 46 feet with one six-foot wide bicycle lane.

**9.1.2 Require Permits for Rentals**

The Village should require property owners to apply for a permit (in addition to the apartment inspection fee under the Code) to rent any residential structure including a single-family house.

**ACTION ITEM**

- Require a permit to rent any residential structure including a single-family house.

**9.1.3 Add Building Mass Regulations to Residential Zoning Code**

Replacement of small homes by much larger homes sometimes results in houses that are out of character with the neighborhood. Some municipalities control this phenomenon by instituting a floor area ratio (FAR) requirement (square footage of the house divided by the square footage of the lot). The FAR should include attached garages. Ideally, the FAR would reflect the existing neighborhood FAR. Alternatively, a maximum square footage might be permitted that is reflective of the existing average square footage for the neighborhood (for example, 125% of the average). For communities where significantly larger than average size homes have already been built, another approach may be to limit square footage to the average of home built prior to a certain date.

**ACTION ITEMS**

- Add building mass regulations for residential districts to the zoning code.
- Consider using a percentage (greater than 100) of the average neighborhood Floor Area Ratio or square footage for homes built prior to a certain date.

**9.1.4 Provide Buffer between Residential and Nonresidential Districts**

Residential areas that adjoin Downtown and Uptown may be subject to spillover lighting and parking. Lighting controls should be in place for both the C-1 and C-2 Districts that forbids spillover lighting and lighting over a certain intensity within a specified distance of residential uses.

Parking for the Downtown and Uptown commercial district can sometimes spill into the adjacent residential neighborhoods. A certain number of on-street spaces should be reserved for residents and their guests. Further discussion and action items for this problem are found in Section 11.2 on parking.

### **ACTION ITEM**

- Prohibit spillover lighting from commercial districts into residential districts.

## **9.2 Mobility**

### **9.2.1 Improve Pedestrian Access to Commercial Districts**

Residents that live within a half mile of Downtown or Uptown should have access to sidewalks to make the walk comfortable and safe. The Village should review the availability of sidewalks in the neighborhoods adjacent to Downtown, Midtown, and Uptown and develop a list of priority blocks for new sidewalks. Sidewalk locations (and conditions) should be included in the Village's GIS (see Section 10.1) Neighborhoods that are immediately adjacent to the commercial districts that elect to institute a Residential Parking Benefit District (see Section 11) should be given higher priority for new sidewalks. Revenue from those parking districts should be dedicated to constructing new or repairing existing sidewalks.

### **ACTION ITEMS**

- Map all Village sidewalks and incorporate into Village GIS.
- Provide sidewalks to neighborhoods adjoining commercial districts to improve pedestrian access
- Give priority for new sidewalks to neighborhoods electing to institute a Residential Parking Benefit District.

### **9.2.2 Add Bicycle Lanes to Major Collector Streets**

Bicycling is popular in Port Jefferson, Setauket, and Stony Brook amongst university staff and students, area residents, and recent immigrants for both recreation and transportation. Bicyclists could use a number of major collector streets to travel from Port Jefferson to the surrounding areas and to different neighborhoods within the Village. These include streets such as Sheep Pasture Road, North Country Road, Old Post Road, East Broadway, Crystal Brook Hollow Road, and others. Bicycle lanes should be a minimum of five feet in width and preferably six feet wide and marked as bicycle lanes.

The Village should expand the responsibilities of its Parking Committee (see Section 11) and create in it a bicycle subcommittee to determine the priority roadways for bicycle lanes. The subcommittee should also determine the best locations for bicycle storage racks (in conjunction with the BID).

## **ACTION ITEMS**

- Establish a bicycle subcommittee of the Village Parking Committee. Include a bicyclist on the committee.
- Select major collector streets that would benefit from installation of bicycle lanes.
- Select locations for bicycle racks throughout the Village.

## 10 Village Wide

### 10.1 Record Keeping

#### 10.1.1 Develop a Village Wide Geographic Information System

Many municipalities have converted their record keeping systems into digital format for easier and more reliable access and archiving. Villages frequently inventory infrastructure such as the stormwater system, public water and sewer systems, street lighting, and roads (pavement) as well as cultural and natural resource (*e.g.* historic structures, open space, trees, wetlands) for mapping and future capital and maintenance needs. Many municipalities also inventory their own facilities and structures.

A Geographic Information System (GIS) could be employed across multiple departments (*e.g.*, DPW, Building, Planning/Zoning/ZBA, Tax Office) to support their respective administrative tasks as well as for mapping reference purposes. A Village GIS can incorporate an 'Asset Management System' for infrastructure maintenance and inspection and capital improvements programming. Such a Village GIS can leverage investments in data development already made by the Town, County, and State for topographic, environmental, and socioeconomic data sets.

The Village GIS can be used in support of Village planning and by the Village planner as a reference tool to evaluate projects by providing information on local context such as zoning, adjacent land uses, affected parcels, topography and proximity to sensitive land uses (*i.e.*, cultural/historic, environmental and institutional).

#### ACTION ITEMS

- Have Village-wide Geographic Information System (GIS) developed to inventory, maintain, and evaluate Village infrastructure, cultural and natural resources.
- Purchase hardware, software, and training for in-house use by Village staff.

### 10.2 Land Use and Zoning

#### 10.2.1 Remove Single Family Residential as Permitted Use in PO District

The Professional Office (PO) district permits residential (RA and RB3), hospital, and medical uses and conditionally allows business and professional office uses and nursing homes. The district currently has virtually no single family, or two-family homes. There are, however, a number of apartment complexes and medical offices along Belle Terre Road.

This district has grown into a medical office and apartment corridor. These uses should be encouraged between the two hospitals. The Village should consider changing the zoning code to eliminate RA and R-B1, R-B2, and R-B3 residential uses as permitted or conditional uses from the district.

**ACTION ITEM**

- Eliminate RA, R-B1, R-B2, and R-B3 residential uses as permitted or conditional uses in the Professional Office district.

**10.2.2 Limit Use of Planned Unit Developments**

A Planned Unit Development (PUD) (also known as a Planned Development District or PDD) is a land use planning mechanism that allows for more flexibility by the municipality than allowed by the underlying zoning. Usually it makes possible mixed uses, a mix of housing types, common areas, and flexibility in lot size and setbacks. Municipalities frequently use PUDs to promote or require mixed-use developments at moderate to higher densities of the type found in traditional village centers. Municipalities can grant PUDs to gain community benefits from the developer. The use of PUD's is more common for large parcels.

However, the very flexibility of PUD's allows for little predictability and often more discretion for the planning board than is acceptable to the community. It is better to revise or change the underlying zoning than to grant a PUD.

A number of large Village parcels may be developed or redeveloped in the near future (see Section 14). The Village should plan for their development rather than consider the use of a planning mechanism such as a PUD.

**ACTION ITEM**

- Limit or prohibit the use of Planned Unit Development Districts.

**10.2.3 Create New Table of Uses for all Zoning Districts**

Many municipalities carry lists of permitted land uses in their zoning codes from decades ago. Many of the uses no longer exist on Long Island and are unlikely to return. Other uses are descriptive and not standardized.

The Village should create a new, more detailed Table of Uses for all its zoning districts. The Village should use a standardized classification system such as the North American Industry Classification System (NAICS). Use of such a system would also allow the Village to subdivide uses such as 'office' and 'retail.'

**ACTION ITEM**

- Create new table of uses for all zoning districts that utilizes the North American Industry Classification System (NAICS).

## 10.3 Housing

### 10.3.1 Encourage Mixed Income Housing

In the past, land use planners recommended the development of special housing for those that needed an affordable place to live. Many of those developments did not receive the attention that was required and were stigmatized as the place where people lived that needed housing subsidies. Today's approach seeks to integrate people with different income levels into the same housing development into affordable units that are not obviously different from the adjoining market rate units. Mixing households with different incomes also creates the social interactions that might not otherwise occur. Mixing incomes in developments also avoids concentrating all affordable housing in one place.

Many large area employers need housing for their workforce. They include the three area hospitals: Mather, St. Charles, and the Stony Brook medical center. Brookhaven National Laboratory and SUNY Stony Brook employ thousands of technical, administrative, maintenance staff, as well as entry-level scientists and professionals, graduate students, and visiting scientists. Many of these people would welcome the opportunity to live in a downtown setting where services are walking distance away and where there are opportunities for entertainment, recreation, and social interaction.

As noted above, the Long Island Workforce Housing Program took effect on January 1, 2009. The law requires developers of five or more residential units to set aside at least ten percent of their units for 'affordable workforce housing,' defined as housing for individuals or families at or below 130 percent of Long Island's median income (see Section 5.1.3 for details). The law also provides developers with a ten percent density bonus or other incentive over and above what local law permits for the provision of the required affordable units. The affordable units can be built as part of the proposed development or constructed offsite at an alternate location.

Developers proposing projects in the Village of Port Jefferson like all other municipalities in Suffolk and Nassau Counties are subject to the 2009 law. The law allows developers unable or unwilling to provide all these units, to make payments in lieu of inclusionary housing. The Village should encourage the construction of the housing rather than payments in lieu and should be willing to consider alternative offsite locations for construction of the required affordable units.

#### ACTION ITEM

- Ensure that new developments conform to the 2009 Long Island Workforce Housing Program requiring 10 percent affordable units.
- Allow developers to propose offsite locations in the Village for affordable units.
- Discourage payments in lieu of providing affordable housing.

## 10.4 Mobility

### 10.4.1 Expand the Scope of Parking Committee

The Village has a well-established and highly functional Parking Committee. However, many issues come before the Village that more broadly concern vehicular and pedestrian mobility in addition to parking. In addition, many of the recommendations in this document and in the revitalization of the Waterfront will affect the flow of people and vehicles throughout the Village. The Parking Committee already considers a number of mobility issues and is therefore best equipped to expand its role. It should include business and residential property owners, bicyclists, joggers, and walkers.

Bicycling has become more popular with many sectors of the population. Although many people bicycle for recreation, many others, who may or may not own automobiles, use bicycles for transportation. Many recent immigrants use bicycles to get to work. Bicycles are popular with students and university workers.

The Village should establish a bicycle subcommittee as part of its Parking Committee to help determine bike lane locations and standards, locate bike storage facilities, and establish connections to area bikeways.

#### ACTION ITEMS

- Expand the Parking Committee responsibilities to include advising Village trustees on parking, traffic circulation, bicycle, and pedestrian issues.
- Ensure that Parking Committee membership includes business and residential property owners, bicyclists, joggers, and walkers.
- Establish a bicycle subcommittee to determine bike lane locations and standards, locate bike storage facilities, and establish connections to area bikeways.

### 10.4.2 Adopt Safe Routes to School Program

Children should be able to walk to school from the surrounding residential areas. The distance varies with grades from one-quarter mile for young elementary school students to as much as a mile or more for high school students. Many national organizations have recognized the health benefits of walking to school if safe pedestrian street crossings are available.

Port Jefferson's middle and high schools are located off Old Post Road West, a roadway that has sidewalks to allow students to walk from the adjacent residential areas. The sidewalk continues to Liberty Street and Main Street, allowing students to walk to Downtown. Students can also use the Barnum Avenue sidewalks to walk Downtown. An eastbound bicycle trip down Old Post Road West could be improved by restriping the roadway to slow motorists and by adding a bicycle lane.

There are no sidewalks or bicycle lanes by Port Jefferson's elementary school for use by students and staff in good weather. In addition, cars are parked on the roadway

perpendicular to the traffic flow. This parking arrangement requires that motorists back into the roadway to leave the spaces.

The Village should work with the School District to install sidewalks along Scraggy Hill Road. On-street parking should be eliminated and replaced with landscaping. The School District can replace displaced parking spaces by adding to the existing parking lot on the grounds.

The Village should work with the School District to make the trip to Port Jefferson schools safer with improved roadways, additional sidewalks, and marked bicycle paths where appropriate and according to available funding. The Village should continue to apply for grants to implement a Safe Routes to School Program. There are a number of organizations that can help with information and even, in some cases, funding: [National Center for Safe Routes to School and US DOT Safe Routes to School](#).

### ACTION ITEMS

- Work with the Parking Committee and School District to adopt the Safe Routes to School program.
- Make the trip to Port Jefferson schools safer with improved roadways, additional sidewalks, and marked bicycle paths where appropriate.
- Continue to seek grants to fund improvements.

#### 10.4.3 Adopt Complete Streets Program for Street Design

Complete Streets is a program that recommends designs that accommodate all users of our streets, including vehicles, bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities. The program stresses the redesign of streets to make them more 'livable' for everyone, young and old, motorist and bicyclist, walker and wheelchair user, bus rider and shopkeeper. The effort seeks to move past streets designed only for speeding cars or creeping traffic.

In fact, the Towns of Islip, Babylon and Brookhaven, and most recently New York State have adopted Complete Streets policies. The full text of Brookhaven Town's resolution is in Appendix I, but the following passage reflects its intent:

*NOW, THEREFORE, BE IT RESOLVED, by the Town Board of the Town of Brookhaven that the Town hereby establishes and adopts a "Sustainable Complete Streets Policy" which policy shall, where context appropriate, provide for the needs of drivers, public transportation vehicles and patrons, bicyclists and pedestrians of all ages and abilities, and whereby all street projects deemed context appropriate by the Commissioner of Planning, inclusive, but not limited to, design, planning, reconstruction, rehabilitation, maintenance, or operations, by the Town of Brookhaven and such projects shall be guided by the "Best Practice Design Guidelines for Complete Streets and Sustainable Complete Streets"; and be it further*

*RESOLVED, that the Town of Brookhaven shall view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in the Town and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system*

Brookhaven Town's Division of Traffic Safety is developing a Complete Streets Design Manual based on the Town's Complete Streets Policy. The Village, with input from its Parking Committee, should examine the final document, and utilize it as a template for its own street design guidelines. The Village is encouraged to use resources like [Complete Streets - Best Policy and Implementation Practices](#) published by the American Planning Association in partnership with the National Complete Streets Coalition. Another excellent reference is [Designing Walkable Urban Thoroughfares: A Context Sensitive Approach](#) published by the Institute of Transportation Engineers and the Congress for New Urbanism.

The Village should consider re-striping some of its streets to accommodate bicycles, particularly along the principal streets used by students to get to school (see Section 10.4.2 on Safe Routes to School).

Roadway changes should also improve the collection and filtration of stormwater and utilize native plant species in all landscape treatments (see Section 13.1 on Green Streets).

### **ACTION ITEM**

- Work with the Parking Committee to adopt a Complete Streets program for street design that provides for the needs of drivers, public transportation vehicles and patrons, bicyclists and pedestrians of all ages and abilities.

#### 10.4.4 Establish Design Standards for and Encourage Alleys

Alleys provide useful connections between Village parking lots and Main Street. Improvements to existing alleys and provision of new alleys are recommended in both Uptown and Downtown. However, alley designs must be such that they are comfortable, safe, and attractive and do not contribute to stormwater runoff. Not all areas of the Village commercial districts can accommodate alleys.

The Village should require that alleys have pervious paving or a combination of paving and rain gardens. Lighting should be adequate for safety. Alley walls should be covered in such a way that they are attractive (*e.g.* stucco, paint, murals, trellis with plants, etc.).

### **ACTION ITEMS**

- Improve the safety and aesthetics of alleys and seek locations for new alleys.
- Work with property owners and the BID to determine the most appropriate funding mechanisms.

## 10.5 Environmental Resources and Sustainability

The Village's Conservation Advisory Committee made a presentation to the Comprehensive Plan Committee in which it made a number of recommendations. These and others are discussed below.

### 10.5.1 Continue Monitoring of Lawrence Aviation Contaminant Plume

The US Environmental Protection Agency (EPA) is directing the remediation of the Lawrence Aviation groundwater contamination plume. The multi-year effort (completion expected in 2030) is ongoing with a pump-and-treat system in place in Caroline Park. Dredging of Mill Creek sediments will remove accumulated contaminants. The Village should continue to work with the EPA to insure that the remediation proceeds in accordance with the plan.

#### ACTION ITEM

- Continue to Work with the EPA to ensure that the remediation of the Lawrence Aviation contaminant plume proceeds in accordance with the plan.

### 10.5.2 Restore and Enhance Mill Creek

The Village commissioned a Watershed Management Plan for the 2,900-foot long Mill Creek. The Watershed report included a watershed characterization, and a drainage and habitat assessment for the Mill Creek watershed. The Watershed Plan authors make recommendations for stormwater pollutant mitigation and Creek corridor restoration. The Watershed Plan also summarizes land use regulations and controls that may pertain to the environmental management of Mill Creek. The study found that a large volume of untreated stormwater is discharged to the Creek and then into the Harbor. The study authors identified 28 outfalls discharging to the Creek.

The Harbor is designated as a Significant Coastal Fish and Wildlife Habitat and supports a large shellfish population. Yet, according to the Watershed Plan, only 27 percent of the Harbor is open to shellfish harvesting. The relatively high contribution of Coliform bacteria from the Creek may contribute to the shellfish closures. The NYS DEC has issued a pathogen Total Maximum Daily Load (TMDL) for the Harbor that calls for a 94 percent reduction of fecal Coliform bacteria in the north Harbor where shellfishing is seasonally certified.

A plume of contaminated groundwater from the Lawrence Aviation site intercepts the Creek. According to the report, the plume includes volatile organic compounds such as TCE, PCE, and 1,2-DCE and Creek sediments are contaminated with TCE.

A number of exotic and invasive plants, particularly *Phragmites*, have taken root along the Creek. Bank vegetation overhangs the Creek in a number of places obscuring views, but providing shade and habitat.

The tide gate at its mouth reduces the chance of flooding during storms occurring at high tide and allows a restricted volume of tidal flow into the Creek (reaching almost to Barnum Avenue).

The Watershed Study makes the following recommendations. It suggests that the Village acquire two parcels adjacent to the Creek: lot 0206-12-6-7 on the west side of Barnum Avenue and lot 0206-11-6-18 on the east side of Brook Road. It recommends an increase in the required riparian buffer from the current 50 feet. It also suggests that the Village acquire an easement along the Creek length for habitat restoration and maintenance purposes. It suggests that the Village require the restoration of stream banks, removal of invasive plants, and establishment of native vegetation as a condition of granting building permits for the redevelopment of properties adjacent to Mill Creek.

The Watershed Study finds inconsistencies in the Village code regarding connections to stormwater infrastructure and reducing runoff. It lists a number of structural recommendations to better manage stormwater flow and improve water quality. One, in particular, has implications for proposed improvements to the Meadow parking lot suggested elsewhere in this Comprehensive Plan Update. The report suggests the Village undertake an investigation of several culverts that run under parking lots and discharge either to the Creek or directly to the Harbor. These culverts date back to the Works Progress Administration (WPA) era of the late 1930's, may need repair or replacement, and may have illicit connections. There may be good reason to move the culvert. The culvert currently drains the largest of the Mill Creek watersheds that includes most of the Downtown. The discharge from the culvert into the Creek is untreated. An option may be to relocate the culvert to the west such that it discharges into a vegetated drainage swale that empties into the Creek through a new treatment wetland to be located adjacent to the Creek just east of Barnum Avenue on the Village-owned green space west of the tennis courts. The treatment wetland could help improve water quality prior to its discharge to the Creek and then Harbor. The treatment wetland could also add a new "natural" amenity to the Creek corridor. The wetland and Creek corridor, in general should be planted with native tree species to develop shady areas that would discourage the growth of Phragmites.

## ACTION ITEM

- Investigate relocating the primary drainage culvert under the Meadow parking lot to the west into a new vegetated drainage swale and treatment wetland that drains to the Creek.

### 10.5.3 Promote the Use of Native Plants on all Village Property

Native plants require far less water, fertilizer, and pesticide treatments than exotic ornamental plants. The Village should require the use of native plants in all of its properties including Village parks, beaches, and on most municipal grounds to reduce

water, fertilizer, and pesticide use (and potential impacts to the sole source aquifer) and provide habitat for resident and migratory birds. (See the following section on use of Best Management Practices and Integrated Pest Management).

#### **ACTION ITEM**

- Require the use of native plants on all Village-owned properties.

#### **10.5.4 Utilize Best Management Practices and IPM on Village Property**

The Village's Conservation Advisory Council recommended the Village utilize best management practices and integrated pest management (IPM) to reduce the use of fertilizers, pesticides, and herbicides in all its parks and grounds. The Village should encourage its Parks, Public Works, and Highway Department staff to inventory and reduce their use of materials that may be hazardous to the environment. Preventive use of pesticides, and herbicides should be prohibited.

Use of native plants as suggested above, for all Village property (with the partial exception of its golf course) would reduce the need for irrigation, fertilizers, pesticides, and herbicides.

The Village golf course could transition to mostly native plants, as has the Town of North Hempstead's Harbor Links Golf Course. Harbor Links is a member of the *Audubon Signature Program*, an environmental framework provided by Audubon International. Members of the *Signature Program* must design and implement a Natural Resource Management Plan to the satisfaction of Audubon for their property by addressing the following issues: wildlife conservation and habitat enhancement, water quality monitoring and management, integrated pest management, water conservation, energy efficiency, and waste management.

#### **ACTION ITEMS**

- Require use of Best Management Practices and Integrated Pest Management on all Village properties.
- Disallow preventive use of pesticides on all Village properties.
- Consider the Audubon Signature Program, an environmental framework by Audubon International for the Village golf course.

#### **10.5.5 Enact Ordinances to Reduce Nighttime Light Pollution**

The Village's Conservation Advisory Council recommended reduction of nighttime light pollution to the maximum extent practicable to reduce adverse impacts to birds and wildlife. The Village should make sure that lighting in the Village conforms to the Dark Skies Initiative. Limiting excess lighting is not only protective of wildlife, but improves the street aesthetic by reducing glare and light intrusion on private property. A useful resource is the Dark Sky Society. The Town of Brookhaven's Exterior Lighting Standards,

Article XXXIX includes Dark Sky language as well as provisions to reduce energy usage that could be used as a model.

#### **ACTION ITEM**

- Revise Village Code to include an ordinance to regulate lighting to reduce nighttime light pollution.

#### 10.5.6 Enact Riparian Buffer Regulations

Buffers can help protect surface water and sensitive environments from stormwater runoff, invasive and ornamental plant intrusion, and can provide wildlife habitat. The Village should take measures to protect its wetlands, shorelines, and the Mill Creek by requiring natural buffers. The US EPA in a publication on the effectiveness of buffers in removing nitrogen cites the following definition of a proper riparian buffer in a practice code of the Natural Resource Conservation Service (NRCS):

*"A strip or area of vegetation adjacent to a river or stream of sufficient width as determined by the Deputy Administrator to remove nutrients, sediment, organic matter, pesticides, and other pollutants from surface runoff and subsurface flow by deposition, absorption, plant uptake, and other processes, thereby reducing pollution and protecting surface water and subsurface water quality, which are also intended to provide shade to reduce water temperature for improved habitat for aquatic organisms and supply large woody debris for aquatic organisms and habitat for wildlife."*

The EPA report suggests that nitrogen removal is best when riparian buffers are 150 feet wide. However, completely natural buffers in already urbanized areas are difficult to implement. Thus, a more practical solution to protecting streams such as Mill Creek may be to prohibit landscaping within 50 feet of the centerline of the streambed, limit structure to beyond 100 feet of the stream centerline and sanitary systems to more than 150 feet of the stream centerline.

#### **ACTION ITEM**

- Permit no landscaping within 50 feet of the centerline of streambeds, limit structures to beyond 100 feet of stream centerlines and sanitary systems to more than 150 feet of stream centerlines.

#### 10.5.7 Enact Green Building Codes

A number of Long Island municipalities have enacted codes that require or incentivize building methods and materials that reduce energy and water use and are more protective of the environment. The Village should establish a committee to investigate potential changes to its code that would require or incentivize green building techniques for new residential and commercial construction and substantial renovations.

State and Federal agencies have a number of programs that support local efficiency projects such as the NYS Energy Research and Development Authority's (NYSERDA's) [Green Communities Initiative Enterprise](#). The Green Communities program offers grants and planning support for communities seeking to develop affordable housing projects in the context of transit-oriented developments.

#### **ACTION ITEM**

- Evaluate the scope and feasibility of various green incentives either by use of code or guidelines.

#### 10.5.8 Enact a Steep Slopes Ordinance.

A history of the Village written in 1992 by Patricia Hansell Sisler and Dr. Robert Sisler, entitled "the Seven Hills of Port" aptly describes the hilly terrain that defines the Village. The few wooded areas left in the Village contain significantly sloped lands.

The Village worked for many years on a steep slope ordinance using the Town of Huntington's code as a guide. Several hearings were held and the Village is continuing to work on an effective code. It is imperative that development on steep slopes be better regulated in order to preserve the character of seven hills that define the Village.

The steep slopes ordinance should consider soil type in the defining where and under what conditions development would be permitted on slopes. The ordinance might have two tiers of regulation – one for 'moderately steep' slopes of 15 to 25 percent, and another for 'prohibitively steep' slopes of greater than 25 percent.

#### **ACTION ITEM**

- Enact a steep slopes ordinance that incorporates soil types and defines 'moderately' and 'prohibitively' steep slopes.

#### 10.5.9 Investigate the Feasibility of a Residential Energy Efficiency Program

The Village should review the efforts of municipalities like Babylon that have initiated comprehensive programs to encourage their residents to make their homes more energy efficient. Babylon's [Green Homes Program](#) has become a model for many communities across the country. It has expanded into the Long Island Green Homes Program. The Babylon program is unique in that the Town can pay for all the energy efficiency improvements and then bill the homeowner over time (plus interest) through their property tax bill. The Town sets the monthly payment amount so that it is equal to or less than the projected energy cost savings. In this way, the homeowner incurs no additional monthly cost for the improvement and the Town is repaid through the resident's tax bill. The Village would need an initial funding source to establish the program, which might come from a State or Federal grant.

**ACTION ITEM**

- Consider establishing a voluntary Green Homes program like that of the Town of Babylon's to reduce residential energy consumption and homeowner utility bills.

**10.6 Aesthetics****10.6.1 Enhance Role of Architectural Review Committee**

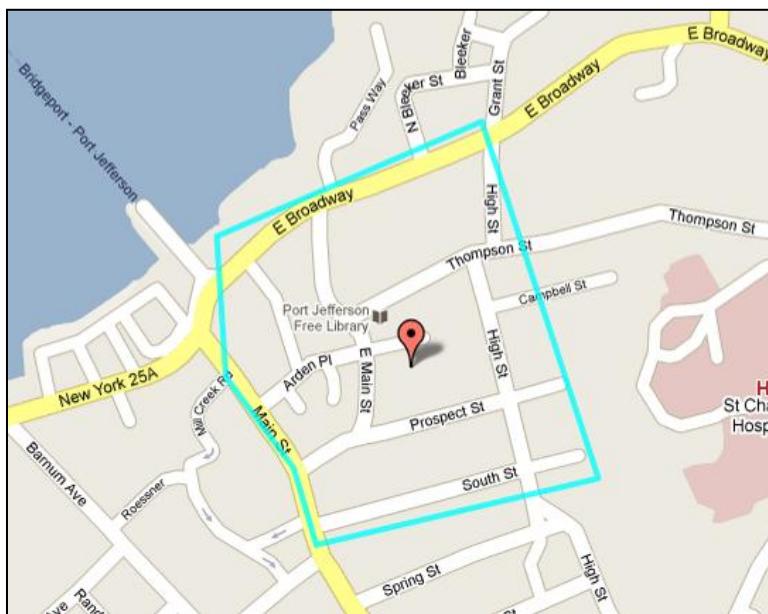
The Village currently has an Architectural Review Committee (ARC). The ARC is an advisory group. Port Jefferson's 'Seven Hills' were settled at different times and therefore are characterized by different architectural styles. The Village may determine that applications for work in particular historic neighborhoods of the Seven Hills should also undergo review to maintain the integrity of the neighborhoods. The Village should focus on protecting properties through local, State or Federal designation. The City of Charlottesville, Virginia described the advantages of 'local designation':

*"The goal of local designation is to identify and preserve buildings, structures, landscapes, settings, neighborhoods, places, and features with historic, cultural and architectural significance; to protect visible reminders of the historic, cultural, architectural, or archaeological heritage of the city; to ensure that new buildings, additions, and landscaping will be in harmony with the existing character; to maintain property values; and to promote tourism and quality of life."*

The Village ARC should continue to confirm that development applicants have met the requirements of the Village's Architectural Design Standards (see following Section). It should take an active role in protecting historic neighborhoods (Figure 10-1).

**ACTION ITEMS**

- Enhance Architectural Review Committee involvement in designating certain historic neighborhoods.
- Require review by the ARC for conformance with Architectural Design Standards.

**Figure 10-1 Historic District**

### 10.6.2 Review Architectural Design Standards

The Village's Architectural Review Committee is an advisory committee to the Board of Trustees and the Planning and Zoning Boards. It is the Committee's responsibility to review applications for new development and substantial redevelopment for consistency with the Architectural Design Standards and to advise the Village Boards.

Redevelopment in the Village can introduce different architectural design elements for each new development proposed. Although different styles can work well together, it is important to retain a 'look' for each of the Village districts or more broadly for Port Jefferson as a whole.

Because Uptown will undergo a substantial redevelopment, this is the time to review the Village's architectural design standards to guide the redevelopment of Uptown and new development in its other commercial and residential districts.

Architectural standards should include requirements for the streetscape in front of new developments, building facades, mass, fenestrations, articulations, and roofs. The standards should specify appropriate material types, colors, lighting, level of detailing, and more. Architectural standards should also be developed for parking structures. The standards should include a minimum standard that must be met by all applicants and additional voluntary standards that, if met, would make the applicant eligible for development 'credits.' The Uptown Report (Appendix Q) recommends specific architectural standards for the area's redevelopment.

**ACTION ITEM**

- Update or prepare a new Architectural Design Standards Manual for residential and non-residential development or redevelopment.
- Include in code requirement that new development and substantial redevelopment must conform to the Architectural Design Standards Manual minimum requirements.
- Offer development 'credit' for designs that exceed the standards.

**10.6.3 Investigate Placing Utilities Underground in Commercial Districts**

Aboveground utilities require frequent large poles in the sidewalk, which makes pedestrian passage difficult. Multiple hanging wires obscure building facades. Burying the utilities beneath the street would be expensive, but could significantly improve the streetscape. The Village should consider arranging for the utility companies to bury the utilities prior to any changes to sidewalk width and configuration.

**ACTION ITEM**

- Investigate the costs of relocating utilities underground on Main Street, East Main Street, and East and West Broadway as part of Downtown and Uptown sidewalk improvements.

**10.6.4 Improve Lighting in the Commercial Districts**

Proper lighting is important for security, particularly in parking lots and alleys, but also on streets. However, it is also an important component of the Village aesthetic. Lighting can contribute to the evening and nighttime ambiance. It should be sufficiently bright to illuminate areas for security, but not so bright as to interfere with storefront lighting or create glare. Lighting should be contained to avoid spillover that contributes to light pollution.

Lighting also consumes significant electrical energy. Recent improvements to lighting technology make it possible to save energy and thereby reduce costs. Many municipalities are investigating the use of Light Emitting Diode (LED) lamps in their street lights and power from solar photovoltaics. The Village should investigate the use of these new technologies.

The Village should develop a new lighting plan as part of improvements to the Arden Place parking lots and the proposed new walkways through the lots. All Village street lighting pole and fixture designs should be coordinated with the Victorian era lamps on Main Street.

The Village should move Main Street lighting to the streetside edge zone as part of the proposed pedestrian thoroughfare widening. Utility poles would be removed that support overhead street lighting if the Village were to move utilities underground. The Village would need to replace that lighting with units that conform to NYS DOT specifications.

The Village should inventory its street lighting to map locations and types of lighting and to keep track of maintenance and replacement needs. Students can conduct such inventories when equipped with pre-programmed GPS units. They can then download data into a Village GIS.

### ACTION ITEMS

- Develop a Village-wide street lighting inventory in GIS to improve maintenance.
- Develop lighting plan as part of improvements to Arden Place parking lots.
- Move lighting to the streetside edge zone as part of Main Street sidewalk improvements.
- Investigate use of new lamp technology and use of photovoltaic power.
- Ensure that Village lighting conforms to the guidelines recommended by organizations such as the International Dark-Sky Association.

#### 10.6.5 Improve Residential Area Street Lighting

Lighting in residential areas should be the minimum needed for safety. Lighting should not spill over into private property or into the sky. Lighting should be directed onto the street and should conform to guidelines by organizations such as the [International Dark-Sky Association](#).

The Village can easily respond to neighborhood lighting queries once the mapping is completed. It can also use the mapping to ensure that street lighting levels are appropriate for the neighborhoods. In addition, the Village can use the inventory to gradually replace existing street light lamps with newer lamps such as LED's that use a fraction of the electricity. The Village can pay for the inventory through the energy savings generated by switching to the lower wattage lamps.

### ACTION ITEM

- Inventory Village street lights and incorporate data into Village GIS.
- Insure that Village street lighting conforms to the Dark Sky recommendations.

#### 10.6.6 Improve Wayfinding Signage in the Commercial Districts

The Village exerts good control over storefront and street signage. Signs in the Downtown are not too obtrusive, too large, or too garish and awnings add character to many of the facades. There is, however, a need for wayfinding signage, particularly to locate parking options and the Waterfront. The Village has experienced significant problems with commercial signage on sidewalks. Unfortunately, many Downtown sidewalks are too narrow to hold signs that significantly obstruct the sidewalk. The Village should consider adding to its sign code a prohibition against temporary signage placed in public thoroughfares (sidewalks, roadways, parking areas).

The Village should add wayfinding signage to its commercial districts and the roadways leading into them. Simple signs designed for motorists and pedestrians designed to

incorporate the Village 'brand' should direct visitors to public parking. The Village (or the BID) should consider installing kiosks in key locations with a Village map, parking locations and payment directions, and Village events. Advertising placed by Village merchants could help pay for the kiosks. Alternatively or in addition, the Village might consider wall- or pole-mounted village maps with points of interest and directions for specific public and commercial locales.

#### **ACTION ITEM**

- Add wayfinding signage in the commercial districts that conforms to the Village brand and directs motorists to parking facilities and pedestrians to attractions.
- Add kiosks in the commercial districts with a Village map, parking information, and Village events. Fund kiosk through the BID and/or through advertising by Village merchants.
- As an alternative to or in addition to kiosks, add wall or pole mounted signs with information on Village attractions.
- Add a prohibition to the Village Code against the use of temporary and free standing signage on sidewalks and other public thoroughfares.

#### 10.6.7 Add Street Trees to the Commercial Districts

The Village's commercial, R-O, and P-O districts have too few street trees. Trees add shade, soften the streetscape, and help reduce the scale and mass of the built environment. Part of the reason for the lack of street trees is the narrow width of sidewalks in these districts. Street trees should not obstruct the pedestrian thoroughfare. They should be located in the furnishings or edge zone of the streetside, which in most cases requires sidewalk widening or bump-outs. Street trees should also be native to Long Island, placed so that they do not interfere with overhead utilities, and should require little maintenance.

#### **ACTION ITEM**

- Develop a tree-planting program and a public art program in coordination with commercial district streetscape improvements.
- Select native trees for the streetside that do not interfere with utility lines and that require little maintenance.
- Require street trees as part of new development or substantial redevelopment.

#### 10.6.8 Improve the Streetscape and add Public Art to the Commercial Districts

The Downtown streetscape is too narrow to support a variety of streetscape amenities. However, once the Village widens the streetside zone, it could add a number of streetscape elements. These should include benches, planters, rain gardens (that would also infiltrate stormwater), and interesting paver patterns (more than the now 'standard' red brick upgrade). The placement of items such as utility equipment, trailers, and temporary signs that block views and detract from streetside aesthetics should be prohibited.

The Village is fortunate to have public art in its commercial and P-O districts. It should expand these efforts as part of new streetscape and plaza improvements and the redevelopment of the Waterfront. Public art could also help the Village reinforce its identity, place making, and wayfinding effects. The art could be murals, stand-alone sculpture, pieces attached to building walls, fountains, etc. Selecting appropriate artwork can be difficult. The Village should assign selection of public art to the Architectural Review Committee or an Arts Committee. Developers should be incentivized to incorporate public art into their projects.

## ACTION ITEMS

- Add amenities such as benches, planters, rain gardens (for stormwater), and interesting paver patterns to the streetscape as part of planned improvements to C-1 and C-2, streetsides.
- Add art to public spaces.
- Encourage inclusion of publicly-visible art as part of new developments.
- Assign forms and placement of publicly visible art to the Architectural Review Committee or an Arts Committee.

### **10.7 Village Tax Revenue**

One of residents' greatest concerns according to the survey is taxes. The 2008 Village rate of \$157.95 per \$1,000 of assessed value (AV) is close to the \$138.47 average for Suffolk County and falls in the middle of rates that range from \$0.50 to \$467.12 (Table 10-1). The rate is only 30 percent of the \$390.91 average 2008 tax rate for Nassau County's villages (Table 10-2).

Port Jefferson school district taxes are relatively low. The Port Jefferson UFSD school tax rate in 2009 of \$113.26/1,000AV was the lowest of any district except Fire Island in the Town of Brookhaven, where rates were more than double that of Port Jefferson's for the highest district (\$279.594/\$1,000AV in Bluepoint). Village taxes have remained low due to the contribution of the Long Island Power Authority (LIPA). Property taxes paid by LIPA for their Port Jefferson power plant represent 30 percent of the Village's revenue (

Table 10-3) and close to 40 percent of the school district's revenue. The Village would face a serious revenue shortfall if the LIPA property were re-assessed downward. LIPA is challenging the assessment for the Port Jefferson Power Plant, seeking a 90% reduction. A recent interim (one year only) agreement lowered the assessment 10 percent creating a revenue shortfall to the Village of approximately \$250,000. That shortfall was made up by reducing Village services (budget cuts), raising taxes for other property owners, and/or adding other revenue sources. For the 2011/2012 tax year, no reduction in the assessment to LIPA occurred.

The Village, for the 2012/2013 tax roll, consisted of 3130 parcels having a total assessment of \$28,557,533. There are 2,953 ordinary properties having a total assessment of \$12,086,725; nine utility properties with an assessment of \$10,765,353; three special

franchise parcels and 165 exempt properties. Employing the current New York State Equalization Rate of 0.89 the ordinary properties (residential, commercial and industrial) equates to a market value of \$1,358,058,990 of which \$1,070,063,708 is attributed to residential properties with the balance of \$287,995,280 made up from the commercial sector. The residential base is fortunate to be enhanced by a diverse commercial base that helps to offset the benefits that are enjoyed by all.

Since 2007, the Village tax rate has increased by 31 percent or an average of 4.4 percent per annum. At the same time, the New York State Equalization Rate has increased from 0.78 to 0.89 for 2013, an increase of 12.9 percent. While the equalization rate was reduced for the first three years (due to the downturn in the market) the rate has been steadily increasing, indicating that property values in the Village are once again on the rise.

New construction and additions to existing properties accounts for increases in the assessment roll, which translates to increased tax revenue. Additional revenue could be gained without adding to the assessment roll by selling tax liens to the public. Here the Village would be made whole against the non-payments of real estate taxes. Such a program could be instituted in a number of ways. Revenue could also be increased by annexing property to the north and/or south of the present Village boundary. This would add additional assessments to the roll and generate additional tax revenue.

Table 10-1. 2008 Tax Rates for Suffolk County Villages

Municipality	Municipal Tax Levy	Municipal Tax Rate Per \$1000 AV
Village of North Haven	647,240	\$0.50
Village of Quogue	5,239,500	\$1.56
Village of West Hampton Dunes	7,053,263	\$2.40
Village of Sag Harbor	4,943,056	\$2.60
Village of Islandia	1,223,112	\$9.40
Village of Bellport	1,027,768	\$20.60
Village of Brightwaters	1,373,373	\$22.50
Village of Saltaire	1,848,293	\$49.00
Village of Ocean Beach	2,093,856	\$59.78
Village of Village Of The Branch	414,441	\$75.00
Village of Lake Grove	1,275,787	\$92.64
Village of Asharoken	1,371,449	\$97.70
Village of Patchogue	5,170,179	\$97.93
Village of Lindenhurst	4,597,599	\$112.94
Village of Babylon	4,592,132	\$112.99
Village of Poquott	254,945	\$135.08
Village of Southampton	13,622,007	\$143.10
Village of Head Of The Harbor	953,381	\$150.00
Village of Old Field	613,000	\$153.85
<b>Village of Port Jefferson</b>	<b>4,725,284</b>	<b>\$157.95</b>
Village of Nissequogue	1,298,233	\$167.50
Village of Greenport	926,217	\$184.90
Village of Belle Terre	732,658	\$217.27
Village of Amityville	9,360,592	\$247.19
Village of East Hampton	10,903,396	\$254.50
Village of Lloyd Harbor	4,607,332	\$318.00
Village of Shoreham	483,000	\$329.70
Village of Huntington Bay	1,441,193	\$331.93
Village of Northport	8,321,632	\$467.12
<b>Average</b>		<b>\$138.47</b>

Table 10-2. 2008 Tax Rates for Nassau County Villages

<b>Municipality</b>	<b>Municipal Tax Levy</b>	<b>Municipal Tax Rate</b>
		<b>Per \$1000 AV</b>
Village of North Hills	7,045	\$0.84
Village of Russell Gardens	644,075	\$1.88
Village of Sea Cliff	4,576,607	\$4.02
Village of Centre Island	2,245,066	\$4.23
Village of Mineola	12,472,657	\$4.24
Village of Lake Success	8,433,799	\$5.52
Village of Muttontown	2,447,248	\$11.43
Village of Stewart Manor	1,264,740	\$40.18
Village of Bellerose	1,089,946	\$49.58
Village of Great Neck Plaza	2,507,663	\$63.30
Village of Massapequa Park	3,289,305	\$85.40
Village of Old Brookville	2,169,954	\$88.50
Village of Floral Park	17,914,633	\$96.50
Village of Roslyn Estates	848,411	\$114.22
Village of Port Washington North	1,202,324	\$118.41
Village of Lattingtown	394,718	\$135.00
Village of Lynbrook	23,952,539	\$140.40
Village of Westbury	4,920,189	\$150.74
Village of Brookville	2,414,931	\$153.94
Village of South Floral Park	265,309	\$165.59
Village of New Hyde Park	3,483,849	\$172.27
Village of Hewlett Harbor	295,000	\$176.77
Village of Farmingdale	3,374,607	\$182.50
Village of Great Neck	5,401,551	\$195.00
Village of East Rockaway	6,132,462	\$229.50
Village of East Hills	7,492,451	\$231.36
Village of Roslyn	2,759,576	\$236.64
Village of Williston Park	3,903,659	\$253.14
Village of Island Park	1,873,609	\$257.11
Village of Kings Point	10,514,230	\$259.20
Village of Hewlett Neck	148,490	\$291.50
Village of Munsey Park	979,497	\$298.30
Village of Hewlett Bay Park	209,714	\$300.28
Village of Valley Stream	22,797,335	\$319.09
Village of Great Neck Estates	6,277,385	\$320.20
Village of Rockville Centre	21,001,579	\$329.20
Village of Flower Hill	1,904,019	\$337.92
Village of Thomaston	1,494,877	\$338.40
Village of Plandome Heights	338,319	\$338.47
Village of Garden City	42,554,771	\$382.42
Village of Roslyn Harbor	609,073	\$469.92
Village of Woodsburgh	397,753	\$481.12

## Village Wide

Village of Freeport	36,315,988	\$493.04
Village of Malverne	11,143,407	\$577.30
Village of Hempstead	50,768,074	\$615.25
Village of Matinecock	1,232,315	\$673.10
Village of Atlantic Beach	1,646,554	\$681.18
Village of Upper Brookville	2,319,432	\$685.90
Village of Lawrence	3,441,791	\$716.00
Village of Mill Neck	1,628,370	\$737.26
Village of East Williston	1,523,850	\$809.69
Village of Laurel Hollow	2,386,065	\$818.09
Village of Oyster Bay Cove	3,028,145	\$852.02
Village of Cove Neck	894,844	\$881.98
Village of Bayville	3,607,127	\$889.55
Village of Plandome	2,264,450	\$1,043.99
Village of Sands Point	7,290,987	\$1,203.62
Village of Old Westbury	8,625,017	\$1,389.40
Village of Kensington	2,880,980	\$2,162.30
<b>Average</b>		<b>\$390.91</b>

Table 10-3. Budgeted 2009-2010 Village Revenue

Source	Amount	Percentage
Taxes - LIPA	\$ 2,456,000	29.64%
Taxes - Commercial	\$ 555,000	6.70%
Taxes - Residential	\$ 1,971,000	23.79%
PILOT Payments	\$ 200,000	2.41%
Utilities Gross Receipts	\$ 185,000	2.23%
Franchise Fee	\$ 230,000	2.78%
Parking Fees	\$ 300,000	3.62%
Lombardi's	\$ 600,000	7.24%
Permits	\$ 350,000	4.22%
Tickets	\$ 413,000	4.98%
Mortgage Tax	\$ 310,000	3.74%
Other	\$ 715,840	8.64%
<b>2010-2011 Budget</b>	<b>\$ 8,285,840</b>	<b>100.00%</b>

#### 10.7.2 Redevelop Uptown with Managed Parking and Parking District Tax

Redevelopment of Uptown is a top priority of the Village. A successfully redeveloped Uptown will, like Downtown, benefit from the establishment of a parking district. The Village should plan to implement a managed parking system within a reasonable time following major redevelopment of both sides of Main Street. Putting such a system into place prematurely could put a burden on new Uptown businesses. Creation of an Uptown Parking District incorporating the entire C-2 district would generate revenue to ensure the provision of sufficient new Uptown parking. A managed parking system for the Uptown similar to the one proposed for Downtown would also help pay for the new parking.

Development of Uptown will increase Village tax revenue as property assessments are revised upward following new development. An ongoing increase in Village tax revenue would result from these assessment increases.

##### **ACTION ITEM**

- Facilitate the revitalization of Uptown to increase Village tax revenue.
- Institute an Uptown Parking District and Managed Parking System to pay for the new parking needed for Uptown revitalization.

#### 10.7.3 Make Limited Downtown Development Possible

A number of new Downtown developments are already proposed. If approved and constructed, these will add to Village tax revenue and add to activity in the downtown, which is especially important in nonpeak seasons. Additional development is possible for those property owners that are currently limited by inadequate onsite parking. These property owners should be given the opportunity to utilize Payments in Lieu of Parking to meet all or some of the parking requirements (see Section 11 on Parking). This will enable those property owners with one-story buildings to add a second or third floor for office or residential uses. The maximum height of their buildings will be subject to zoning regulations. The additional development would increase assessments for these properties with the subsequent increase in tax revenue to the Village.

##### **ACTION ITEMS**

- Facilitate limited development in Downtown to increase Village tax revenue.
- Institute new parking measures including Payments in Lieu of Parking.

#### 10.7.4 Require Payments in Lieu of Taxes on Certain Non-Profits

Village residents and officials expressed concerns over the number and size of non-profit land holdings in the Village. These properties do not contribute to the tax rolls, but utilize Village services. Village non-profits include the two hospitals, nursing homes, religious institutions, and other tax-exempt entities.

The Village attorney should determine if the Village could require payments in lieu of taxes (PILOTs) from its two hospitals and some of its non-profits for new development or substantial redevelopment. Municipalities in other states have done so. They impose special rates for non-profits based on the type of services utilized by the institution or organization, the kind of non-profit (hospital, church, nursing home, etc.), and the number of acres or the square feet of building involved, depending on the services utilized. See Appendix J for an example of a Fee Schedule. These are "service fees" and not taxes.

### **ACTION ITEMS**

- Conduct research into the legality of requiring PILOTs from Village nonprofits.
- If feasible, develop fee schedule based on type of services utilized and kind of non-profit.
- If feasible, direct PILOTs to a Village 'Infrastructure Development Fund.'

#### 10.7.5 Establish an Infrastructure Development Fund

Imposition of PILOTs can help the Village fund the capital and operating cost of Village infrastructure. The Village should establish an Infrastructure Development Fund to help pay for capital projects Village-wide. Revenue from PILOTs would be deposited into the Fund.

### **ACTION ITEM**

- Establish an Infrastructure Development Fund to receive infrastructure-related funds from PILOTs.

#### 10.7.6 Consider Annexing Commercial Portion of Port Jefferson Station

Revitalization of Uptown Port Jefferson north of the railroad tracks ignores the rest of the community south of the tracks. Integration of the areas north and south of the tracks would help create a real community. The area south of the tracks is the unincorporated Port Jefferson Station community of the Town of Brookhaven. The Village should investigate the feasibility, costs, and benefits of such an annexation in cooperation with the Town of Brookhaven.

A revitalized Port Jefferson Station commercial area could contribute to the successful redevelopment of Uptown. A larger Uptown that incorporates the commercial areas north and south of the tracks could add substantially to Village tax revenue. Benefits in addition to the creation of a complete community and a potential increase in tax revenue include better parking and traffic management, expanded open space and recreational use and connections. Concerns include the need for additional Village, community, and social services, infrastructure requirements, and potential environmental hazards.

**ACTION ITEMS**

- Investigate the feasibility, costs, and potential benefits of annexing a portion of the unincorporated commercial area of Port Jefferson Station.
- Conduct a cost benefit analysis that includes all aspects of annexation.

**10.7.7 Consider Consolidating Port Jefferson with Adjacent Villages**

In an effort to consolidate services and reduce expenditures, the concept of merging the Village with neighboring villages, such as Belle Terre and/or Poquott has been informally discussed. If the time should come for serious contemplation, a study should be borne by the Villages then involved, to consider and compute the overall tax implications and other impacts that such a merger might have on cost and/or savings on services rendered. Said merger should only be entered into if there is a positive overall benefit to the residents of the communities involved, reducing tax expenditures while creating a better quality of life therein.

**ACTION ITEMS**

- Continue informal consolidation discussions with the adjoining Villages of Poquott and Belle Terre.
- Conduct a study of the potential benefits of consolidation when there is agreement with at least one other village on the merits of the concept.

## 11 Parking

### 11.1 The Need for Parking

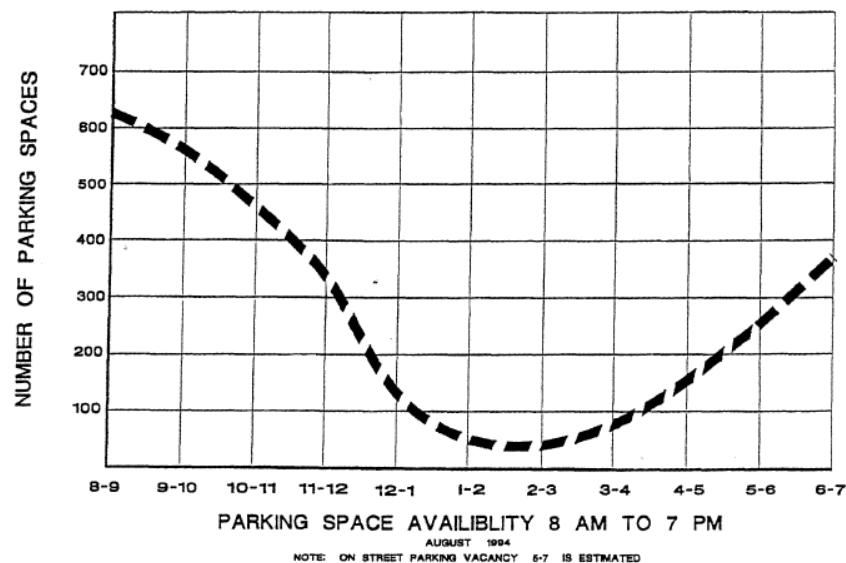
#### 11.1.1 Prior Studies

The 1995 Comprehensive Plan Update included a parking turnover study for Downtown conducted on Tuesday, August 23, 1994. Most off-street parking spaces were surveyed from 8 AM to 7 PM and from 8 AM to 5 PM for on-street spaces. Each parking space was surveyed every hour by recording license plate numbers to determine its occupancy. The study reported on hourly vacancy rates and the length of time cars were parked.

The 1994 survey found 806 parking spaces: 618 off-street spaces (158 privately owned and 460 municipal) and 188 on-street spaces located along Broadway from Barnum Avenue easterly, both sides of Main Street to Maple Place and both sides of East Main Street. The survey found that 47 of these spaces were vacant during the peak hour of usage, 2-3 PM, and 56 vacancies between 1-2 PM. Seventy-one spaces were free between 3-4 PM. The occupancy rate for these periods was 94.2%, 93.1%, and 91.2% respectively.

Survey staff found that the vacant spaces filled quickly with 21 on-street spaces vacant during the peak hour (2-3 PM), 11 on East Main Street. During the previous hour, they found only one vacancy on East Main Street. The authors suggested that a vacancy rate of 15% during peak periods would make parking easy and avoid the congestion associated with cruising for a space. They concluded that an additional 74 spaces were needed to meet the demand at that time. Parking availability by hour on August 23, 1994 was graphed (Appendix L).

**Figure 11-1 Parking Space Availability in August 1994**



## Parking

The 1994 study also included an evaluation of the length of time that motorists parked, as shown in the following tables (Table 11-1, Table 11-2, and Table 11-3). The large majority (71%) of on-street spaces were occupied for less than an hour and almost 90% for less than two hours. Motorists parked for a longer time in the off-street lots and some (probably employees) for over five hours.

**Table 11-1. Time Parked On-Street in 1994**

<b>Length of Time Parked</b>	<b>Number</b>	<b>Percent</b>
less than 1 hour	423	71.7%
one to two hours	104	17.6%
two to three hours	24	4.1%
three to four hours	18	3.1%
over five hours	21	3.6%

**Table 11-2. Time Parked in Municipal Off-Street Spaces in 1994**

<b>Length of Time Parked</b>	<b>Number</b>	<b>Percent</b>
less than 1 hour	601	41.5%
one to two hours	406	28.0%
two to three hours	159	11.0%
three to four hours	85	5.9%
Four to five hours	42	2.9%
over five hours	155	10.7%

**Table 11-3. Time Parked in Private Off-Street Spaces in 1994**

<b>Length of Time Parked</b>	<b>Number</b>	<b>Percent</b>
less than 1 hour	169	43.6%
one to two hours	100	25.8%
two to three hours	33	8.5%
three to four hours	15	3.9%
Four to five hours	11	2.8%
over five hours	60	15.5%

The 1994 study made the following interesting suggestions concerning vehicular circulation. The study pointed to average daily traffic volume of 22,900 vehicles on SR 25A through Port Jefferson in 1987, and suggested that the daily traffic might exceed that number on a summer weekend day. The study authors suggested that the Village request that the NYS Department of Transportation (DOT) close 25A between Broadway and East Main Street on weekends during the summer to create a pedestrian mall between the streets. They proposed that the Village direct traffic and access to parking to Barnum Avenue and East Main Street during the closures. They further proposed that if capacity were a problem, Barnum Avenue be made one-way southbound and East Main Street one-way northbound. These suggestions were not supported by the public and were never implemented.

### 11.1.2 Seasonal Deficiency

As part of the Waterfront Revitalization Plan, Cameron Engineering performed rotating full-day parking counts of the Downtown area on Saturday, August 28, 2010. See Figures 2.6.5.1-1 and 2.6.5.1-2 of the draft Waterfront Study attached as Appendix L. This was the weekend before Labor Day weekend, which historically has one of the highest parking demands of the entire summer. The counts allowed the determination of the number of metered and unmetered spaces available, on the streets, and in the public and private lots of the Downtown (See section 2.6.5 of Appendix L). Conditions during the counts were very conducive to visiting the Downtown: sunny and warm (75°-85°).

The results of the count confirmed what many in the community and on the Village's parking committee had already known: there is very little parking available during the busy summer weekends. In fact, from the mid-afternoon through early evening (and likely extending later in the day as well), 96 percent of the total parking lot and on-street spaces within the Downtown were occupied. Localized parking demand is even higher in some areas, with some parking lots observed over-full with illegally parked cars. Moreover, since some of the available spaces were handicapped accessible or reserved for specific users, the majority of drivers had less than 4 percent of overall spaces potentially available to them. For the purposes of the analysis, the entire Downtown was considered full.

Traffic engineers and parking specialists typically plan for 85-90 percent occupancy for large parking areas, for the provided parking to be viable. This occupancy cap is especially applicable to large and/or spread-out areas with significant numbers of infrequent visitors who are unfamiliar with the area, like the Downtown Port Jefferson waterfront. When occupancy reaches and exceeds the 85-90 percent range, the remaining available parking spaces tend to be spread out in groups of just 1 or 2 spaces, which make them difficult to locate. Drivers often miss the single available spaces until they have past them, and there are often subsequent circulating drivers preventing them from backing up to enter the space.

Drivers must circulate more slowly and make repeated circuits in their search for parking (presuming the driver does not simply give up and shop elsewhere). This yields extra traffic volume from repeated trips (doubling back and traveling the same path multiple times) and increases "friction" between circulating drivers and other drivers who want to move faster (closer to the speed limit).

A small lot can be designed for a 5% vacancy, while spread out and/or large lots are typically designed for 15% vacancy. For the purposes of the Waterfront Study, a 10% vacancy rate was used. Between street spaces and striped parking lot spaces, there are 1,568 spaces in the overall downtown (not including two private lots on the north side of Broadway west of Barnum Avenue), including a reasonable accommodation for street spaces using a rate of "25 feet per parallel street space" for street spaces that are not

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individually delineated. Table 11-4 lists available Village parking and the observed occupancy.

An additional 174 spaces are required to yield a 90 percent occupancy rate within the Downtown, before accounting for any growth or infill development in the area. This would yield 1,568 spaces occupied out of 1,742 spaces.

**Table 11-4. Village Parking**

Parking Lot Spaces	Street Spaces	Total	Occupied
1,383	185	1,568	1,501 (96%)

### 11.1.3 Parking Meter Data

The Village of Port Jefferson provided Cameron Engineering with tabulated parking meter data from 2009. This data indicated the full-day hourly patterns of each metered area during the peak summer August-September 2009 period.

The highest parking activity occurred during Labor Day weekend, and on adjacent weekends when the weather was conducive to outdoor activity. The dates in Table 11-5 had the busiest parking demand.

**Table 11-5. Dates with the Busiest Parking Demand**

Rank	Day	Date	Weather*
1	Saturday	September 5	Labor Day weekend
2	Sunday	September 6	Labor Day weekend
3	Sunday	August 30	week before Labor Day
4	Friday	September 4	Labor Day weekend
5	Monday	September 7	Labor Day
6	Saturday	August 22	2 weeks before Labor Day
7	Sunday	September 13	week after Labor Day
8	Sunday	August 23	2 weeks before Labor Day
9	Friday	August 21	2 weeks before Labor Day
10	Saturday	August 29	week before Labor Day

\* As reported on the website [www.WUnderground.com/History](http://www.WUnderground.com/History)

Based on the meter data, the hourly patterns tend to depend on the day of the week, though every day parking increases throughout the morning until at least the early afternoon (1:00 or 2:00 pm).

On Fridays, parking tends to drop off after 2:00 until it increases again towards 5:00 or 6:00 pm, reaching its peak in the evening (7:00 – 8:00 pm).

On Saturdays, peak parking tends to extend from the early afternoon through the evening hours, and while meter enforcement ends for the day at 10:00 pm, it is likely that many people parked at 10:00 pm remain parked for up to several hours more.

On Sundays and on Labor Day Monday, parking tends to increase until mid-afternoon and early evening (3:00 to 7:00 pm) before dropping off as visitors leave the Village.

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The busiest meters differed somewhat from week to week, but overall, the busiest were in Lot 1 (meter 105 on the east side of the Meadow Lot), Lot 8 (meter 801 on the east side of the Danfords lot), and in Lot 5 (meter 501 in the Gap Lot North – Fifth Season). The Main Street machine and the meter 901 in Harborfront Park tended to yield the least use overall.

It should be noted that not all parking spaces are metered nor are all spaces utilized for shared parking through formal or informal agreements. Parking lots for which there are no shared parking arrangements include: Port Jefferson High School with 204 spaces; BOCES with 100 spaces at 118 Spring Street; the Barnum House/CVS lot with 107 spaces open to the public and 25 spaces for downtown commercial employees; Suffolk County National Bank at West Broadway and Barnum (36-48 spaces); and Chase Bank near Mariner's Way (21 spaces).

### 11.1.4 Parking for Anchor Businesses

In general, during major Village events and during the 8/28/2010 parking count, the 99-space Village lot at Danfords Hotel & Marina is completely full. The Village allows Danfords to pay an annual sum for a certain number of spaces in the lot to be dedicated to Danfords. The General Manager of Danfords discussed the facility's current and future parking needs and indicated that the business has approximately 200 employees in peak season, most of who park in town. He stated that a number of corporate groups and weddings refused to book their events at Danfords due to the lack of parking. For this reason, he said that Danfords could use over 100 additional parking spaces in the spring and fall 'shoulder seasons' and over 150 additional spaces during the "May through August" peak period. This self-identified need has been carried through in this report and in the Waterfront Study.

Danfords' visitors and overnight guests frequent many of Port Jefferson's retail and restaurant businesses. Danfords guests can help contribute to the success of local businesses particularly in the shoulder season when other tourism activity is lower. The ability of Danfords to accommodate more events is therefore important to the Downtown and relies in part on the availability of parking.

Cameron Engineering met with representatives of the Bridgeport & Port Jefferson Steamboat Company (the Ferry) to discuss parking needs and conditions. Ferry personnel would like approximately 30 additional employee spaces, though this parking does not need to be on the water. For passengers, approximately 90 commuter (long-term use) passes are sold each month between Port Jefferson and Bridgeport; perhaps 30 of these passes involve people who park all day in the Village.

Further, drivers who plan to drive onto the Ferry queue along the north side of East Broadway and this causes significant traffic congestion. If there were additional parking

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and Ferry queue space available, it would allow faster entry onto the ships and would remove the visual of periodic congestion.

Finally, the on-site vehicle queuing area conflicts with pedestrians who are walking from parking spaces across East Broadway. Providing additional parking – on either side of Broadway – would provide more space and allow separation between vehicle and pedestrian paths.

The potential public parking deficiency is 174 spaces in order to meet a 10% vacancy for existing uses during peak summer conditions. It should be noted that this deficiency is considered a “worst-case” scenario as the traffic count was conducted on a single day, which was one of the busiest. The self-identified private parking deficiency is potentially greater and includes 30 spaces for the Ferry and 150 spaces for Danfords.

### 11.1.5 Future Parking Demand

For future Ferry parking, there are no specific Ferry “parking plans” per se, only potential changes that Ferry operators would vet with the Village (and others, as needed) before moving forward.

As discussed above, the Ferry company could apply to the New York State Department of Environmental Conservation (NYSDEC) for permission to extend the existing pier approximately 150 feet, to expand the queue storage room for drivers waiting to go onto a ship and to separate this queuing from the pedestrian flow closer to East Broadway. It would also allow the ferries to dock further out, with more separation from adjacent pier users, for enhanced safety.

The proposed plan for the Waterfront is to convert a significant portion into a pedestrian area for passive recreational use. This would require the relocation of some of the parking spaces. The Waterfront Study (Appendix E) describes how a reconfiguration of the boat launch parking lot could make possible an expansion of the existing waterfront park by accommodating many additional spaces. Additional parking spaces would be provided elsewhere in the Village (see Appendix E).

In addition, parking may be removed from one side of Main Street to allow the widening of sidewalks as recommended elsewhere in this Plan. The loss of approximately 18 spaces would result from the effort to provide a widened Main Street streetside zone.

In addition, there is a possible street-parking loss on Main Street by removing street parking in the effort to provide temporary seasonal dining or widened pedestrian walks and buffers (discussed earlier in this report). This loss could be up to 46 Main Street spaces between Maple Place and Broadway that would be added to the future demand for replacement.

The parking deficiency would therefore be the identified existing parking deficiency of 174 spaces plus approximately 85 spaces from the greening of the Waterfront for a total of

259 spaces. Additional parking spaces would be needed for future development in Downtown. The provision of 259+ spaces may be possible by using shared parking.

#### 11.1.6 Traffic Congestion from Parking Deficiency

Several parking-related features can contribute to increased traffic volumes throughout the Downtown:

- Over-utilization of parking in individual areas above the 85-90 percent range
- The existence of multiple small lots instead of a single large lot
- Availability of both metered and free parking

When more than 85-90 percent of parking spaces are full, motorists unwilling to leave the area will spend increased time driving through the Village to access different parking lots in search of available spaces. Depending on their knowledge of the Village, motorists may circle back to the largest lots, not knowing there is parking in smaller lots adjacent to Broadway or East Main Street. Drivers searching for parking (as opposed to heading towards a specific driveway or intersection) typically drive more slowly than the rest of traffic in order to get a proper view of potential parking spaces.

Furthermore, when there are a limited number of free spaces available, motorists drive around for a period of time to search for free parking rather than heading directly to a metered space. In cases where all area parking is metered, there is no difference to the driver except for convenience (proximity to the intended destinations).

Any increased number of parking space searches creates traffic congestion due to increased volume and reduced travel speeds. Depending on the extent of additional circulating, there can be additional negative conditions such as added ambient noise and air pollution from slow-moving vehicles.

#### 11.1.7 Loss of Business from Parking Deficiency

In addition to general economic factors, there may be some general business loss in the Village due to visitors' difficulty (real or expected) in locating convenient parking within the Downtown. Visitors unable to locate a parking space may give up and shop elsewhere. During public meetings, many residents indicated that they tend to shop in Setauket and Port Jefferson Station rather than in the Downtown during the high season. The perception of difficult parking can be hard to undo without heavily advertised sweeping changes. Providing parking for a 90% occupancy rate will allow residents and visitors to locate parking more easily, and potentially reduce related business losses.

#### 11.1.8 Increase Parking Revenue

Estimated revenue from Village parking fees for the 2010-2011 season (March to November) is \$300,000, or 3.6 percent of annual revenue. This income will be important for future Village parking lot and roadway maintenance and improvements. The Village

will need additional revenue to help fund new surface parking, parking lot improvements, and other streetscape improvements.

## 11.2 Parking Recommendations

The Village should try to achieve a 10 percent vacancy rate for its parking spaces to reduce congestion and to make spaces available quickly for patrons of local businesses. The recommendations below include use of shared parking spaces during peak times, expansion and reconfiguration of existing lots (along with Village management of some private lots) and establishment of Parking Districts.

### 11.2.1 Investigate Use of School District Parking

Use of School District parking spaces may be possible during the Downtown peak parking times (summertime, evenings, and weekends). Some of these spaces are beyond the immediate Downtown area, but could be accessible by shuttle for visitors or retail/office employees. Downtown parking spaces would be freed up for residents and visitors even if School District parking were used solely to relocate Downtown business employees. Costs of such a program could be met through increased Downtown meter revenue and possible nominal fees for shuttle usage.

Two parking areas have the most potential to meet this need: the parking associated with the Port Jefferson High School, and the space available in the School District's Spring Street facility parking lot (facility currently leased to BOCES).

- Port Jefferson High School – 204 spaces at 350 Old Post Road ( $\pm 0.7$  miles from the center of town)
- BOCES –  $\pm 100$  spaces at 118 Spring Street ( $\pm 0.5$  miles from the center of town)
- Total possible shared parking: 304+ spaces

During the summer, when the Village's parking needs are highest, the regular school season has ended and the High school and BOCES operate very few programs. Those programs require less than 10 percent of the available parking spaces. Thus, approximately 225 spaces would remain available to the Village.

Logistically, for an out-of-Downtown Shared Parking agreement to be viable, the School District would need to be indemnified by the Village and provided some to-be-determined benefit or portion of parking revenue for a shared parking arrangement to work. One possibility might be to meter the School's and BOCES' parking (for summer use only) and then share the revenue with the District. The Village could charge less for this relatively remote parking than it does in the Downtown. A shuttle to the lots would make it easy and fast to access from anywhere in Downtown, including the Ferry. Parking attendants for evening and nighttime use of the lots could provide security. The High School lot might be made available to employees of Village businesses (see Section 11.2.1)

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A telephone meeting was conducted on November 16, 2010 with the School District's Facilities Committee to discuss the use of the District's parking. The Committee was receptive to a conversation with the Village that could lead to the drafting of a contract between the District and the Village for use of District parking lots as soon as the summer of 2011. Issues that the Village would have to address in a contract include:

- 1) *Liability* - the District would need liability protection from the Village
- 2) *Operating times* – the Village would need to determine when use of the School lots would be required. The presumption is that the Village would use the lots in July and August during at least the daylight hours, but possibly into weekend evenings
- 3) *Security* – the Village would need to address how it might provide security at the school parking lot. The possibility of using attendants was discussed
- 4) *Fees* – the Village would have to determine the potential compensation to the District for use of their parking lots and how that would be managed
- 5) *Removal of vehicles* – a contract with a towing service would be needed to remove derelict vehicles
- 6) *Shuttle service* – the Village may need to provide shuttle service to at least the High School lot given its  $\frac{3}{4}$  mile distance to the center of Downtown
- 7) *Length of contract* – the contract between the Village and the School District should be for one year with an automatic annual renewal unless cancelled or modified by either party. The contract should have this kind of flexibility as the needs of the School District and the Village may change.

Should the Village wish to pursue this, it should authorize its Parking Committee and Village attorney to engage in contract discussions with the Port Jefferson School District to draft an agreement for the summer seasons. Use of the school lots may be most appropriate for employees of Downtown businesses. Successful utilization of the School lots by employees of Village businesses will depend on the implementation of many of the other parking district recommendations.

## **ACTION ITEMS**

- Investigate the potential for shared parking with the School District.
- Facilitate contractual agreements needed for the School District.

### 11.2.2 Investigate Use of Shared Parking at Certain Private Lots

Another option for shared parking may be the seasonal utilization of the private parking lot behind the Post Office and adjacent commercial buildings. The lot has a capacity of 38 cars and is in the center of Downtown. Moreover, during the August 28, 2010 parking counts performed for the Waterfront Study, this lot was completely empty. The Village should work with the property owners to determine if use of their parking lots could be

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mutually beneficial. The most efficient mechanism for use of the lot may be to incorporate it under Village management similar to the recommendation for the private lots behind the Gap (see below). This would allow parking access to be combined and for the lots to be maintained and plowed more uniformly.

The Village would accept responsibility for lot maintenance, release the owners from liability, and offer resident parking permits to any apartment dwellers who may occupy any of the buildings. If the Village establishes a Parking District (see below), a reduction in the tax could be offered to property owners proportional to the number of onsite spaces they have. The lot would then be metered.

### ACTION ITEMS

- Investigate the potential for shared parking with private owners.
- Facilitate contractual agreements needed for property owners.

#### 11.2.3 Relocate Waterfront Parking

The revitalization of the Waterfront will require relocating much of the waterfront parking to other locations in the Village. Waterfront redevelopment would occur as a number of discrete projects to minimize disruption, to allow time for approvals, funding, and construction of replacement parking. The feasibility of the complete Waterfront Revitalization Study is dependent on approvals from regulatory agencies, the Town of Brookhaven, and the Ferry Company as well as on the availability of significant funding. Details of the proposed parking lot changes are found in the Waterfront Revitalization Study (Appendix E). Below is a summary of the five primary elements of waterfront redevelopment and the associated parking changes.

- **Arden Place Lots**
  - Goal – provide public space for multiple passive and pedestrian-active uses; better manage Arden place public and private lots, improve streetscape, provide better access to retail that fronts on Arden Place parking lots, and improve traffic management.
  - Arden Place Lots – Continue effort to consolidate public and private spaces under Village management and meter all public spaces. Provide pedestrian access to and landscaping adjacent to East Main Street ground floor businesses that front on lots. Restripe all spaces to increase efficient use of space. Provide additional pedestrian walkways and amenities.
- **Waterfront from Western Edge of Town Lot Entrance Through Boat Launch Lot**
  - Goal – provide public space for passive and active uses
  - Boat Launches – move both boat launches further west and north
  - Boat Launch Parking – restripe lot to retain all existing trailer parking and expand car parking
  - Marina Parking – marina parking continues to be available in Town lot and in boat launch lot.
  - Harbormaster Office – retain two spaces.

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- Commercial Fishing Pier – provide spaces designated for 20-minute drop-off parking, restricted to short-term use
- Water Company Building – Village considers purchasing and/or leasing the building and grounds for water dependent or water related use or for Village government use
- Shared Parking Lots – Provide shared spaces in the following lots: Port Jefferson High School, BOCES, Suffolk County National Bank at West Broadway and Barnum, and Chase Bank near Mariner's Way.
- Village provides shuttle service to Downtown and the Waterfront. Shared spaces will be particularly important during the construction of the new waterfront park and during subsequent construction of the new boat launch and boat launch parking facility.
- **Remainder of Town of Brookhaven Parking Lot**
  - Goal – Provide public space for additional passive and active uses and connect to Phase 2 new public spaces.
  - Shared Parking Lots or Meadow Lot – If shared space utilization is effective during the prior phase, then continue. If not, then expand the Meadow lot south of the basketball court.
  - Marina Parking – Provide temporary drop-off and handicapped accessible spaces. Provide long-term parking in the boat launch lot and in expanded Meadow lot.
- **Ferry-Related Properties**
  - Goal – Provide improved vehicular and pedestrian circulation across the ferry entrance. Improve pedestrian circulation between Danfords and the western waterfront.
  - Ferry Employee Parking – Relocate parking to CVS or other lots.
  - Ferry Auto Queuing – Move queuing spaces further north onto extended ferry pier.
  - Ferry Building – Move ferry office operations, passenger waiting room, ticketing, and security operations to a low-rise second tier on the extended pier. Demolish existing building.
- **Village lot by Danford's and Arden Place Lots**
  - Goals – Provide public space in place of parking on lot by Danfords. Connect Harborfront Park through the new space to the western waterfront. Provide additional parking for Danfords, an anchor business.
  - Village Parking Lot by Danfords – Transform portion of lot into a space for public use.

**ACTION ITEM**

- Proceed with the recommended Waterfront Revitalization and parking lot reconfiguration projects.

#### 11.2.4 Construct New Surface Parking

Given the existing deficiency and the interest in relocating parking from the Waterfront, the Village should provide new parking spaces to relocate parking from the greening of the waterfront and to create the required 10% vacancy.

##### Boat Launch Lot Reconfiguration

The proposed boat launch lot reconfiguration includes relocation of the boat launch ramp and reconfiguration of the trailer and car spaces to replace most of the spaces displaced from the Town lot.

##### Meadow Lot Reconfiguration and Expansion

There is green space adjacent to the Meadow lot and south of the basketball courts and Rocket Ship Park. The Waterfront Revitalization Study (Appendix E) recommends converting the green space into parking and incorporating it into the Meadow parking lot.

##### Arden Lot North (Gap) and South (Traders Cove) Lots and Village Lots on Broadway

The Waterfront Revitalization Study also includes reconfiguration of the Arden Place (Gap and Traders Cove) parking lots and consolidation with private lots (discussed in Section 11).

#### **ACTION ITEM**

- Reconfigure the Arden, Meadows, Boat Launch, and private lots (as appropriate), working with the Parking Committee to choose the best configurations.

#### 11.2.5 Place Parking East of Main Street under Village Management

Parking in the lots east of Main Street is a random mix of private and public lots with multiple curb cuts for their access. Bringing all these lots under Village management would improve parking lot circulation, appearance, and security, and allow the Village to meter all the spaces. The Village has already accomplished this in part (some private parking remains) in the Meadow lot.

The Village should continue to negotiate long-term leases for the remaining private parking spaces that are contiguous with Village parking. The leases would commit the Village to the maintenance of the lots and release property owners from liability associated with the parking lot property. Property owners that sign such leases could be given credit for their spaces as part of the recommended Parking District (see below). The Village might also provide employees of their tenants with discounted parking cards.

#### **ACTION ITEM**

- Negotiate leases for Village management of private parking lots that are contiguous with Village parking.

### 11.2.6 Improve Access to East Main Street Businesses

A number of businesses housed in East Main Street buildings are only accessible from the parking lots east of Main Street. Some of those businesses are restaurants with seasonal outdoor dining that could benefit from a pleasant view. A reconfiguration of the parking lots should include a landscaped pedestrian access way along the fronts of the businesses. That access should start at Arden Place and go south to the public stairs and walkway to East Main Street. It should also go north to the other stairs and walkway to East Main Street and further north all the way to East Broadway. A secondary access from the Gap lot to East Main Street should be provided through what is currently an undeveloped lot on East Main Street (see section on Open Space).

#### **ACTION ITEM**

- Create pedestrian access to the East Main Street businesses by installing walkways along the perimeter of the parking lots between Main Street and East Main Street.

### 11.2.7 Conduct Periodic Parking Needs Evaluation

The availability of public parking should be re-evaluated on a periodic basis, as Village needs change. Parking counts should be conducted in the shoulder and summer seasons to determine if adequate spaces are available (no less than 10 percent of spaces should be vacant). If parking is found to be inadequate, the Village should re-evaluate its options for provision of new or shared spaces. This will be especially critical if seasonal use of School District spaces is not available, poorly utilized, or inadequate to meet the overall need. Shared use of other lots would help.

Participants in the CPU planning process preferred expanded surface parking and shared parking over construction of a parking garage. It was acknowledged, however, that a parking garage might be a consideration should all other options prove inadequate to meet parking demand in the future. An analysis of parking garages was therefore conducted for completeness (see Appendix M). The evaluation included an estimate of annual debt service and operating cost. Those costs would be substantial and would likely require public or private funding to supplement user fees.

#### **ACTION ITEM**

- Conduct periodic parking needs evaluation. Explore all surface parking options including reconfigured lots, new lots, and additional shared parking if evaluation finds a parking deficit.
- Review viability of existing shared parking arrangements and off-season use of school parking.

### 11.2.8 Establish Uptown and Downtown Parking Improvement Districts

The Village should consider establishing Uptown and Downtown Parking Improvement Districts. These special districts would tax property owners within such districts to contribute to the cost of Village parking improvements. The Parking Improvement District's governing body could be the Village. The Village could assign responsibility for the management of the Parking District to its Parking Committee. The Committee would propose policies and rates in the District for final spending approval by the Village Board of Trustees. The District tax would most likely be based on the property's parking demand as determined by the zoning, use, and building square footage, and would be adjusted annually depending on property usage. Credit would be extended for existing onsite spaces. Additional credit would be offered if existing spaces were leased to the Village.

The Parking Improvement District tax could be offset by anticipated meter revenues. Like meter revenues, the Parking District tax would be a predictable revenue source that would make it easier for the Village to bond and then pay for major projects for the commercial districts. Parking Improvement District revenue would be used primarily for major Uptown and Downtown streetscape improvements, parking lot updates, and new parking construction. Those improvements would inure principally to the commercial and residential tenants of the C-1 and C-2 district property owners. Revenue from a Parking Improvement District in combination with meter revenue would allow the Village to fund these major projects almost entirely from revenue generated by visitors and commercial district property owners. This would reduce or eliminate the need to utilize tax revenue generated by Village property owners in the residential districts.

The establishment of an Uptown Parking Improvement District will be especially useful to the revitalization of Uptown. Demand for public parking will increase in Uptown as revitalization proceeds. Private investment in the community will need to be matched by a Village commitment to construct new parking facilities along with traffic and streetscape improvements.

The Village may decide to offer developers the option to meet onsite parking requirements through Payments in Lieu of Parking (see section 11.2.9). Those payments could add to the revenue generated by the Uptown Parking Improvement District for the construction of surface and/or structured parking to meet the future needs of Uptown.

### ACTION ITEMS

- Establish Uptown and Downtown Parking Improvement Districts and work with Village budgetary authorities to determine appropriate tax rates for parking.
- Choose a governing body such as the Parking Committee.
- Offer credit for the provision of onsite parking spaces.
- Offer additional credit when onsite spaces are leased to the Village.

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- Utilize Parking Improvement District revenue for major streetscape and parking lot construction projects.

### 11.2.9 Permit Payments in Lieu of Parking

Meeting off-street parking requirements in downtown areas can result in large paved lots, which are frequently or regularly empty. Parking for commercial centers (Uptown and Downtown) is better managed by the municipality. Downtown street frontage is better used for buildings that add to the architectural heritage and the viability of the community, than for asphalt lots that detract from its aesthetic and pedestrian walkability.

Development of certain Downtown properties is constrained by the lack of space for additional on-site parking. Yet, there are numerous opportunities for property owners with one-story buildings to add one or two additional stories. The additional stories could be for office or residential (apartment) use. New Downtown apartment residents could help support more resident-oriented retail and could bring more ‘eyes on the street’ to improve safety and reduce the potential for vandalism or other quality-of-life-related activities. Uptown redevelopment may also be constrained by the need to provide all required parking onsite. Without the ability to provide the required parking, either new development cannot occur or it must be granted a variance (a lengthier and more expensive process compared to applications that do not require variances).

In both Uptown and Downtown, private parking lots front the Village’s main commercial streets, yet most people prefer building architecture to parking lot pavement. A Payments in Lieu of Parking program could allow the owners of those parking lot properties to develop those spaces (assuming they meet other zoning provisions).

The Village should allow developers to make Payments in Lieu of Parking to meet some or all of their parking requirements. Payments in Lieu would be a one-time fee that reflects the actual cost of providing Village-owned parking. The Village would need to estimate the average per space cost of providing the anticipated new surface and structured parking spaces for Uptown. A similar estimate would be needed for Downtown. Both estimates would need to include all costs including land acquisition, engineering design, legal fees, and financing. The Village Planning Board would need to review all applications for Payments in Lieu of Parking to be sure that displaced parking can be accommodated elsewhere.

Payments in Lieu of Parking would need to be an annual fee if the Village chose not to implement a Parking District. Without a Parking District, however, the costs of providing and maintaining new and existing parking would be borne entirely by visitors (through meter revenue) and developers. Existing property owners would bear none of the costs, but would benefit from the maintenance of existing parking and the provision of new parking.

The Village could reduce the Payment in Lieu of Parking fee for developers that provide more than the minimum required number of affordable housing units; provide public space; or offer affordable retail space.

#### ACTION ITEM

- The Village should permit payments in lieu of providing onsite parking for new developments.
- The per space fee should be based on the true cost of providing parking in Uptown and the true cost of doing so in Downtown. The per-space fee should include land acquisition, engineering design, legal fees, and financing.
- The Uptown per space fee would be based on the average anticipated cost of providing both surface and structural parking.
- Payments in Lieu would be one-time fees if the Village institute parking Districts. If no Parking Districts were established, then the Payments in Lieu would be annual. Without Parking Districts, the costs of parking improvements would be borne almost entirely by developers and visitors through meter revenue.
- Payments in Lieu could be reduced for the provision of greater than the required number affordable units, for provision of public space, or for provision of affordable retail space.

#### 11.2.10 Establish Residential Parking Benefit Districts Downtown

Some communities with metered parking experience a spillover effect into the adjacent residential areas as motorists seek out free parking. Another way to manage this is to establish residential parking districts in the areas that surround the Downtown. Most spaces in the District would be free to residents with parking permits. However, some number of spaces might be allotted for paid parking for daytime, weekday business hour parking only. Those paid spaces might be dedicated to employees of local businesses. Local businesses could purchase an annual permit for spaces in the Residential Parking Benefit District for a price set by the Village in consultation with the Residential Parking Benefit District. Alternatively, these paid spaces could be available (during weekday business hours only) to help alleviate the Downtown parking deficit. Parking by non-residents in spaces dedicated to residents of the District would be a code violation punishable by a fine or towing.

A portion of the revenue from the paid spaces in the Residential Parking District could be paid back to the District. That money (as well as fines for illegal parking in the District) could be used by District for streetscape improvements, landscaping, lighting or whatever the District Parking advisory committee determines is in the best interest of the District. Such a plan would benefit just the residents of the Residential Parking Benefit District by providing dedicated Village funding specifically for their District.

The Village could ease into a Parking Benefit District by selling a few non-residential permits to employees of nearby businesses to allow them to park on only one block in the Parking Benefit District. The Village could give individual blocks the right to opt out of the

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Parking Benefit District (though they would receive none of the benefits). The Parking Benefit District could be as small as a single block in which case it would be called a Block Improvement District or a BLID. Some municipalities charge nonresidents five dollars per day (or \$600 per year) to park in the designated spaces in the district.

All street parking is under the control of the Village. Individual property owners do not control the street space in front of their property. The Village would need to determine what portion of property owners need to support such a District for it to be established.

### ACTION ITEMS

- The Parking Committee should work with neighborhood residents to examine the potential benefits of establishing a Residential Parking Benefit District (RPBD).
- Determine the appropriate numbers of resident and paid spaces in a RPBD.
- Determine the number of residents required to establish a RPBD.

#### 11.2.11 Improve and Expand Managed Parking System

Increased numbers of available spaces due to higher prices creates more short-term parkers (people who just stop in to buy something quickly). The lack of parking is usually a bigger issue than the cost of parking. Residents usually use short-term parking to patronize local shops. It is better to charge market prices for Village parking than to impose a tax to pay for parking improvements, particularly since so many visitors use these spaces.

The Village's managed parking system has generated revenue and helped visitors become accustomed to paying for parking. Higher prices create more turnover, which is good for local businesses. The Village can use the additional revenue from the managed parking system as collateral to borrow funds for future parking improvements.

However, there is a need to expand the system to help alleviate the parking deficit. The Village parking system should be designed such that 10 percent of spaces are vacant even during peak times. To achieve this will require a combination of additional spaces and pricing controls. To maintain affordable parking rates, however, so as not to drive away Downtown visitors, managed parking should be combined with a Parking District (as described above).

Delegate responsibility for rate structure to the Parking Committee and Board of Trustees  
Administration of the parking fee structure and duration should be determined by the Parking Committee and the Board of Trustees to optimize the fee-based recovery of parking costs.

Meter all on-street spaces in the C-1 and C-2 (Downtown and Uptown) Districts – The on-street parking spaces are the most desirable spaces Downtown and Uptown. The Village should therefore charge more for these spaces than off-street spaces in the Meadow and Gap lots. Free on-street parking encourages motorists to cruise for spaces in the hope of

finding a free space. Such cruising increases traffic congestion, noise, and decreases pedestrian safety. Many motorists will choose the off-street lots over on-street parking if they can park there at a lower cost. Metering of Uptown on-street parking should only be implemented after major redevelopment has been completed to give new retailers time to build their customer base.

Increase meter rates during prime times of the day and the year – The dual goal of paid parking is to make 10 percent of spaces available at all times and to generate the revenue needed to maintain parking facilities. One way to achieve this is to vary meter rates depending on the day of the week and time of the year. Meter rates should be highest during peak summer weekends, lower during summer weekdays, and lower still during the ‘shoulder seasons.’ The Village should also set meter rates depending on the time of the day with rates highest during the most desirable part of the day. Parking should continue to be free during the off-season, as long as 10 percent of spaces remain vacant during those times.

### **ACTION ITEMS**

- Meter all Downtown Streets.
- Establish time-of-day and time-of-year meter rates in consultation with the Village Parking Committee.

#### 11.2.12 Make Payment Options Easy

Motorists will be comfortable with metered parking if there are different payment options and payment is easy. The Village system accepts coins, parking tokens, credit cards, and smart cards. Coins and smart cards should be made available in Downtown businesses, the Chamber of Commerce, and public venues (Village Hall, library, Village Center, Highway & Building Department, etc.). Many businesses (Parking Partners) currently also issue parking tokens. The Parking Administrator currently sells pre-paid smart cards and this could be expanded in the future to allow businesses to sell them.

Parking meters can be programmed or equipped with a number of useful options. The Village recently added a parking management application for smart phones that allows time remaining on the meter to be checked and payments made. A new feature permits restaurants to make payments on their patrons’ parking meters. Meters can report out of service conditions to a central location. These meters can also send a text message when the time is almost expired, and offer a chance to add dollars (for extra time) from the cell phone. Some meters offer an option of paying with more dollars than needed and then getting a refund on unused time refunded to a credit, debit, smartcard, or cell phone account.

### **ACTION ITEMS**

- Provide a means of purchasing parking cards or tokens in Downtown businesses, the Chamber of Commerce, and public venues, consider vending machines.

- Continue to provide improved meter technology.

#### 11.2.13 Designate Special Employee Parking

Businesses need parking for their employees during the busy summer season. Employees should not compete for spaces with potential customers. The Village should continue its efforts to designate spaces for Downtown business employees with permits. Parking in designated spaces during the peak season should be by paid permit only. Employee parking might also work in Residential Parking Districts where a limited number of paid spaces would be available in the neighborhoods around the Downtown during weekday business hours only (see Residential parking District Section).

#### **ACTION ITEM**

- Continue efforts to designate special employee-only parking on the perimeter of the Downtown.

#### 11.2.14 Conduct Regular Audits of the Managed Parking System

The Village should conduct periodic audits of its Managed Parking System along with summer weekend parking counts. If parking vacancies decline below 10-15 percent on more than one or two weekends, then the system is not functioning as it should. Either the Village has insufficient parking, prices are not sufficiently high, or both.

The Village should incorporate meter data and parking counts in the Village GIS, by block, time of day, and day of week. Such a visual depiction of the data would be useful for parking planning.

#### **ACTION ITEMS**

- Perform periodic summer weekend parking counts on days with weather than encourages walking and visits to the Village (*i.e.* sunny and above 60 degrees)
- Perform periodic audits of the managed parking system to determine vacancy rates. Include all sources of revenue from parking fees, fines, tickets, etc.
- Incorporate meter and personal parking count occupancy data into Village GIS by block, by time of day, and by day of week.
- Conduct seasonal parking counts for all four seasons.

#### 11.2.15 Reduce Main Street Parking to Broaden Sidewalks

Pedestrian congestion on Main Street is a problem during busy summer weekends. Congestion can be relieved by widening the sidewalks. Wider sidewalks also make it possible to add street furniture and landscaping and possibly limited al fresco dining. Section 4.4 contains detailed discussion of Downtown pedestrian mobility conditions and proposed improvements, respectively.

As Main Street cannot be narrowed to broaden the sidewalks, the only other option is to remove parking. The Village could remove parking on one side of Main Street (most

## Parking

practically on the east side) between Broadway and East Main Street with the resultant need to relocate 18 spaces. The Village would then request that the NYS DOT restripe Main Street to allow it to expand both sidewalks. Bump-outs could also be added to crosswalks to shorten the distance for pedestrian crossings (see section 4.4 for additional pedestrian mobility information).

An alternative, short-term, and flexible solution to pedestrian congestion is a seasonal transformation of Main Street parking into pedestrian space. Parking on Main Street could be eliminated between July 4 and Labor Day by installing large concrete planters and removable bollards along the travel lane side of the parking spaces. The parking spaces themselves could be aesthetically improved by adding a colored imprint to the asphalt or replacing them with textured concrete. Temporary seating and additional landscaping could also be placed in the spaces, some al fresco dining could be permitted, or the area left clear for pedestrian use. Planters could be placed along most of the curb and ramps in between to reduce the chances of trip hazards. Alternatively, the Village could place temporary sidewalk in the parking spaces flush with the sidewalk to eliminate the step around the curb.

## ACTION ITEMS

- In association with other parking improvements to replace the summer season loss of parking, implement seasonal temporary parking lane closures from July 4 weekend through Labor Day with bollards, planters, and/or temporary raised sidewalk add-ons. This will provide room for outdoor dining, landscaping, benches, streetscaping features, etc. without eliminating parking during the off-season.

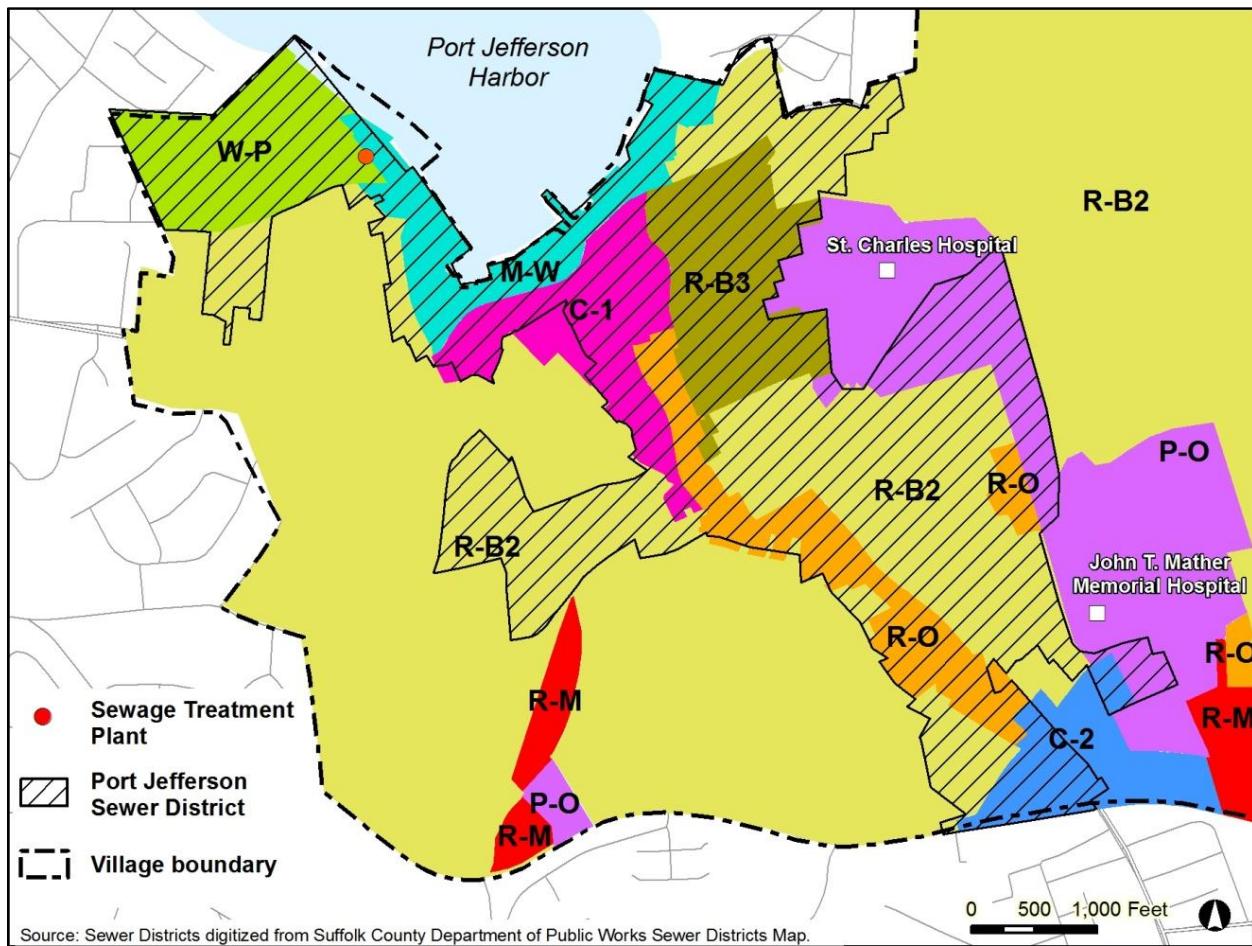
## 12 INFRASTRUCTURE – WASTEWATER

Four of the ten groups at the first community meeting discussed the need to expand the sewer district and set aside capacity for historic residential areas. According to the survey, 94 percent of respondents thought that infrastructure (e.g., roads, drains, and sewers) was an important or very important issue facing the Village in the next 10 years.

Both the Town of Brookhaven and Suffolk County are conducting sewer studies (2011-2012) that will examine how much treatment capacity is currently available at County plants, priority areas for sewerizing, opportunities for treatment plant consolidation, treatment plant expansion, and future capacity needs.

The existing sewer district (Figure 12-1) extends through virtually all of the C-1, PO, and MW zoning districts. Only a portion of the C-2 District is within the Sewer District. Walnut and Oakland Streets are not sewerized.

Figure 12-1 Sewer District



The Suffolk County Department of Public Works (SCDPW) reports that the Port Jefferson wastewater treatment plant has 300,000 gallon per day (gpd) of excess capacity available now. Of that, 50,000 gpd must be set aside as a reserve. Allocation of the remaining 250,000 gpd would be determined by priorities established by the Suffolk County Sewer Agency, SCDPW, and the Village of Port Jefferson. It is conceivable that the County could allocate all excess capacity within the existing sewer district. Requests for out-of-district connections (inside or outside the Village) would need approval from the County Sewer Agency, County Legislature, and NYS Department of Environmental Conservation (DEC).

Decisions regarding the allocation of excess capacity within the district are also influenced by the available infrastructure. For example, the County's preliminary evaluation of the main pumping station near Chandler Square suggests that it does not have sufficient capacity for the increased flow of 250,000 gpd. The SCDPW submitted a request for a capital project to upgrade the station and associated force main that has been included in the 2012 County budget.

The County can amend the boundary of the Port Jefferson Sewer District. Changing a district boundary must follow NYS County Law Article 5-A, Section 274 and must include a permissive referendum. The change would follow the same process as the one followed to form the original district. The County extended the Port Jefferson Sewer District in the past. As of mid-2010, the County Agency was considering an application by 'Village Vistas' for 7,110 gpd of flow.

The fees for new connections to the District are charged by the County at the rate of \$30 per gallon. Thus, for an average home (with a water use of 300 gallons per day) the connection fee would be approximately \$9,000. Annual operating costs, maintenance costs, and capital debt service are paid by property owners inside the District, as part of their property tax bill. The annual tax rate in 2008-2009 was \$4.826 per \$100 of assessed value. That rate was the lowest for all Brookhaven sewer districts, which ranged from \$4.826 to \$63.336 per \$100 of assessed value. At that rate (\$4.826), and given the average assessed value of \$4,197 for Village residential properties (2010<sup>6</sup>), the average property owner would pay approximately \$203 annually in sewer taxes assuming that the sewer tax rate remained the same.

The Port Jefferson sewer collection system is reportedly very old and in some cases in need of repair and replacement. The County has scheduled one of the main sewage collection pipes (under Mariners Way in the Gap parking lot) for replacement in the near future (2011-2012).

Many of Port Jefferson's homes were constructed before the mid 1970's, prior to the time when the County began to require septic systems instead of cesspools for onsite wastewater systems. There are also many homes built in the early 20<sup>th</sup> and even 19<sup>th</sup> centuries that have even older wastewater disposal systems. Old onsite disposal systems do not function as effectively as newer septic systems. They release excess nitrogen and other pollutants to groundwater and

<sup>6</sup> Assessed value data from Village tax assessor.

ultimately the Port Jefferson Harbor. Even regularly maintained systems must eventually be replaced as the soils around them become clogged. The Village currently has no mechanism to regulate onsite wastewater systems and the pollutants that flow from them via groundwater into the Harbor.

### **12.1 Establish Priority Areas for New Sewering**

The Port Jefferson wastewater treatment plant has additional capacity, but it is limited. The capital cost to expand the capacity of the plant and collection system to sewer all of the Village would be significant, though with grants and additional public (County, State, or Federal) funding, the cost could be reduced to a point where implementation might ultimately be possible.

Even if space and funding were available, however, discharge limitations imposed by the NYSDEC would prohibit further expansion of the plant beyond its current capacity. As additional of nitrogen to the Harbor is prohibited by the NYSDEC, additional plant capacity can only be added if new technology is simultaneously provided to lower nitrogen concentrations in the effluent. Other north shore communities that discharge to the Long Island Sound are similarly restricted by this nitrogen Total Maximum Daily Load (TMDL) limitation. One community, in need of additional sewer capacity, has solved this problem by pumping their wastewater to a large south shore treatment plant. Alternatively, smaller decentralized community-level collection and treatment systems might be considered for additional residential capacity if they were to discharge to the ground or if the TMDL were to be revised.

Given the current limitations, it is critically important to prioritize the allocation of the current 250,000 gpd of sewer capacity. Sewering priority begins with properties that are already in the Sewer District and should be based on density and environmental concerns. High-density areas like Downtown, Uptown, and the Professional Office district, to the extent not already sewered, should be connected. Redevelopment of Uptown is a high social and economic priority of the Village's. The sewer capacity needs for Uptown redevelopment should therefore be the first priority.

Future Mather Hospital expansions will also require additional sewer capacity. As the largest employer in the Village, Mather Hospital should also be in line for additional sewer capacity. New development in Downtown will require additional sewer capacity. Future development along the western waterfront will require a sewer connection. These too should be afforded a connection to the treatment plant.

Most properties with onsite systems that are close to groundwater (within 10 feet), close to Mill Creek (within 150 feet), or close to the Harbor (within 150 feet) are currently sewered. Any properties that meet these criteria that are not currently sewered should be connected.

**ACTION ITEMS**

- Utilize remaining treatment plant capacity first for new development in Uptown, Downtown, and the Professional Office districts.
- Properties with onsite systems less than 10 feet from groundwater or within 150 feet of Mill Creek or the Harbor should be sewered if not already connected.
- Retain capacity for possible Mather Hospital expansion.
- Consider future wastewater treatment needs of the western waterfront.

***12.2 Digitize the Sewer Collection System and Onsite Systems***

The Village should obtain a digital map of the County's sewer collection system for Port Jefferson and incorporate the information from the County into a Village Geographic Information System (GIS). The Village should also inventory all onsite wastewater treatment systems (cesspools and septic tanks) and record their condition and maintenance needs to the same GIS, as part of an onsite system inspection, upgrade, and maintenance program (see below).

**ACTION ITEM**

- Digitize the County collection system and location of house and commercial connections and incorporate into a Village GIS.
- Inventory onsite wastewater systems and incorporate into a Village GIS.

***12.3 Upgrade and Service Onsite Wastewater Treatment Systems***

All residents and businesses in Port Jefferson generate wastewater. Property owners connected to the public sewer system have their wastewater treated to County standards before it is discharged to the Harbor. Properties not connected, however, utilize onsite wastewater systems that, even when operating as designed, are not nearly as effective in removing pollutants as treatment plants. Onsite systems (cesspools and septic systems) provide inadequate sewage treatment and thus contribute excess nitrogen and other pollutants to groundwater and surface water that eventually enter the Harbor and contribute to poor water quality. Replacing cesspools with new septic systems would improve treatment of the wastewater as well as the water quality discharged from the system. Proper and regularly scheduled maintenance of septic systems improves treatment, effluent, and groundwater quality.

**12.3.1 Consider a Water Quality Improvement District**

One approach to reducing the nitrogen entering groundwater from onsite systems is to provide them with regular service. Unfortunately, most homeowners do not service their systems until a failure occurs. The Village could require regular servicing of all residential onsite wastewater systems to insure that they work as effectively as possible. To accomplish this, the Village could establish a special Water Quality Improvement District that imposes a 'water quality fee' on all parcels inside the District. The Village would use

that tax revenue to contract with a qualified company to inspect and pump out septic systems in the District once every three to five years. The Water Quality Improvement District would include all properties inside the Village that are not inside the County Sewer District and do not have their own treatment plant. The annual tax would save homeowners money, as the Village's contract price would presumably be lower per household than the cost to an individual homeowner for the same service. Such regular service would help extend the life of onsite systems, thereby saving homeowners on system maintenance and replacement costs.

The 'water quality tax' rate would be the same for all households. The total tax per household would be based on water use (from water bills). Households that conserve water would pay less because their pump-out needs would be correspondingly lower. (Lower water use can also improve onsite system effectiveness). The Village could set the tax rate to cover the cost of: 1) septic system pump-outs; 2) regular system inspections (see below), 3) provision of free or reduced-cost water saving devices (*e.g.* faucet aerators, flow reducers, low-flow or dual-flow toilets) to all interested homeowners in the district; and 4) financing improvements for replacement of onsite systems (see below). The Village would direct excess revenue from the Water Quality Improvement District into an Infrastructure Development Fund (see Section 10.7.5).

#### **ACTION ITEM**

- Consider establishing a 'Water Quality Improvement District' to fund improvements to and maintenance of onsite wastewater treatment systems.

#### 12.3.2 Inspect all Onsite Wastewater Treatment Systems

The Village should consider requiring an inspection of all residential onsite wastewater systems once every three to five years. The initial inspection would determine what kind of system is in place (cesspool, septic system, leaching field, etc.) and whether it is functioning properly. The data should be collected in digital form and incorporated into the Village GIS.

The Village could operate such a program in several different ways. It could require an inspection: 1) as part of all real estate transfers; 2) as a condition for issuing building permits for 'major' renovations; or 3) as a free service provided as part of the 'Water Quality Improvement District.'

The Village would then require property owners to service or replace systems determined to be inadequate within one year of the inspection date or prior to transfer of ownership, whichever is less. Property owners with cesspools would be required to replace them with septic systems.

**ACTION ITEMS**

- Consider requiring inspections of all onsite wastewater treatment systems as part of real estate transfers, as a condition of issuing building permits for 'major' projects, or as a service of the Water Quality Improvement District.
- Consider requiring service or replacement of inadequate systems prior to transfer of ownership.

**12.3.3 Provide Financing for Replacement of Onsite Wastewater Systems**

Because the cost of a complete replacement of onsite wastewater treatment systems can be many thousands of dollars, the Village could provide a mechanism for homeowners to finance its replacement. The Village could model the financing after the Town of Babylon's Green Homes energy efficiency program. In that program, the Town pays for improvements out of a special fund and then bills the homeowner annually via their property tax bill over a number of years with interest. The Village may be able to fund the program initially through a County, State, or Federal grant.

**ACTION ITEM**

- Consider establishing program to provide Village financing for onsite wastewater treatment system replacement tied to property taxes.

## 13 INFRASTRUCTURE – STORMWATER

Flooding and drainage was one of the top issues that survey respondents felt was important to the Village in the next 10 years. Of 573 respondents, 94 percent felt it was an important or very important issue. An additional 92 percent of respondents felt that water quality was an important or very important issue. Water quality is determined in large part by the management of stormwater. Two of the ten groups at the first community meeting spoke about drainage as part of public works projects with roads.

Village stormwater runoff ultimately reaches the harbor where it contributes to water quality degradation. The 2010 Mill Creek Watershed Study (Appendix P) made a number of recommendations to mitigate the effects of this runoff that involve additional infiltration, source controls, and downstream treatment. A significant problem is the lack of space for new infiltration basins of sufficient size to provide a large reduction in the volume of stormwater that flows to the harbor.

### **13.1 Establish a Green Streets Program for Stormwater Management**

According to the [US Environmental Protection Agency](#) (EPA), a 'Green Street' is "*a street that uses natural processes to manage stormwater runoff at its source.*" The natural systems of Green Streets reduce stormwater flow, improve water quality, reduce urban heating, enhance pedestrian safety, reduce carbon footprints, and beautify neighborhoods. Green Street designs provide better environmental performance while creating attractive, safer environments.

Green Streets would reduce impervious surfaces so stormwater can infiltrate to recharge groundwater, reduce the volume of untreated stormwater entering Port Jefferson's harbors, and improve water quality by filtering stormwater, removing contaminants, and cooling stormwater before it encounters groundwater, the Creek or the Harbor. Green Streets would increase green space, improve streetscape aesthetics, reduce the demand on the Village's stormwater collection system and the cost of constructing expensive pipe systems, and would address State DEC requirements.

Green Streets should include vegetative techniques such as rain gardens and bioswales that treat and recharge stormwater and create attractive streetscapes by introducing green elements (Figure 13-1). Green Streets can also include vegetated curb extensions, sidewalk planters, landscaped medians, vegetated swales, permeable paving, and street trees. There are a number of different ways to incorporate Green Streets into transportation rights-of-way for residential and commercial streets. The Village should modify its road design requirements to incorporate Green Streets treatments and work with the Town, County, and State to insure that roadways that are under their jurisdiction and pass through the Village are also constructed or repaired to meet the same guidelines.

The Suffolk County Planning Commission prepared '*Managing Stormwater – Natural Vegetation and Green Methodologies*,' that provides '*Guidance for Municipalities in Suffolk County*.' The document details strategies for managing wet weather with green infrastructure. It includes model stormwater management ordinances from the Town of East Hampton, Croton-on-Hudson, and other communities in Maryland, Texas, California, and Rhode Island. It cites green infrastructure case studies from the New York communities of Syracuse, Hicksville, and Lindenhurst.

The Village should incorporate Green Streets treatments into the redesign of the Arden place parking lots and the Waterfront revitalization. It should work with the NYSDOT to implement Green Streets remedies along the length of Main Street from the train tracks to the Harbor. Converting Main Street into a 'Green Street' would help connect Uptown, Midtown, and Downtown. In fact, the NYS DOT is instituting elements of Green Streets in its 'Green 347' reconstruction of SR 347.

### **ACTION ITEMS**

- Modify road design requirements to incorporate Green Streets treatments into new roadway construction.
- Work with owners of non-Village roadways (State and County) to meet the same guidelines.
- Require new developments to institute Green Streets treatments on affected roadways.

### ***13.2 Improve Stormwater Storage and Treatment Upstream of Mill Creek***

The Mill Creek Watershed Management Plan described in detail a variety of strategies to mitigate the impacts of point and non-point source stormwater pollution including: municipal management, land use and institutional improvements, non-structural and structural source controls, and public education. The Mill Creek watershed includes the majority of the Downtown, all of Midtown and most of Uptown. Two primary conveyance systems bring stormwater from the watershed into Mill Creek.

One system runs beneath SR 25A (Main Street) and then under the Meadow parking lot to the Creek. That culvert also receives flow from seven tributary collection systems that collectively drain a majority of the Village commercial districts, a collection area of 433.5 acres. Three other subwatershed areas drain 84.4 acres into Mill Creek from the west.

The Mill Creek study made specific recommendations by sub-watershed area. These are reproduced in tabular and map form in Appendix P. The recommendations include installation of various infiltration and treatment structures upstream of Mill Creek to reduce stormwater volume, and the sediments and contaminants that enter the Creek and ultimately the Harbor.

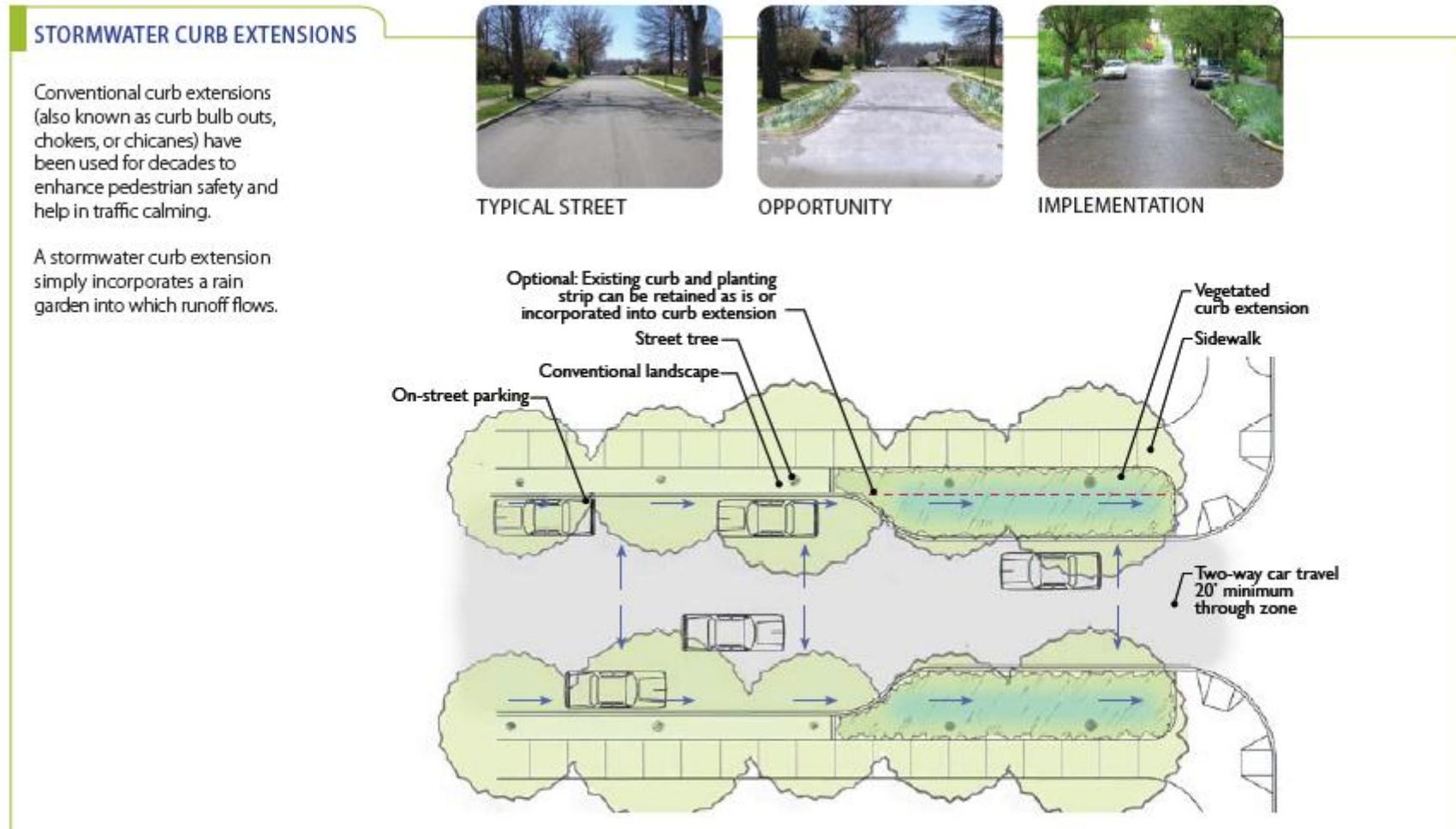
Two additional mitigation strategies not discussed in the Mill Pond Study could potentially add additional storage and infiltration as well as treatment. One involves the possible use

of the CVS parking lot on Main Street and Barnum Avenue for stormwater storage and infiltration. It may be possible to arrange an easement with the property owner to install stormwater storage devices beneath the parking lot if the topography permits. Such a remedy would require the cooperation and participation of the NYSDOT as SR 25A is a state road.

The other possible strategy may be the construction of a pond on Village property after the Creek crosses Barnum Avenue. As discussed in section 10.5.2, the large culvert under the Meadow parking lot drains the largest of the Mill Creek watersheds that includes most of the Downtown. The discharge from the culvert into the Creek is untreated. An option may be to relocate the culvert to the west such that it discharges into a vegetated drainage swale that empties into the Creek through into a new treatment wetland to be located adjacent to the Creek just east of Barnum Avenue on the Village-owned green space west of the tennis courts. The treatment wetland could help improve water quality prior to its discharge to the Creek and then Harbor. The wetland could also add a new 'natural' amenity to the Creek corridor. The wetland and Creek corridor, in general, should be planted with trees to develop shady areas to discourage the growth of Phragmites.

Both of these improvements would be very costly and thus would require outside funding in the form of grants from the State or Federal government. Such grants have been available through the State's Environmental Protection Fund program.

Figure 13-1 Green Street from USEPA



A key recommendation of the Mill Creek Watershed Management Plan is the formation of a task force to implement recommendations. Rather than a new task force, the Village could assign its Conservation Advisory Committee (CAC) with implementation oversight (in coordination with the Village engineer).

#### **ACTION ITEMS**

- Pursue grant funding for engineering study to investigate relocating the primary drainage culvert under the Meadows parking lot to the west into a new vegetated drainage swale and treatment wetland that drains to the Creek.
  - Prioritize recommendations of the Mill Creek Watershed Management Plan.
  - Coordinate stormwater improvements with recommendations for Creek habitat and area pedestrian improvements.
- Coordinate Creek improvements with plan to daylight Creek by Waterfront.

#### ***13.3 Require Additional Onsite Stormwater Storage***

Many municipalities have increased the amount of stormwater runoff that must be stored on site for new construction. Nassau County now requires eight inches of onsite stormwater storage, though it can be petitioned to reduce the requirement to five inches under certain circumstances.

The Village should similarly require eight inches of onsite stormwater storage for new construction, particularly given its hilly topography. However, the Village should impose a Stormwater Mitigation Fee for those granted a reduction. The Village would direct those payments into an Infrastructure Development Fund (see Section 10.7.5).

#### **ACTION ITEMS**

- Change onsite stormwater storage requirement to eight inches.
- Permit hardship reduction to five inches of stormwater storage.
- Impose Stormwater Mitigation Fee for those granted a reduction and direct funds into a Village Infrastructure Development Fund.

## 14 Large and Significant Parcels

### 14.1 Prepare for Change in National Grid Power Plant Property Taxes

National Grid owns the Port Jefferson power generating facility and supplies power to the Long Island Power Authority (LIPA). The 73-acre National Grid property sits on the western side of the Port Jefferson harbor adjoins the Suffolk County wastewater plant. The plant is old and inefficient. In 2011, LIPA and National Grid filed tax grievances against the Town of Brookhaven and the Village alleging that the Port Jefferson power plant is over-assessed for purposes of taxation. The property taxes and PILOTS paid by the utility comprise 30 percent of the Village's revenue and 40 percent of Port Jefferson School District's revenue.

LIPA has been reviewing options for the site that include repowering it and decommissioning it. Repowering would be the most advantageous to the Village as a major source of tax revenue would be preserved and possibly even increased. However, the Village should consider the consequences of a decommissioned plant and the possibility of the sale of this large property.

Should the utility consider selling the property, it would likely face a substantial environmental cleanup and demolition project. However, the value of this remediated property would be sizable give its location and views. Should the utility decide to decommission the plant, it would be prudent for the Village to commission its own study on the potential uses for such a large property. The study should include consideration of the tax revenue consequences of the loss of the power plant. Consideration of new uses should include an expanded wastewater treatment plant (assuming that plant's discharge limitation could be changed). The Village would have to either approve new tax-positive land uses for the remaining acreage of the site or raise Village taxes to offset the loss. The school district would also face a similar predicament.

#### ACTION ITEMS

- Prepare a Land Use Study for the LIPA/National Grid site if the utility decides to decommission the power plant and sell the property.
- Investigate residential, commercial, and industrial land uses in the Land Use Study as well as the possibility of expanding the wastewater treatment plant.

### 14.2 Prepare Land Use Plan for Western Waterfront

The commercial facilities of the western waterfront include the boat yard, sand and gravel yard, and ferry property. The future of these properties will be shaped in part by the recent changes to the waterfront zoning code. The code places all these uses into the MW-1 district. Parkland is the only permitted use in this zone. Conditional uses include recreational marinas, boat launches, boat storage, fishing charters, yacht clubs, marine rescue and environmental response, recreational boat sales, maritime business offices, art

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**Large and Significant Parcels**

galleries, and single family homes. Changes to the proposed code are recommended in Section 7.1.1.

Given the likelihood that the power plant will remain, and the certainty that the wastewater plant will stay, continued commercial uses in this part of the harbor may be most suitable. Nonetheless, the Village should initiate a study to follow the 2010-2011 Waterfront Revitalization Plan that determines the most appropriate uses for this part of the harbor. Such a study should give preference to commercial uses that are water dependent or water related. Alternative access to this part of the waterfront via a route other than Beach Street for commercial traffic should be studied. One of the possibilities mentioned by the community is the National Grid road that exits onto SR 25A in Poquott.

**ACTION ITEMS**

- Once the future of the Power Plant is known, prepare a Land Use Study for the Western Waterfront that recommends appropriate uses. Give preference to water dependent or water related uses and include vehicular and pedestrian access.

**14.3 Examine Zoning of School District Properties**

The Port Jefferson School District owns at least three properties in the Village: the elementary school property on Scraggy Hill Road, the middle and high school property on Mill Creek Road, and the property on Spring Street that it leases to BOCES. All of these properties are surrounded by residential neighborhoods.

School enrollment across Long Island has declined, as has taxpayer acceptance of higher school taxes. The status of the LIPA/National Grid power plant property is in question (see Section 14.1 above) and with it the tax contribution to the School District. These factors along with the declining economy may force school districts across Long Island to evaluate their options.

Although the district has no plans to sell any of their properties at this time, it would be advisable for the Village to review the zoning in place for the School District's properties in the event the District plans for the properties changes in the future. Such a review would prepare the Village and the School District in the unlikely event that the District finds it necessary to sell portions of its properties to meet budgetary deficiencies.

The Village should zone each property for whatever use might be most appropriate for a subsequent use, should the district decide to sell it or a portion of it. For example, the middle and high school property is zoned R-B2, single family residential. Should this property be surplus, it may be more appropriate to change its zoning to allow uses other than strictly single family residential for the site. There may be certain commercial or professional uses that are appropriate given its proximity to Downtown and the R-O district. The value of the property to the School District is directly related to the potential uses as defined by the zoning classification of the property.

**ACTION ITEM**

- Prepare a Land Use Study for the properties owned by the School District to determine the most appropriate future uses for each and the impacts of any zoning changes.

**14.4 Discuss Greenbelt Set-Aside for Portion of Mather Hospital Property**

Mather Hospital indicated at a meeting held during initial stages of the CPU process (see Appendix D for meeting minutes), that it has an interest in the approximately 25-acre property to its east for potential future expansion. Whether the expansion would be for hospital care or nursing home or assisted living care is unknown. The parcel is very large and adjoins residential uses. Both Mather and St. Charles Hospitals are the major employers in the Village of Port Jefferson and they provide excellent medical care for Village and area residents.

The Village and its Conservation Advisory Council should work with the hospital to set aside a portion of the property to serve as a portion of a larger greenbelt that could ultimately connect Mt. Sinai Harbor to Highlands Park. Such a set-aside would also serve as a buffer between the hospital and the adjoining residential area. The green space should be large enough to provide habitat benefit to wildlife and accommodate a trail.

**ACTION ITEM**

- Work with Mather Hospital and the property owner to set aside a portion of their undeveloped property to the east of the hospital for a greenbelt that could connect to Mt. Sinai Harbor and Highlands Park.

## 15 Open Space and Recreation

The number one issue in the first community meeting (in terms of number groups discussing) was a need for "parks, open space, recreational activities, facilities, hiking, biking." Survey respondents answered the question: "What are the most important issues facing our Village as a community in the next 10 years." They ranked preservation of open space as the sixth most important issue (526 of 573 or 92% said it was very important or important). Eight-seven percent of survey respondents ranked youth recreation as very important or important. Similarly, 81 percent said that adult recreation was very important or important.

The Village of Port Jefferson is fortunate to have extensive recreational opportunities available to its residents. The Village has beaches with 1.5 miles of shoreline on Long Island Sound. It offers a lighted field for softball, baseball, and soccer programs in Caroline Park and an extensive playground area with three lighted tennis courts, two basketball courts, and an interpretive walkway with historical markers in Kip Lee Park. Texaco Park includes a playground and picnic area, as well as a half-court basketball surface. Harborfront Park, Mariner Park, and the Village golf course and country club offer additional recreational opportunities. Its neighborhoods, however, could benefit from small pocket parks and playgrounds.

The Village received a grant from the NYS Department of State to plan the revitalization of its waterfront and the portions of Downtown associated with it. A large part of the effort involved in the grant is to plan for a Waterfront with significantly greater open space by relocating parking off the waterfront to other areas in the Village. The preferred approach to achieving this is utilization of shared parking in the many lots already in existence in the Village. This should not affect remaining open space in the Village, particularly the open space near Rocket Ship Park.

The provision of open space for civic and recreational use is a key feature of the Waterfront Study, described in some detail in Section 7, the Waterfront. The relocation of the existing waterfront parking makes it possible to provide gathering and outdoor event areas, outdoor concert space, access to the marina and commercial fishing and sightseeing vessels, and continued access to the ferry and Town boat launch. Daylighting the Mill Creek (replacing the culvert with a natural creek bed) will make the Creek banks an attractive visual element and a place along which to walk. Completion of the waterfront redevelopment will connect public spaces along the waterfront from the eastern end at Harborfront Park and the Community Center to the boat launch on the western end.

### **15.1 Determine Best Uses for Village-Owned Highlands Parcel**

Participants in the community meetings had different thoughts about the best uses for the Village-owned Highlands parcel. This parcel was dedicated to the Village by the developer of the Highlands Condominium project in the 1980s to be used for recreational purposes. It was critical to study the highest and best use of this property for the Village as it currently is

situated within the C-2 commercial zone and was therefore included in the Upper Port Revitalization Plan study. Today, some residents felt it should remain passive open space, while others supported active recreational and cultural uses. The survey results supported open space preservation and to lesser extents, encouraging art, theater, outdoor athletics, fairs and festivals, all of which could be considered for this property.

The Highlands property is large enough to support a variety of recreational and cultural uses while maintaining a portion of the property in a natural state. A future Highlands Park could be important to the redevelopment of Uptown, as there are few recreational and no cultural facilities in Uptown. Redevelopment of Uptown with additional residential units will increase its population and generate additional need for nearby public spaces and recreation.

The Highlands property could include a cultural center for residents of the entire Village to augment offerings by Theater Three and SUNY Stony Brook. The waterfront will serve as an outdoor venue for summer events, but an indoor facility for concerts, theater, films, and other live performances available year-round could enhance the cultural life of Port Jefferson residents. Other recreational uses might include an indoor pool, courts for tennis, platform tennis, basketball, squash/racquetball, and a gym. Alternatively, some or all of the property could remain as passive open space.

A Village resident developed a detailed proposal some years ago for a cultural center at Highlands Park. There are numerous Long Island examples of community facilities that combine recreational and cultural offerings. A cultural center and athletic facilities could be operated by a non-profit or for-profit concessionaire. Construction of such a facility could be financed through grants and private donations and operating costs paid by one or more concessionaires. Another financing mechanism may be the establishment of a Friends of Highlands Park non-profit to work with the Village and private parties to raise funds for and manage whatever might be developed there.

### **ACTION ITEM**

- The Board of Trustees should rezone the parcel restricting it for passive and active recreational use only, preserving it for years to come as open space and recreational space to support the residential populations throughout the Village.
- Establish a committee to reconsider the earlier proposal for the Highlands parcel for use as a cultural center as well as other active and passive recreational options for use of the property including passive open space.

### **15.2 Incentivize Developers to Support Public Space and Recreation**

The Village should offer incentives to developers to provide public space or funding for recreational or cultural facilities. Such incentives will be especially important in Uptown. The Village might offer additional building height or a reduction in the parking requirement in exchange for the provision of a public plaza of a defined size with specified amenities and materials located on site and accessible to the public.

**ACTION ITEM**

- Define public benefits and corresponding development incentives for provision of public space or for contributions to a Recreational and Cultural Facilities Fund.

**15.3 Provide Additional Neighborhood Pocket Parks and Playgrounds**

The 2009 Statewide Comprehensive Outdoor Recreation Plan (SCORP) recommends a 2,500 square foot to one-acre neighborhood-based pocket park or playground for each 0.2 square-mile area of a community. These parks or playgrounds should be accessible by a 10-minute walk or bicycle trip. Given the Village's 3.05 square mile size, SCORP's recommendation for one park per 0.2 square miles would yield about 15 pocket parks or neighborhood playgrounds. Pocket parks can include public plazas and sitting areas. The Village has a concentration of parks, playgrounds, and plazas in the Downtown, but fewer in the Uptown and the residential neighborhoods. Additional pocket parks and playgrounds should be considered for Uptown and the Village's residential areas. Vacant parcels that are centrally located in each of the residential neighborhoods and are conducive to park use should be considered for acquisition.

The Village's Parks and Recreation Department and the Conservation Advisory Council should work with neighborhood associations, civic groups, and residents, to identify parcels or portions of parcels that might be appropriate for small parks or playgrounds. These neighborhood parks should be spaced such that each neighborhood has a small park and playground within walking distance of most of its residents. Funding for acquisition of these neighborhood parks could come from contributions by residents and developers to a Recreational and Cultural Facilities Fund (see above).

**ACTION ITEMS**

- Identify vacant parcels appropriate for small parks or playgrounds with input from Parks and Recreation Department, the Conservation Advisory Council, neighborhood associations, and residents.
- Establish a recreational and cultural facilities fund to accept donations for acquisitions.

**Table 15-1. Recreational Opportunity Standards from NYS Parks 2009 SCORP**

RECREATIONAL FACILITY DESIGN STANDARDS AND DEVELOPMENT GUIDELINES – OPPORTUNITY STANDARDS					
Facility Type	Service Area in sq. mi.	Approx. Size in Acres	Max. Travel Time	Means of Access	Comments
Play lot	0.2	2500 sq. ft. to 1 ac	10 min.	By foot or by bicycle	Similar to a Pocket Park but typically combined with residential development, may have some play equipment.
Pocket park	0.2	2500 sq. ft. to 1 ac	10 min.	By foot or by bicycle	Primarily passive recreation areas for office workers and shoppers
Neighborhood Park	0.8	5 to 10	20 min.	By foot or by bicycle	Should contain a balance of passive areas with landscaping, and active areas such as play fields, court games, tot lots, etc.
Community Park (serves multiple neighborhoods)	0.8 to 28	20-50	30 min.	Automobile, mass transit, bike, hiking or trail	Offers both passive and active recreational opportunities. Not intended for scheduled or organized athletic events. May include play structures, game courts and fields, swimming pools or beaches, trails, individual and group picnic areas, landscaping and gardens, and/or areas for concerts or plays. Support facilities such as parking and comfort stations would be needed.

## **15.4 Implement Selected Recommendations from 2001 Open Space Study**

An Open Space report was completed for the Village in 2001. The report included a detailed inventory of open space remaining in the Village at the time. A number of the significant properties have since been developed. The Report also made a number of recommendations for acquisitions, easements, and greenbelt connections. Some parcels that were undeveloped in 2001 have since been developed and others have development applications pending. However, the following 2001 original and modified recommendations should be implemented:

### **15.4.1 Improve Pedestrian Access between the Waterfront and Downtown**

New connections between the Downtown and Waterfront should be part of the redevelopment of the Waterfront. Pedestrian connections would be welcome between the Meadow parking lot and the Waterfront along a daylighted Mill Creek walkway and across the Creek through the Village Hall property (. Additional walkways are proposed in the Meadow lot to connect to new plazas and internal parking lot walkways.

Walkways are part of the proposed reconfiguration of the Arden Place parking lots (see Parking Section 11. A large Arden Place parking lot walkway connects the lot to Mariners Park and the Waterfront across Broadway. In one of the alternative plans for the reconfigured parking lot, a new pedestrian walkway connects Main Street to East Main Street across the parking lot.

**ACTION ITEMS**

- Construct a walkway to connect the Meadow parking lot to the Waterfront through the Village Hall property.
- Construct a walkway along a daylighted Mill Creek to connect to the Waterfront through the Village Hall property.

#### 15.4.2 Increase Public Space in the Commercial District

Section 11 includes discussion of the need to relieve pedestrian congestion on Main Street by broadening sidewalks and increasing access to and use of alleys. One of the proposed reconfiguration options for the Arden Place parking lot transforms Arden Place into new parking with the entrance only from East Main Street. In that scenario, the western end of Arden Place is transformed into a new public plaza.

As part of the improvements proposed in the Waterfront Revitalization Plan (Appendix E), a new public plaza replaces the Chandlers Square parking lot. The space at the southeastern corner of the Main Street and Broadway intersection is converted into a new plaza (Figure 7-3).

Village acquisition of the vacant parcel on East Main Street is recommended in Section 5.5 (Downtown Mobility) to create a new public pocket park and a connection between East Main Street and the Arden place Parking lot. If regraded, the new park could provide a potential outdoor exhibition space for the various craft and art outlets on East Main Street or for visiting artists.

**ACTION ITEMS**

- Broaden sidewalks on Main Street to improve pedestrian space.
- Consider reconfiguring the Arden Place parking lot to create a new public plaza off Main Street.
- Acquire the vacant parcel on East Main Street for a new pocket park.

#### 15.4.3 Enhance Mill Creek Corridor for Passive Recreation

An ecologically enhanced and pedestrian friendly Mill Creek Corridor could extend west into the residential neighborhood. A connection could also be made from the Mill Creek Corridor to the High School and the ball fields. The Mill Creek, its banks and associated riparian area should be restored. A pedestrian path could then be constructed that connects the Waterfront, the Mill Creek, the recreational fields and High School to Liberty Avenue and the Cedar Hill Cemetery and ultimately to Uptown.

**ACTION ITEMS**

- Complete the ecological restoration of Mill Creek.
- Work with the Open Space Committee to develop a pedestrian connection from the Waterfront, along the Mill Creek Corridor to the High School, Liberty Avenue, and the Cedar Hill Cemetery, connecting to Uptown.

## 15.5 Connect to Area Greenways for Hiking and Biking

### 15.5.1 Connect to the New Transmission Corridor Trail

There are area greenways that the Village could provide connections to, particularly from Uptown. The Village could establish a hike/bike connection from Uptown into Port Jefferson Station and then to the east/west greenway that connects Port Jefferson Station to Setauket. Such a greenway could also connect to the LIPA transmission corridor greenway. The LIPA transmission line corridor was recognized as an opportunity for hike and bike trails, an agreement signed between the utility and the Town, and construction of the trails is anticipated in the near future.

#### **ACTION ITEM**

- Work with the Conservation Advisory Council to develop a pedestrian connection from Uptown to the east-west greenway through Port Jefferson Station to the LIPA transmission corridor hike/bike trail.

### 15.5.2 Create Village Greenways

The Village's Open Space Plan recommended the acquisition of or securing of easements for parcels in Harbor Hills to create a Village Greenway through the eastern portion of the Village from Highland Park in Uptown to Mt Sinai Harbor. It also suggested linking major open spaces through the central portion of the Village between the LIRR and the northerly residential areas.

#### **ACTION ITEMS**

- Work with the Open Space Committee to advance plans for greenways from Uptown through the Village to Mt. Sinai Harbor.

### 15.5.3 Provide a Pedestrian Connection from Uptown to the Cedar Hill Cemetery

As described in section 15 on Open Space, the Village should consider constructing a hike/bike connection from Uptown via Sheep Pasture Road to a new connection to Liberty Avenue and the Cedar Hill Cemetery. From there a hike/bike connection could be constructed to the High School ball fields, Caroline Park, the Mill Creek walk, and ultimately the Waterfront.

#### **ACTION ITEMS**

- Work with the Open Space Committee to develop a pedestrian connection from Uptown to the Cedar Hill Cemetery.

## **15.6 Consider Open Space and Recreation Zoning Codes**

The Village's Conservation Advisory Council recommended adding an Open Space zoning designation to its zoning code. Interestingly, the 1965 Comprehensive Development Plan for the Village recommended several similar categories: a Public and Private Recreation designation and a Parks and Playgrounds designation.

The Village should consider adding an Open Space zoning code as well as a Recreation zoning designation. The Open Space designation would be for parcels that would function primarily as preserves with limited passive uses. The Recreation designation would cover Village-owned active parks, public golf courses, playgrounds, ball fields, and bathing beaches. Adding these zoning codes would eliminate the underlying zoning for these parcels, which in many cases is residential. Converting open space or recreational parcels to other uses would then require a zoning change, a process that requires a public hearing and would therefore be more protective of the Open Space and Recreational uses.

### **ACTION ITEMS**

- Create Open Space and Recreation zoning codes.
- Change the zoning for Village-owned open space and recreation parcels to the appropriate new zoning.