APPENDIX C
Community Meeting Presentations
2030 COMPREHENSIVE PLAN UPDATE
for the
INCORPORATED VILLAGE OF PORT JEFFERSON

First Public Meeting – June 30, 2010

“\"I Like To See A Man Proud Of The Place In Which He Lives\"
Abraham Lincoln

Cameron Engineering & Associates, LLP
EEK Architects
AECOM
Draft Vision Statement

The Committee’s draft Vision Statement: *In the coming years, we:*

- **a)** envision a Village of Port Jefferson whose **character is preserved**, civic pride sustained, and quality of life enhanced;
- **b)** 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;
- **c)** **preserve** historic buildings, open space and the environment, a vibrant business community, and scenic vistas to and from the Harbor;

Virginia Capon, Chair, Gary Gudzik, Mary Anne Bernero, Kathy Bardram, Phil Griffith, Ben Kito, Eric Crugnale, Annette Dickenson, Carol Donnegan, Dave Forgione, Mike Francis, Molly Mason, Barbara Sabatino, Sandra Swenk, Marge Tumilowicz, Linda Wicks, Ray Dibiase, Michele Lennon, Don Pawluk and Fausto Nunez
The Committee’s draft Vision Statement: *In the coming years, we:*

- **d)** enhance pedestrian access to services and facilities within a walkable community;
- **e)** provide public infrastructure and services to meet growing community needs in a cost-effective manner;
- **f)** create range of housing types and opportunities for different household incomes;
- **g)** 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.

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Comprehensive Plan Process

- Village **existing conditions** assessment
  - Uptown, Midtown, Downtown & Harbor, Residential, Village-wide Issues
  - Opportunities and Constraints
  - Concepts for consideration and discussion
- First **Public Meeting** – June 30
  - Presentation of existing conditions assessment
  - Small group discussion and evaluation of opportunities
- Second **Public Meeting** – July 24
  - Presentation of design principles and concept plans
  - Small group discussion
Comprehensive Plan Process

- Draft Comprehensive Plan
- Third Public Meeting – September 15
  - Presentation of Draft Plan
  - Small group discussion and evaluation of Draft Plan
- Final Comprehensive Plan to Village – December

All documents reviewed by Comprehensive Plan Committee
How much should Village encourage the following? (“No Answer” not included).

<table>
<thead>
<tr>
<th>Item</th>
<th>Strongly/ Somewhat</th>
<th>Not at All</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arts/Theater</td>
<td>93%</td>
<td>7%</td>
</tr>
<tr>
<td>Outdoor athletics</td>
<td>93%</td>
<td>7%</td>
</tr>
<tr>
<td>Retail business</td>
<td>92%</td>
<td>8%</td>
</tr>
<tr>
<td>Historic districts</td>
<td>89%</td>
<td>11%</td>
</tr>
<tr>
<td>Expand sewer service</td>
<td>85%</td>
<td>15%</td>
</tr>
<tr>
<td><strong>Further development uptown</strong></td>
<td>83%</td>
<td>17%</td>
</tr>
<tr>
<td>Restaurants</td>
<td>82%</td>
<td>18%</td>
</tr>
<tr>
<td>Housing for Seniors</td>
<td>77%</td>
<td>23%</td>
</tr>
<tr>
<td><strong>Small Inns and Bed and Breakfast establishments</strong></td>
<td>76%</td>
<td>24%</td>
</tr>
<tr>
<td>Construction of bike lanes</td>
<td>76%</td>
<td>24%</td>
</tr>
</tbody>
</table>
How much should Village encourage the following? ("No Answer" not included).

<table>
<thead>
<tr>
<th>Item</th>
<th>Strongly/Somewhat</th>
<th>Not at All</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderate income housing</td>
<td>68%</td>
<td>32%</td>
</tr>
<tr>
<td>Home businesses</td>
<td>66%</td>
<td>34%</td>
</tr>
<tr>
<td>Further development downtown</td>
<td>62%</td>
<td>38%</td>
</tr>
<tr>
<td>Mixed use (residential above, commercial below)</td>
<td>62%</td>
<td>38%</td>
</tr>
<tr>
<td>Further development on the harbor</td>
<td>58%</td>
<td>42%</td>
</tr>
<tr>
<td>Construction of single family dwellings</td>
<td>55%</td>
<td>45%</td>
</tr>
<tr>
<td>Condos</td>
<td>54%</td>
<td>46%</td>
</tr>
<tr>
<td>Light Manufacturing</td>
<td>50%</td>
<td>50%</td>
</tr>
<tr>
<td>Hotels</td>
<td>43%</td>
<td>57%</td>
</tr>
<tr>
<td>Clustered housing</td>
<td>40%</td>
<td>60%</td>
</tr>
<tr>
<td>Low income housing</td>
<td>36%</td>
<td>64%</td>
</tr>
<tr>
<td>Multi-family dwellings (2-3 units)</td>
<td>36%</td>
<td>64%</td>
</tr>
<tr>
<td>Apartments (4 or more units)</td>
<td>30%</td>
<td>70%</td>
</tr>
</tbody>
</table>
The Survey

How much should Village encourage the following? **Top five “Agree Strongly”**

<table>
<thead>
<tr>
<th>Further development uptown</th>
<th>52%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arts/Theater</td>
<td>46%</td>
</tr>
<tr>
<td>Expand sewer service</td>
<td>45%</td>
</tr>
<tr>
<td>Historic districts</td>
<td>42%</td>
</tr>
<tr>
<td>Retail business</td>
<td>40%</td>
</tr>
</tbody>
</table>

How much should Village encourage the following? **Bottom five “Agree Strongly”**

<table>
<thead>
<tr>
<th>Light Manufacturing</th>
<th>9%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi-family dwellings (2-3 units)</td>
<td>9%</td>
</tr>
<tr>
<td>Spas</td>
<td>8%</td>
</tr>
<tr>
<td>Low income housing</td>
<td>7%</td>
</tr>
<tr>
<td>Apartments (4 or more units)</td>
<td>7%</td>
</tr>
</tbody>
</table>
Socio-Economics
Demographic Summary

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Port Jefferson</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>7,256</td>
<td>7,609</td>
<td>7,901</td>
<td>0.5%</td>
<td>0.4%</td>
</tr>
<tr>
<td>Households</td>
<td>2,560</td>
<td>2,906</td>
<td>3,010</td>
<td>1.3%</td>
<td>0.4%</td>
</tr>
<tr>
<td>Average Household Income</td>
<td>$67,921</td>
<td>$83,994</td>
<td>$115,032</td>
<td>2.1%</td>
<td>3.6%</td>
</tr>
<tr>
<td><strong>Brookhaven</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>407,905</td>
<td>448,519</td>
<td>481,307</td>
<td>1.0%</td>
<td>0.8%</td>
</tr>
<tr>
<td>Households</td>
<td>129,135</td>
<td>146,921</td>
<td>157,375</td>
<td>1.3%</td>
<td>0.8%</td>
</tr>
<tr>
<td>Average Household Income</td>
<td>$51,292</td>
<td>$72,938</td>
<td>$99,389</td>
<td>3.6%</td>
<td>3.5%</td>
</tr>
<tr>
<td><strong>Suffolk County</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>1,321,768</td>
<td>1,419,369</td>
<td>1,478,510</td>
<td>0.7%</td>
<td>0.5%</td>
</tr>
<tr>
<td>Households</td>
<td>424,689</td>
<td>469,299</td>
<td>488,298</td>
<td>1.0%</td>
<td>0.4%</td>
</tr>
<tr>
<td>Average Household Income</td>
<td>$56,987</td>
<td>$79,409</td>
<td>$106,399</td>
<td>3.4%</td>
<td>3.3%</td>
</tr>
</tbody>
</table>

Source: ESRI; US Census Bureau; AECOM

- About 8,000 residents in Port Jefferson
- Slow growth in the region, even more so in PJ
- Average household income growth has outpaced Brookhaven and Suffolk County
Household Income - 2009

- Household income skewed in Port Jefferson (blue) compared to Brookhaven
- Higher share of high-income and slightly higher share of lowest-income households
- Lower share of middle-income households
Age Distribution - 2009

- Port Jefferson (blue) has a relatively high share of seniors (55+)
- On par with Brookhaven in the 20s through 40s
- Relatively low share of children less than 24
Retail Conditions

- Within 5 miles, 3 million square feet of mostly grocery, big box
- 160,000 square feet in Port Jefferson
- Downtown is the only village-style retail node
- Difficult for Uptown to compete with these areas, must position itself
Downtown and the Harbor
Downtown and the Harbor
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Downtown and the Harbor
Downtown and the Harbor
Downtown and the Harbor
Downtown and the Harbor

What happens in the Harbor informs how the Land side is organized.
The water’s edge has many different conditions; each has its own needs.
Downtown: Getting to the Water

- Pedestrian access to the water is confusing
- No continuous path from one side of the harbor to the other
Downtown: Getting to the Water

Cold Spring, NY
Downtown – Streets and Public Spaces

• Downtown has a variety of public spaces and places for people.
Downtown – *Streets and Public Spaces*

- Narrow sidewalks

<table>
<thead>
<tr>
<th>Sidewalk</th>
<th>Pkg</th>
<th>2 way traffic</th>
<th>Pkg</th>
<th>Sidewalk</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-10’</td>
<td>7’</td>
<td>22’</td>
<td>7’</td>
<td>6-10’</td>
</tr>
</tbody>
</table>
Downtown - Claiming Places for People
Downtown – Parking

- A Patchwork
- Inadequate supply in the Peak Season
- Confusing Access
- Poor Wayfinding
Downtown – East Main Street

- A major attraction
- Informal relationship between buildings and the street
- Small scale
- Spaces between buildings
- Best of Port Jefferson
Downtown – *East Broadway*

- Essentially public (commercial)
- Informal relationship between buildings and the street
- Small scale
- Space between buildings
- Upper levels take advantage of the views
- Best of Port Jefferson
Downtown – West Broadway

- Diverse mix of uses (restaurant, commercial, civic, maritime)
- Places for cars dominate places for people
- Character of the street decomposes
- Many potential development sites
- Lacking focus

Cameron Engineering & Associates, LLP, EEK Architects, AECOM
Downtown – Proposed Developments
Downtown / Harbor: Summary

Issues
- Waterfront uses west of ferry are primarily parking
- Awkward connections between Downtown and Harbor
- Traffic on Main Street, particularly in high season
- Parking insufficient in high season
- Too few residents to support year-round businesses
- Too few businesses for year-round residents
- Pedestrian access poor in high season

Discussion
- What should West Broadway look like?
- What should Main Street look like?
- What should the Waterfront look like?
- How should the Village address inadequate parking?
Midtown
Midtown

- Main Street
  - Barnum Avenue to North Country Road
- Belle Terre Road
  - Thompson Street to North Country Road
Commercial encroachment
Preserve historic buildings
Retain architectural and streetscape character
Desire for art galleries and bed & breakfasts
Lack of connectivity to Uptown and Downtown
Midtown: *Belle Terre Road*

- Bookended by St. Charles and Mather Hospitals
- Medical and professional offices
- Garden apartment complexes
- Little connection to Downtown or Uptown
- Late day hospital traffic
Midtown: Summary

Issues
- Commercial encroachment
- Preservation of historic structures and Midtown character
- Non-owner occupied offices on Main Street
- Poor connectivity to Uptown & Downtown
- Belle Terre Road hospital traffic

Discussion
- What should Midtown look like? (What are the best land uses for Midtown properties?)
- Are there other issues?
Uptown – *Uptown’s Role in the Village*

- Uptown is the gateway to the Village of Port Jefferson
- The condition of Uptown affects the image and value of the entire Village
Uptown – *Physically Obsolete Building Stock*

- Buildings are obsolete and not suited to most market-supported uses
- Not sufficient support for existing retail
- Little of Historic Value
Uptown - Streets and Public Spaces

- Main street is the primary focus
- Uptown’s streets and sidewalks are not a positive amenity
Uptown - Streets and Public Spaces

• Opportunities to create a variety of open spaces and connections focused on Main Street
Uptown - Streets and Public Spaces

- Main street is the primary focus
- Uptown has few useable open spaces
- The 6-acre Highlands open space owned by Port Jefferson is an underutilized resource
Uptown: Streets and Public Space

- Uptown needs public spaces to serve a new residential community
• Port Jefferson does not enjoy a high level of service

• Daily ridership of 1,000 may be sufficiently robust to attract interest in new residential development

• Transit may justify lower residential parking ratios for residential developments within easy walking distance of the station
**Uptown: The Train Station**

- The Train station is setback from Main Street
- The area around it is dominated by parking
- As a result, the Train station plays no role on Main Street
Uptown: Building on existing assets – Bringing the Train Station onto Main Street

• The Station can connect to Main Street
  • A civic place
  • A gathering place
  • A place of arrival

South Orange, NJ
TRANSIT Rail Station

Cameron Engineering & Associates, LLP, EEK Architects, AECOM
Uptown: Key Characteristics

- Uptown is missing the charm, access to Harbor, and critical mass of Downtown
- Uptown has Port Jefferson brand
- Uptown has water views and access to transit,
- Uptown is close to employers (Mather & St. Charles Hospitals, SUNY Stony Brook)
- Uptown is attractive for starter multi-family residential
Uptown - Market Position

- Uptown's location and configuration does not put it in a competitive position with Port Jefferson Station or Downtown:

- **Port Jefferson Station's large parcels, ample parking and proximity to 347** makes it better suited to attract national and neighborhood retail.

- **Downtown’s unique sense of place and anchors** makes it more attractive to restaurants and specialty retail.
• What density is needed to attract investment to turn around Uptown?

• Proposals for 400 hundred new residential units in Village

• Additional 400 units proposed south of LIRR
Uptown - Parking

- Uptown has neither the convenience or quantity of parking to support successful retail
- Parking required for new development may be difficult to support on the size of the parcels in Uptown
Uptown: *Walkable, mixed-use residential villages*

Charleston
Uptown: *Walkable, mixed-use residential villages*
Issues

• Poor condition/inappropriate building stock with little/no historic significance
• Difficult for retail to compete with Downtown and area strip retail
• Several pending large development applications
• Parking for proposed and future developments
• Role of the train station needs to be defined
• Traffic on SR 112 and North Country Road
• Gateway to Village
• Development density

Discussion

• What should Uptown look like? (What kind of businesses and residential are appropriate there?)
• Are there other issues?
Residential Areas

- Management and oversight of apartments needs improvement
- Some residential areas could benefit from architectural and site guidelines
- Review ordinances including tree clearing
Residential Areas

- Better lighting and sidewalks needed in some areas
- Development on steep slopes can be problematic
- Cluster developments don’t always work
Infrastructure

- **Sewers**
  - Sewer capacity and district expansion
  - 250,000 gpd excess capacity
  - Town and County sewer studies 2010-2011

- **Roads**
  - Conditions, capacity
  - Traffic congestion
  - Bicycle lanes
  - Sidewalks

- **Drainage**
Parks, Recreation, Culture

- **Passive parks**
  - Need for additional hiking trails, greenbelts, preserves?

- **Active recreation**
  - Is anything missing?

- **Civic/Cultural Spaces**
  - Performance spaces
  - Gathering places
  - Public art
  - Museums
Environment

- Contaminant cleanup
- Groundwater and surface water protection
- Carbon reduction and energy conservation
- Sustainable design and green construction
- Open space preservation
Large Parcels

- Future of large parcels
  - LIPA power plant
  - School properties
  - Property near hospitals
  - Highlands open space
Stakeholder Participation
Involving Stakeholders

- **First Night – Tonight**
  - Existing conditions assessment
  - Stakeholder discussion

- **Daytime Session – July 24**
  - Summary of stakeholder input
  - Presentation of design principles and concept plans
  - Stakeholder discussion
  - Stakeholder preferences on principles and concepts
Involving Stakeholders

- Following presentation
  - Go to your station (see number on handout)
  - Discuss each area: Downtown, Uptown, Midtown, Residential, Village-wide
  - Add to or delete from list of Issues
- Group representatives present feedback
Thank You for Your Attention
DOWNTOWN AND THE WATERFRONT

Issues
- Waterfront uses (west of ferry) limited to parking and small green area
- Difficult connections between Downtown and waterfront
- Traffic on Main Street, particularly in high season
- Parking insufficient in high season
- Too few residents to support year-round businesses
- Too few businesses for year-round residents
- Pedestrian access poor in high season

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- Development density

Discussion
- What should Uptown look like? (What kind of businesses and residential are appropriate there?)
- Are there other issues?
Issues

- Commercial uses are spreading into Midtown
- Preservation of historic structures and Midtown character
- Non-owner occupied offices
- Connectivity to Uptown and Downtown – pedestrian, bicycle, vehicle

Discussion

- What should Midtown look like? (What are the best land uses for Midtown properties?)
- Are there other issues?
<table>
<thead>
<tr>
<th>RESIDENTIAL</th>
<th>VILLAGE-WIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Issues</strong></td>
<td><strong>Issues</strong></td>
</tr>
<tr>
<td>- Accessory apartment management needs improvement</td>
<td>- Taxes</td>
</tr>
<tr>
<td>- Some residential areas could benefit from architectural and site guidelines</td>
<td>- Concerns over crime and security</td>
</tr>
<tr>
<td>- Lighting and sidewalks</td>
<td>- Need for infrastructure improvements – sewers, roads, drainage</td>
</tr>
<tr>
<td>- Tree clearing can be a problem</td>
<td>- Status of large parcels – LIPA, Highlands, school parcels, hospital parcels</td>
</tr>
<tr>
<td>- Development on steep slopes can be problematic</td>
<td>- Open space preservation, environmental protection and remediation</td>
</tr>
<tr>
<td>- Cluster developments don’t always work</td>
<td>- Availability of recreation, arts, and cultural opportunities in the Village</td>
</tr>
<tr>
<td><strong>Discussion</strong></td>
<td><strong>Discussion</strong></td>
</tr>
<tr>
<td>- What other issues should the Comprehensive Plan address?</td>
<td>- What other issues should the Comprehensive Plan address?</td>
</tr>
</tbody>
</table>
In the coming years, we:

- Envision a Village of Port Jefferson whose character is preserved, civic pride sustained, and quality of life enhanced;
- 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;
- Preserve historic buildings, open space, a vibrant business community, and scenic vistas to and from the Harbor;
- Enhance pedestrian access to services and facilities within a walkable community;
- Provide public infrastructure and services to meet growing community needs in a cost-effective manner;
- Create range of housing types and opportunities for different household incomes;
- 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.

PLEASE ATTEND THE NEXT COMMUNITY MEETING – JULY 24, 9AM – 1PM

NOTES: ________________________________
_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________
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_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________
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_________________________________________________________________________
YOUR THOUGHTS ARE WELCOME:

Downtown:

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Uptown:

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Midtown:

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Residential:

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Other:

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________________________________________________________________________

________________________________________________________________________

NAME: ___________________________ EMAIL: ___________________________

MEMBER OF (COMMUNITY ORGANIZATION, IF ANY): ___________________________

PLEASE LEAVE HERE OR SEND THIS PAGE TO:

portjefferson@cameronengineering.com or by fax to 516-827-4920 or by mail to:
David Berg, Cameron Engineering & Associates, LLP, 100 Sunnyside Blvd, Woodbury, NY 11797
2030 COMPREHENSIVE PLAN UPDATE
for the
INCORPORATED VILLAGE OF PORT JEFFERSON
Second Public Meeting – July 24, 2010

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EEK Architects
AECOM
Introduction
Comprehensive Plan Process

- Village **existing conditions** assessment
  - Uptown, Midtown, Downtown & Harbor, Residential, Village-wide
  - Opportunities and Constraints
  - Concepts for consideration and discussion
- **First Public Meeting** – June 30
  - Presented existing conditions assessment
  - Small group discussion and evaluation of opportunities
- **Second Public Meeting** July 24 – Today
  - Presentation of design principles and concept plans
  - Small group discussion and evaluation of concepts
Comprehensive Plan Process

- **Draft Comprehensive Plan**
- **Third Public Meeting** – September 15 (tentative)
  - Presentation of Draft Plan
  - Small group discussion and evaluation of Draft Plan
- **Draft Final Comprehensive Plan reviewed and approved by Comprehensive Plan Committee**
- **Generic Environmental Impact Statement** to address potential impacts of proposed changes
- **Final Comprehensive Plan to Village** – December (tentative)
Results of First Public Meeting
## June 30 Group Discussion – Village-Wide

| Parks, open space, recreational activities, facilities, hiking, biking |
| Security, crime – real and perceived |
| Public works – road maintenance, stormwater, sewers, beach restoration |
| Code Enforcement |
| Traffic |
| Architectural integrity, historical character |
| More control over illegal apartments |
| Potential closing of LIPA plant and loss of tax revenue |
## June 30 Group Discussion - Uptown

<table>
<thead>
<tr>
<th>Topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing – mixed, affordable housing, age, income and scale, hospital, SUNY</td>
</tr>
<tr>
<td>Train station part of Main St.</td>
</tr>
<tr>
<td>Commercial / sustainable retail / businesses for residents, commuters, grocery. pharmacy, bank</td>
</tr>
<tr>
<td>Disagreement on density and height of residential buildings</td>
</tr>
<tr>
<td>Recreational uses, parks, Highlands for recreation</td>
</tr>
<tr>
<td>Multi-level parking structure / underground parking / limit on street parking</td>
</tr>
<tr>
<td>Mixed Use/ TOD development around train stations</td>
</tr>
<tr>
<td>Pedestrian access, walkable community</td>
</tr>
<tr>
<td>Traffic concerns</td>
</tr>
<tr>
<td>Incentives for artists, café’s, gallery, antiques</td>
</tr>
<tr>
<td>Shuttle buses to places of employment for tenants</td>
</tr>
<tr>
<td>Connect to downtown</td>
</tr>
<tr>
<td>Portal to Port Jefferson</td>
</tr>
<tr>
<td>Maintain aesthetic quality, preserve buildings</td>
</tr>
</tbody>
</table>
June 30 Group Discussion - Midtown

- Encourage SOMA art district
- Connect with Uptown and Downtown
- Professional offices in owner-occupied houses
- Bed and breakfasts
- Traffic
- Preserve historical character - residential quality
- Improve/widen sidewalks for pedestrians/bicyclists
- Diocese property use
- Open space
### June 30 Group Discussion - Downtown

<table>
<thead>
<tr>
<th>What should West Broadway look like?</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Concerned about development proposals, limit density, growth, height</td>
</tr>
<tr>
<td>• Maintain character, preserve historic buildings, ARB</td>
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<tr>
<td>• Preserve open space</td>
</tr>
<tr>
<td>• Make conducive to pedestrian traffic</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>What should Main Street look like?</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Higher quality and look, beautification. Types of stores, bury utilities</td>
</tr>
<tr>
<td>• Widen Sidewalks</td>
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<tr>
<td>• Eliminate parking, no lots on streets</td>
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### June 30 Group Discussion - Downtown

**What should the waterfront look like?**
- Green space
- Better connection
- Promenade
- Move parking
- Pedestrian access
- Boating (private and commercial)

**How should the Village address inadequate parking?**
- Multi-level parking garage, done well, to scale
- Relocate Rocket Ship Park

**Are there other issues?**
- Tram from Uptown to Downtown or connect
- Wayfinding (signage)
## June 30 Group Discussion - Residential

<table>
<thead>
<tr>
<th>Topic</th>
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<tbody>
<tr>
<td>Cluster regulations</td>
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<tr>
<td>Sewer district - excess capacity for historic residential acres, Expand district</td>
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<tr>
<td>Code enforcement</td>
</tr>
<tr>
<td>Steep slopes</td>
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<tr>
<td>Affordable housing</td>
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<tr>
<td>Maintain character, visual appeal</td>
</tr>
<tr>
<td>Visitor parking on residential streets</td>
</tr>
<tr>
<td>Tree clearing - increase penalties, education needed</td>
</tr>
<tr>
<td>Illegal apartments</td>
</tr>
<tr>
<td>Public works projects, roads, drainage</td>
</tr>
<tr>
<td>Maintenance - clean streets, snow removal, sidewalks, new broom brigade</td>
</tr>
</tbody>
</table>
Today’s Focus

- **Uptown**
- **Downtown**
- **Why?**
  - Greatest opportunities for enhancement
  - Preliminary Economic Analysis shows potential demand for new residential, retail, and office within the Village
  - More existing consensus on village-wide and residential issues
Uptown
• Buildings obsolete, not suited to most market-supported uses

• Insufficient support for existing retail

• Main Street is an established corridor that benefits from high traffic volumes

• Main Street is one of the primary entrances for Port Jefferson Village
Uptown - Building on Existing Assets

Bringing the Train Station onto Main Street

- Unclear access to the station
- The station has great character, but is buried behind surface parking
- Station has no adequate drop-off or place for intermodal transfers
Uptown - Building on Existing Assets

Bringing the Train Station onto Main Street

- Introduce a new east-west street to access the station and create an active new path to the station
- Creates a new ‘Village Square’ with retail opportunities
Uptown - Building on Existing Assets

Bringing the Train Station onto Main Street

New drop-off and arrival outside the station
Uptown - Building on Existing Assets
Bringing the Train Station onto Main Street

Create new gateway and arrival to Port Jefferson at Main Street in Uptown
Uptown - Building on Existing Assets

Bringing the Train Station onto Main Street

Create anchors for Main Street
Uptown - Parking

The Importance of a Parking Plan

• Existing Village parking lot has neither the width or length to accommodate a standard internally ramped parking deck

• Properties must be acquired and/or rearranged by the Village with developer support to construct additional surface/deck parking

• Options for managing new parking
  • All required parking on-site
  • Some on-site, some off-site
  • None required on-site, all off-site
Uptown - Parking

The Importance of a Parking Plan

- Parking required for redevelopment will be difficult to support on the size of the parcels in Uptown
- Shared parking is needed to make development work
Uptown - Streets and Public Spaces

Main Street as the primary focus

Enhance Main Street with a higher quality streetscape and small-scale open spaces
Uptown – Streets and Public Spaces

Greening Streetscapes Improves Pedestrian Experience

- Opportunities for small pocket parks and linear “mews” (passageways)
- Enhance Main Street and Walnut Street character
- Provide off-street access for residential buildings
- Access to Highlands Park for future recreation and cultural activities help Uptown revitalization
Midblock “mews” can augment and complement Main Street and Walnut Street.

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Uptown - Walkable, Mixed-Use, Residential
Accommodating Redevelopment

Charleston
Orient buildings perpendicular to Main Street to lessen their visual impact from the street
Uptown - Walkable, Mixed-Use, Residential

Accommodating Redevelopment

- One of a number of concepts for Uptown
- Graduated scale from Main Street to interior of the block
- Manage building mass on Main Street and Walnut Street
Use building tops to create a distinctive silhouette and image for the Village that reinforces its unique identity.
Uptown - Concepts for Discussion

- A walkable, mixed-use residential village
- Uptown as a gateway to Port Jefferson
- Main Street as the focus
- Walnut Street as a residential address and access street
- Give the train station a presence on Main Street
- Shared parking needed, but additional parking critical to revitalization
- Highlands Park for recreation/cultural activities
- Enhanced amenities and neighborhood services
Stakeholder Participation
Involving Stakeholders

- Uptown design principles and concepts presentation completed
- Go to your station (see number on handout)
- Discuss preferences for Uptown principles and concepts
- Group representatives present priorities for Uptown
Downtown / Waterfront
Downtown and the Waterfront
Downtown / Harbor - Circulation
Downtown and the Harbor

What happens on the **Water side** informs how the **Land side** is organized.
Downtown / Harbor - Activities

Water’s edge has many different functions, under control of different parties. Each segment has its own needs and character
Downtown / Harbor – Getting to the Water

Village Hall/Monument Park
Mill Creek
Main Street
East Parking/Danfords
East Main Street
Downtown / Waterfront – Streets/Public Spaces

Downtown has a variety of public spaces and places for people.
The Waterfront – A Continuous Green

Over ten acres ----- Over half a mile long
The Waterfront – “Charm Bracelet”
The Waterfront – “Charm Bracelet”

Unique Places along the waterfront’s different sections

An Esplanade with uses located behind

Landscape Dominates the View

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The Waterfront – “Charm Bracelet”

Unique Places along the waterfront’s different sections: *Dining Terrace*

A *Diversity of Places for a Diversity of Uses*
The Waterfront – “Charm Bracelet”

Unique Places along the waterfront’s different sections: Plaza

Pedestrian-biased
The Waterfront – “Charm Bracelet”

Unique Places along the waterfront’s different sections: **Bandstand**

*A Diversity of Places for a diversity of Uses*
The Waterfront – “Charm Bracelet”

Unique Places along the waterfront’s different sections: 
**Farmers Market**

**A Diversity of Places for a diversity of Uses**

Cameron Engineering & Associates, LLP, EEK Architects, AECOM
The Waterfront – “Charm Bracelet”

Unique Places along the waterfront’s different sections: **Seafood Market**

A Diversity of Places for a diversity of Uses
The Waterfront – “Charm Bracelet”

• Diversity of places for a diversity of uses
• Landscape dominates the view
• Concentrate on the small scale
• Continuous esplanade with uses located behind
• Pedestrian-biased
• Accommodate cars for short term parking and drop-off
Connecting People to the Waterfront

Isle sur la Sorgue, FRANCE

A daylighted (opened) Mill Creek could be an asset to Downtown and the waterfront

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Connecting People to the Waterfront

The western/southern edges of a daylighted (opened) Mill Creek could be a nature and/or recreational trail.
Downtown Parking – Multiple Concerns

- Inadequate supply
- A patchwork
- Confusing access and poor signage
Downtown Parking – Solutions bring Benefits

- Reduced pedestrian and vehicle congestion
- New public spaces for visitors and residents
- Revitalized waterfront for public uses
- Wider sidewalks and less pedestrian congestion on Main Street
- Makes redevelopment possible to add to Village tax rolls and help stabilize residential taxes
Improving Downtown Parking

Concepts for Consideration – Short-Medium Term

- Some waterfront parking to launch area – begin waterfront work
- Relocate Rocket Ship Park to Waterfront - convert to parking
- Relocate tennis courts to Highlands Park - convert to parking
- Public/private parking behind Gap into Village managed system
- Advance managed parking – different fees for time of day, day of week, location. Fees dedicated for future parking improvements
- Evaluate parking conditions to determine future needs
Improving Downtown Parking

*Concepts for Consideration – Long Term*

- Consider surface parking with shuttle if parking deficit continues
- Consider parking garage(s) if parking deficit continues
- Evaluate parking garage costs and financing
  - Capital and operating costs
  - Payments by business property owners wishing to redevelop
  - Contributions by potential large commercial/institutional parking users
  - Implementation of Commercial Parking District tax
  - Financing by borrowing against managed parking revenue
  - Minimize cost to residents
Downtown Parking by Arden Place

Parking Only

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Downtown Parking by Arden Place

*Parking with New Retail*

- New small scale retail on Arden Place
- Improve connection between East Main Street and Main Street
- Screen any proposed new parking structure
- Provide a source of new revenue to help finance structured parking
Downtown Streets and Sidewalks - Today

- Narrow sidewalks
- Pedestrian congestion on peak season weekends
Alleviate Downtown Congestion
Provide Main Street Parking on One Side Only
Alleviate Downtown Congestion

Provide Convertible Lane on Main Street
Alleviate Downtown Congestion

Eliminate Parallel Parking on Main Street
Downtown – Encourage Activity in the Mews
• Create unique active and passive places along the waterfront
• Relocate some waterfront parking to new surface parking
• Daylight Mill Creek
• Make Arden Place a real connection to East Main Street from Main Street
• Widen Main Street sidewalks to improve pedestrian comfort
• Incorporate common parking into Village managed system
• Improve managed parking and provide parking for limited new downtown development
• Consider long term parking solutions to meet future parking needs including garage
• Maintain downtown’s Village-like character (3-story maximum)
Stakeholder Participation
Involving Stakeholders

- Downtown and the Waterfront design principles/concepts presentation completed
- Go to your station (see number on handout)
- Discuss preferences for Downtown and the Waterfront
- Group representatives present priorities for principles/concepts for Downtown and the Waterfront
Uptown - Concepts for Discussion

- A walkable, mixed-use residential village
- Uptown as a gateway to Port Jefferson
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Downtown and the Waterfront

Initial Concepts for Discussion

- Create unique active and passive places along the waterfront
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