

**APPENDIX E**  
**Village of Port Jefferson**  
**Waterfront Revitalization Plan**

# VILLAGE OF PORT JEFFERSON WATERFRONT REVITALIZATION PLAN

**JULY 1, 2013**



**This document was prepared for the New York State Department of State Coastal Division  
with funds provided under Title 11 of the Environmental Protection Fund.**

**Prepared by: Robert Tumilowicz, Project Manager, Village of Port Jefferson  
Michael Schwarting, Campani and Schwarting Architects  
Existing Parking and Traffic Study by Cameron Engineering & Associates, LLP**

As per Minutes of:

**The Incorporated Village of Port Jefferson:  
Public Forum, Organizational Meeting and Business Meeting – July 1, 2013**

- **Motion by Mayor Garant second by Trustee LaPointe, to approve Action Item 12: Adopt the Waterfront Revitalization Plan as presented by Michael Schwarting**

**Motion Approved 5/0**

*Respectfully submitted  
Robert J. Juliano  
Village Administrator/ Clerk*

*July 5, 2013*

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## ***REFERENCES***

- a. Raymond and May associates - Comprehensive Master Plan - 1965
- b. Suffolk County Dept. of Planning and Division of Transportation - Village Plan Study - May 1987; Lee Koppelman - Director
- c. Suffolk County Planning - Feb. 1995; Comprehensive Plan Update of the 1987
- d. Citizens Advisory Committee Report - 2002; Vision 2010
- e. Town of Brookhaven; Port Jefferson Station/Terryville - Comsewogue hamlet Comprehensive Plan 2008
- f. Cameron Engineering & Associates, LLP; 2030 Comprehensive Plan Update - in progress
- g. Cashin Associates (Dec. 2010) Village of Port Jefferson Mill Creek Watershed Management Plan
- h. Port Jefferson Harbor Complex Harbor Management Plan - March 1999
- i. Campani and Schwarting Architects; Upper Port Jefferson Comprehensive Plan - in progress
- j. NYS Department of State Contract T007065 – November 2010

**Cameron Engineering & Associates is responsible for Sections 2.6.5 and 2.6.6. All of the other work is by Campani and Schwarting Architects and organized in the Report with Robert Tumilowicz, project manager, Village of Port Jefferson and reviewed and approved by the Project Advisory Committee.**

# 1 Introduction

## 1.1 PROJECT HISTORY

Revitalization of the harborfront has been an ongoing project in the Village of Port Jefferson for more than a decade. Centennial Park at the east end was the first initiative followed by the purchase, design and construction of five acre Harborfront Park completed in September 2008. The reconstruction of the Harbor Front Park pier, transformation of the maritime metal building into the Village Center completed in November 2005 and the new public sculpture are important elements of the design to transform the harbor edge into public space and places. Quennell Rothchild & Partners developed the master plan for both Harborfront park and the Harborwalk from Centennial Park to Barnum Avenue along the waterfront. The firm completed design and construction documents and the Village and Town of Brookhaven have since completed major portions of this project.

In 2002 Campani and Schwarting Architects presented to the 2010 Mayors Committee and Parking Committee a design for the harborfront that also addressed parking issues in the Village. Subsequently, Campani and Schwarting Architects received support from the Village Board of Trustees and the Port Jefferson Business Improvement District (BID) to develop a more comprehensive design and visual presentation. In the spring of 2006, the Port Jefferson Business Improvement District (BID) presented the Campani and Schwarting plan for the commercial area and harbor of the Village to civic associations, the residents, and finally public officials. The plan, accompanied by a brochure and a questionnaire, was exhibited for two months at the Village Center with positive feedback from the community. The plan concentrated on two issues; developing a more public, people oriented, harborfront with better connections to the Village and addressing the parking “problem”. Parking in the commercial area of the Village has been an issue since before the Village was incorporated in 1965 (APPENDIX 1.1-1), references a to e.

## 1.2 GRANT AWARD AND GOALS (Tasks 1 to 6)<sup>1\*</sup>

January 2010, the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund, awarded the Village a \$47,500.00 matching grant to prepare a Village of Port Jefferson Revitalization Plan for the waterfront and Main Street commercial corridor, both uptown and downtown. The Town of Brookhaven agreed to participate with the Village on this grant for the waterfront portion since the Town owns the marina and Town parking lot. The specific goals of the Waterfront Revitalization Plan (WRP) as outlined in the grant award encompasses the initiatives noted above and are as follows:

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1 \* Tasks refer to Reference J, NYSDOS contract T007065.

- 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 the 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 and transit oriented development

Concurrent with the WRP grant, the Village has also been conducting a Village wide Comprehensive Plan Update (CPU) with separate funding. Although not finalized yet, plans for the waterfront, Main Street streetscapes, parking and uptown commercial corridor have been coordinated between the WRP Report and the CPU Report. Overlapping aspects of the CPU and WRP Reports are noted in this document, and reflect the same recommendations.

In accordance with requirements of the Department of State (DOS) Contract with the Village of Port Jefferson, a combination Project kick-off Meeting (task 1) and Project Scoping Meeting (task 6) was held by conference phone on September 13, 2010. The meeting was attended by Dennis Mildner (NYS DOS), Robert Tumilowicz, Project Manager for the Village of Port Jefferson, David Berg, consultant from Cameron Engineering and Associates (CE) and Michael Schwarting, consultant from Campani and Schwarting architects (CASA). The DOS contract scope was reviewed including project requirements, roles and responsibilities.

Cameron Engineering and Associates had been hired previously by the Village through an RFP and associated selection criteria to conduct an overall Comprehensive Plan Update (CPU) for the entire Village. Because of the overlap with the WRP, Cameron was also given the additional responsibility to assist the Village with the WRP project. It was agreed that this RFP process would suffice in satisfying tasks 3 and 4.

CASA was hired as a sub-contractor by CE to perform specific tasks required by the WRP. DOS indicated the requirement for Community Training (task 2) will be determined at a later date.

## **2. REVITALIZATION PLAN PROCESS**

### **2.1 PROJECT ADVISORY COMMITTEE (Task 7)**

The Project Advisory Committee, a nine member focus group required by task 7 was formed by Mayor Margot Garant to oversee all aspects of the project in cooperation with municipal officials. The committee as noted below is representative of project stakeholders, representatives of local government and residents:

Robert Tumilowicz – Village Project Manager, chair and resident

Robert Gitto – Comprehensive Plan Committee member and Business Improvement District

Peter P. Koutrakos – Advisory member, Town of Brookhaven Harbormaster

Michael Schwarting – CASA Architects and resident

Jennifer Sigler – Village Planning Board and resident

David Berg – Cameron Engineering and Associates LLP and Comprehensive Plan Committee

Fred Hall – Bridgeport Port Jefferson Ferry

Tullio Bertoli – Town of Brookhaven Planning Commissioner

Brian Lenz – Town of Brookhaven Traffic and Safety

The first Project Advisory Committee was held on November 30, 2010 at Village Hall. Various topics were discussed including concern over coordination efforts between the WRP and CPU projects, parking, the Main Street - Broadway intersection, and drafting of the “Vision Statement”.

In addition, discussion ensued concerning the Bridgeport – Port Jefferson Ferry operation including changes to accommodate a better pedestrian connection between east and west harbor parks and including lengthening the ferry pier to eliminate traffic queing on East Main Street. In addition a new terminal building location on ferry property was discussed opening up the view corridor on Main Street.

The Advisory Committee met regularly to review and comment on all aspects of the project including presentations to the public, proposals for action and safety concerns.

## **2.2 STAKEHOLDERS MEETINGS**

The Town of Brookhaven is a major stakeholder in the Port Jefferson Revitalization Plan, especially on the waterfront. The area west of the ferry to the boat ramp at Barnum Ave. including the Town Marina and parking area is owned by the Town. The Town agreed to participate with the Village on this grant project as per Town of Brookhaven Resolution No. 2009-756 dated August 20, 2009.

Several meetings were held with Town officials including Mr. Tullio Bertoli, Planning Commissioner, Ed Morris, Brookhaven Parks Commission, Brian Lenz, Brookhaven Traffic and Safety, and Councilman Steve Fiore-Rosenfeld. In addition, Mr. Tullio Bertoli and Brian Lenz were also members of the Advisory Committee. All three schematic designs, parking layouts and traffic flow were coordinated with the Town.

Meetings were also held with all of the private enterprise stakeholders on the waterfront which include:

- Bridgeport & Port Jefferson Ferry Co.
- Danfords on the Sound Inn and Marina
- Gudzik's Boat Yard "The Boat Place"
- Caraftis Fishing Station
- Commercial Fishing Boats - Celtic Quest and Osprey

Notes from each of the meetings are presented in Appendix 2.2. Needs for each of the stakeholders was discussed and included in the three schematic designs. The ferry which operates 3 boats holding up to 110 – 120 cars for the largest, needs to extend the pier to the Town of Brookhaven dock line. This would eliminate any queing of cars on East Broadway for better traffic flow. In addition, re-locating the terminal to the east side or over the extended pier would allow easier loading and unloading for both vehicles and passengers and improve traffic flow.

Danfords on the Sound was also receptive to providing more green space at the adjacent Village parking area but was hesitant at losing any parking.

Gudzik's Boat Yard "The Boat Place" and Caraftis Fishing Station had several recommendations regarding relocating the public boat ramps, trailer parking and traffic flow in the re-designed trailer and car parking area. Their comments were also incorporated into the three schematic designs.

The main concern of the commercial fishing boats was the need of customers to drop off and pick up coolers and gear at the dock. To accommodate their needs, the amphitheater for the mobile stage was modified to include use for drop off and a travel lane as a circulation loop to the fishing boats.

## **2.3 VISIONING – PUBLIC MEETING (Tasks 9 to 10)**

A public meeting was held on September 15, 2010 to obtain public input (task 9) regarding community and local issues, opportunities and goals within the study area of the grant. Approximately 75 people attended this meeting which concentrated on the waterfront and Main Street of both the upper and lower business districts (APPENDIX 2.3-1). A preliminary proposed plan and ideas were presented which had a number of primary components with options. These included a Village Square to connect the Village to the Harbor, a park in place of the Brookhaven parking lot, opening the Creek to the harbor, providing alternate off-street lots to accommodate removed parking, consideration of a parking garage and improved streetscapes.

### **2.3.1 Waterfront and Downtown**

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. Some participants however also expressed concern over providing sufficient access and parking for boaters at the marina. Continuing the Harborwalk 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 Rocketship 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 especially in the colder months. Some participants wished for a gazebo or sail structure for shade in a revitalized waterfront.

Concerns were expressed over commercial development in the grant study area 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 the 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 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, fishing, commercial excursion and fishing boats.

Main Street streetscapes were also discussed with various methods presented to widen sidewalks and travel lane roadway widths, improve landscaping, crosswalks and safer pedestrian access. Most people were in favor of eliminating parking on one or both sides of Main Street to accomplish the above. There were also suggestions to bury the utilities and remove the utility poles.

### **2.3.2 Uptown**

Community input for the uptown area was addressed primarily at CPU meetings. Most CPU meeting participants wanted additional housing for uptown; multi-income for diversity, including market rate and affordable components. Potential tenants that were mentioned included SUNY Stony Brook students, doctors, nurses, other hospital workers, young professionals, and blue collar workers.

A walkable mixed-use redevelopment was preferred by a majority of meeting attendees 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.

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 LIRR 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. Traffic was a concern of a number of participants, particularly as vehicles enter uptown travelling north on SR 112 and transition from three 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.

Safety and security issues were also mentioned as needing to be addressed as part of any re-development of uptown as well as downtown. Many of the rundown buildings and unoccupied store fronts result in residents concern over crime and safety in these areas. An additional uptown study (reference f) along with a traffic study is in progress and will be appended to the Comprehensive Plan Update.

### *2.3.3 Vision Statement (Task 10)*

Based on feedback from the above public meeting, and in consultation with the Project Advisory Committee, the following Vision Statement (task 10) was developed.

#### WE ENVISION THE WATERFRONT:

- a) As a revitalized, greener and more public space
- b) Transformed from a place for cars to a place for people
- c) As a place to access water-based recreation
- d) Provided with parking alternatives
- e) With a maritime theme that preserves its heritage and small village ambiance
- f) Retaining its status as a working waterfront
- g) As a safe, friendly, and walkable place
- h) Contributing to economic and environmental sustainability
- i) Better connected to the Downtown by new streetscapes

## **2.4 COMMUNITY PROFILE AND INVENTORY (Tasks 8 and 12A)**

### *2.4.1 Study Area*

The northern boundary of the study area (task 8) is the Port Jefferson harbor from Harbor Front Park on

the east to Beach Street on the west and extends south to include the southern properties along East and West Broadway (see figure 2.4.1-1).

The Main Street corridor is included from the intersections of East and West Broadway to Maple Place and including the properties and municipal parking lots on both the east and west sides and including East Main Street.

Uptown the area is from North Country Road and Sheep Pasture Road at the north to the LIRR tracks at the south, Walnut Street at the east and Texaco Avenue at the west.

## *2.4.2 Natural Features*

The Village of Port Jefferson is sited on the north shore of Long Island, New York on the southern end of Port Jefferson Harbor. It has a population of 8,140. The entire downtown area of the study site is less than 20 feet above sea level. It is bounded on the east by steep hills rising to 260 feet and to the west with hills rising to 160 feet above sea level. The upper Port Jefferson area to the south is approximately 180 feet above sea level. The boundaries of the Incorporated Village virtually define a water shed area to the harbor.

Port Jefferson harbor is a deep water port with a federal navigation channel which runs the entire two-mile length of the harbor from Long Island Sound to the extreme southern end, at the Port Jefferson Village waterfront. This channel, which serves deep-draft commercial vessel traffic, is authorized for a 40-foot depth and a 350-foot width (actual depths range from 16 to 26 feet). A 700-foot by 1,400-foot turning basin is situated at the south end of the federal channel which is intended for use by larger vessels maneuvering at the head of the harbor.

Port Jefferson Harbor generally contains deep water throughout its full width (19 to 30 feet in the central reach, and 10 to 14 feet at the southern end), which is adequate for the needs of recreational vessels.

The Village of Port Jefferson is sometimes referred to as the Village of Seven Hills. Its hills are part of the glacial moraines that characterize the North Shore of Long Island. The presence of the steep slopes makes management of stormwater runoff especially important.

The hills of Port Jefferson ultimately slope down to the valley that is the Downtown commercial district. This low-lying area historically included tidal marshes and ponds. The Mill Creek is a remnant of that period. The low-lying areas of the Downtown were subjected to flooding before the tide gate was installed at the discharge of the Creek. Stormwater discharges also require tide gates to prevent surcharging of stormwater manholes during storm high tides. Figure 2.4.2-1 shows the Study Area topography.

### *2.4.2.1 Mill Creek*

Mill Creek is a small tributary located in the downtown of the Village of Port Jefferson west of Main Street. The creek collects runoff from a large watershed that includes the urbanized downtown area. Mill Creek is a major outfall into the Port Jefferson Harbor, subsequently draining to the Long Island Sound and influencing these critical natural resource's water quality and biological systems.

The Village commissioned a Watershed Management Plan for the 2,900-foot long Mill Creek and the final report dated December 2010 (reference g) included a watershed characterization, and a drainage and habitat assessment for the Mill Creek watershed. The report authors make recommendations for



PROJECT AREA

FIGURE 2.4.1-1



FIGURE 2.4.2-1

stormwater pollutant mitigation and Creek corridor restoration. The report 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 report authors identified 28 outfalls discharging to the Creek.

A plume of contaminated groundwater from the Lawrence Aviation site intercepts the Creek. According to the report, the plume includes VOC's, TCE, PCE, and 1, 2-DCE and Creek sediments are contaminated with TCE. This contamination is currently being remediated by the EPA.

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 occurring at high tide and allows a restricted volume of tidal flow into the Creek (reaching almost Barnum Avenue).

The Report makes recommendations. 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. Also recommends day lighting the creek from West Broadway to the Harbor as an aspect of this Plan.

### *2.4.3 Existing and Adjacent Land and Water Uses, Buildings*

The Port Jefferson Harbor Complex (see ref. h, Port Jefferson Harbor Complex Harbor Management Plan, March 1999) is of economic significance at many levels including local, regional, state, and federal. The Harbor supports a diversity of economic activities, which provide tax revenues and jobs. The major economic resources consist primarily of the following water-dependent uses and support facilities that generate millions of dollars that are vital to the local and regional economy:

- the Harbor supports regionally significant commercial and recreational fishing activity, a tradition dating back to the 17<sup>th</sup> century, due to the productive shellfish and finfish grounds in both the Harbor and adjacent Long Island Sound waters
- the Harbor supports a major recreational boating industry, as thousands of recreational boaters are attracted to its waters due to the shelter it provides, the clean and scenic environment, the variety of shops and restaurants, and the activities of the bustling commercial harbor area
- the Bridgeport-Port Jefferson Ferry Co. shuttles thousands of people, cars, and trucks between Connecticut and Port Jefferson
- an electric power plant which uses the waters of Port Jefferson Harbor for cooling, is an important component of the local tax base
- a major petroleum transfer station which imports a large percentage of the total volume of petroleum products delivered to the New York State's Long Island Sound shoreline each year
- a major aggregate transshipment business which imports a large percentage of the total volume of aggregate products delivered to the New York State's Long Island Sound shoreline each year.
- Miller Marine which is a marine rescue towing and environmental response operation.

The downtown area of Port Jefferson in the grant study area adjacent to the harbor includes a variety of shops, restaurants, banks, churches, residential apartments, parks, historic structures and Danfords Inn and Marina. A detailed list of building structures in this downtown area is shown on Appendix 2.4.3. Land use and ownership along the waterfront is shown on figure 2.4.3-1.

At the west end is the Brookhaven Boat Ramp and Trailer Parking. Within this site is the access to the Boat Place on its northern boundary and the Carafitis Fishing Station, private businesses that have leasing arrangements with the Town of Brookhaven parking lot. The central area is occupied by Brookhaven, a small park, a vacant building previously owned by the Suffolk County Water and Sewer Authority and the Chamber of Commerce. Brookhaven operates a marina at the harbor and also leases an area for commercial fishing crafts businesses. At the east end is the Bridgeport - Port Jefferson Ferry operation and Danfords Inn and marina with Village parking. The south side of East and West Broadway is occupied by commercial enterprises and the Port Jefferson Village Hall. Main Street and Barnum Avenue terminate at West Broadway.

#### *2.4.3.1 Land and Ownership Pattern*

In the study area, the Town of Brookhaven owns the land from West Broadway north to the harbor, Beach Street at the west to the Bridgeport-Port Jefferson Ferry on the east. The Bridgeport-Port Jefferson Ferry operation is private with a portion of the property belonging to the Town of Brookhaven. East of the Ferry is the Brookhaven Bayles Park, Port Jefferson Village parking and walk along the harbor and private property owned by Danfords Inn. Main Street downtown consists of private buildings lining the street and Village owned and managed parking behind, on both the east and west side. Uptown, the Main Street buildings are also privately owned and the Village has a parking lot to the east and maintains the LIRR railroad parking at the south, on both the east and west side of Main Street.

#### *2.4.4 Historic Areas and Structures*

The Port Jefferson Village Historic District which is in and adjacent to the grant study area was listed on the National Register of Historic Places in 2005. Portions of the text below were adapted from a copy of the original nomination document<sup>1</sup>. Adaptation copyright © 2008, The Gombach Group.

*The Port Jefferson Historic District includes a mix of residences, commercial buildings and a church on East Main Street, which extends south from the harbor, and residences on eight streets which rise up the hillside east of that street. The district is composed principally of residences which date from 1800 to 1915, with the vast majority being Greek revival style and Italianate style dwellings built from the 1840s through the 1870s. Within the district are 96 contributing primary buildings and 34 non-contributing primary buildings. Among the 34 non-contributing principal buildings are 19 heavily-altered buildings dating from the period of significance and fifteen buildings constructed after 1917. There are 24 non-contributing accessory buildings, nearly all garages dating from after the period of significance, and 2 contributing outbuildings.*

*The historic district includes the concentration of residential development which occurred during the peak years of shipbuilding, from the 1840s to the 1870s, in the area directly adjacent to the shipyards on the south and east shores of Port Jefferson Harbor. The area outside the boundaries of the district is characterized either by recent redevelopment or by residential neighborhoods having a much greater proportion of houses built after the 1870s and no directly connected to the historic context. The waterfront, which was the location of the shipyards, was redeveloped in the late-twentieth century and has lost integrity. The Bayles Shipyard (Harborfront Park), which adjoins this historic district, is the only shipyard*

*site in this area which retains some integrity. The area west of East Main Street is a commercial district characterized by more late-twentieth-century redevelopment. East Main Street itself, south of the district boundary is also marked by recent redevelopment.*

The following historic structures are within the grant study area adjacent to the harbor:

Roe House – Built 1682 currently used as the Chamber of Commerce located at 118 West Broadway.

Drowned Meadow House – CIRCA 1755, currently used as a Revolutionary War era museum structure documenting the Culper Spy Ring. Located at the SW corner of Barnum Ave. and West Broadway.

Chandlery Building – Re-Built 1897, originally a Chandlery for the Bayles Shipyard currently used as a maritime children’s museum (The Explorium) and offices for non-profits.

Village Center – Built 1917, originally used as a machine shop and drafting area for the construction of steel ships at the Bayles Shipyard. Currently used as the Port Jefferson Village Center.

Selah Hulse Store CIRCA 1770 – Currently used as a private residence, East Main Street.

Elisha Bayles House CIRCA 1798 – Currently used as a private residence, East Main Street.

Original Congregational Church 1855 - Corner of East Main Street and Prospect Street.

First Presbyterian Church CIRCA 1912 – Corner of Main Street and South Street.

LIRR Train Station 1902

Masonic Hall 1854 - Main Street

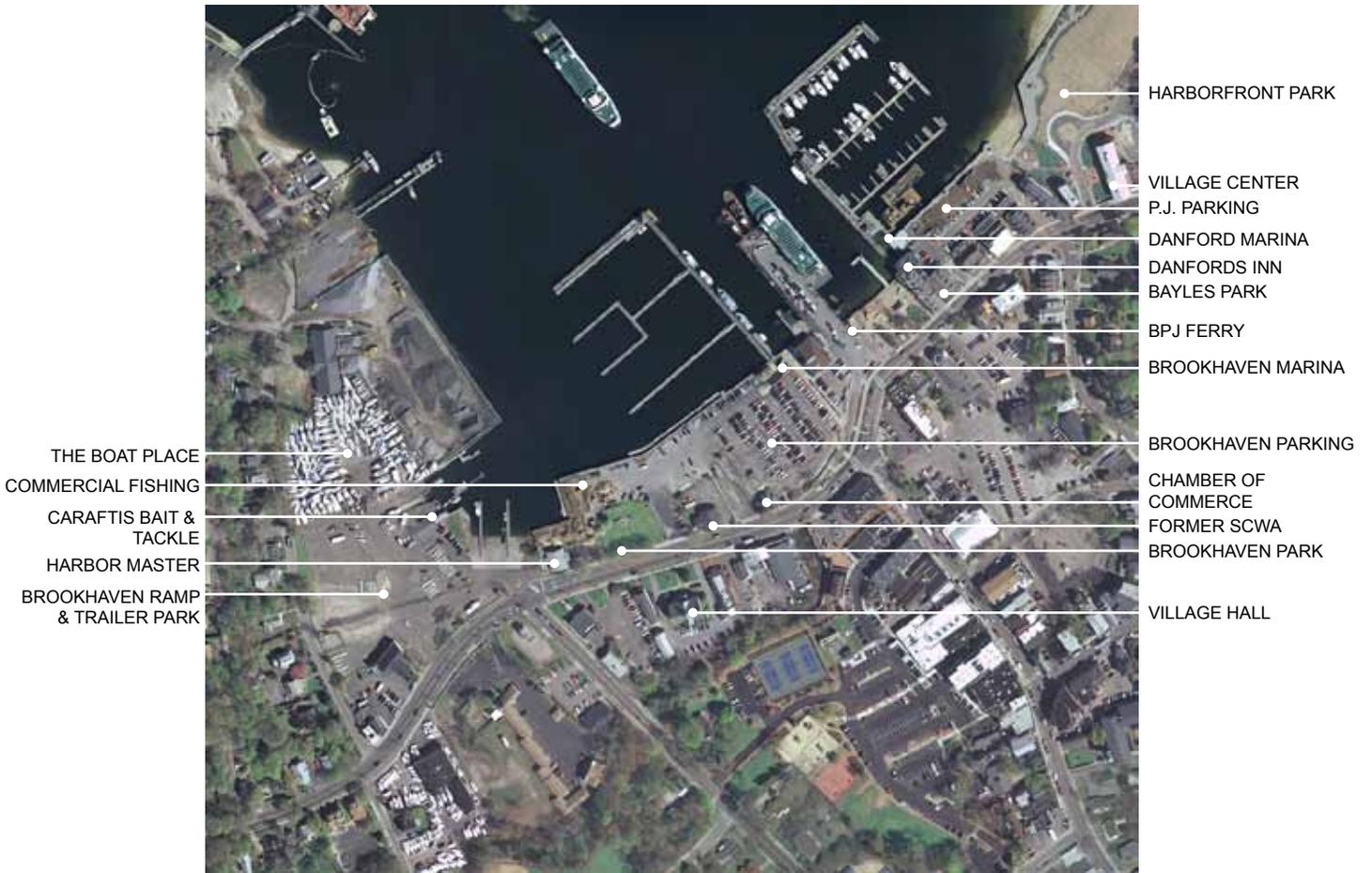
Town of Brookhaven Tax Office Bldg. - Corner of East Main Street and Main Street

## **2.5 CURRENT ZONING (Task 12A)**

Figure 2.5-1 shows the recently revised Marina – Waterfront District zoning. These proposed changes have been approved by both the Suffolk County Planning Department and the Village.

The harbor front north of West and East Broadway is zoned Marine Waterfront. There are two categories; MW1 which is the portion west of the Brookhaven boat ramp and MW2 east of that. MW1 permitted use is parkland with a number of conditional water related or dependent uses. MW2 has 7 Permitted Uses; parkland, recreational marinas, open charter recreational fishing boat operation, open charter sailing and sight-seeing boat operations, yacht clubs, marine rescue and towing and environmental response and non-profit educational research vessels, and ferry.

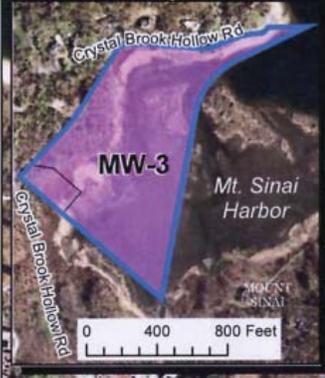
The study area of Main Street downtown is Zoned C1 and uptown is C2 and the regulations are the same for both. The C1 and 2 are for commercial and office uses with the possibility of residential above the ground floor as a conditional use. It permits building heights of up to 35 feet and a floor area ratio of 2 (2 times the lot area). There are also parking requirements for commercial, office and residential uses.



LAND USE AND OWNERSHIP

FIGURE 2.4.3-1

# INCORPORATED VILLAGE OF PORT JEFFERSON MARINA - WATERFRONT DISTRICT



**ZONING**  
 Village of Port Jefferson  
 Town of Brookhaven  
 Suffolk County, New York

**Legend**

- Study Area Boundary
- Zoning**
- Marina Waterfront 1 (MW-1)
- Marina Waterfront 2 (MW-2)
- Marina Waterfront 3 (MW-3)
- Single Family Residential (R-B2)
- Waterfront Public Utility (WP)

FIGURE 2.5-1

## **2.6 TRANSPORTATION SYSTEMS (Task 12A)**

Port Jefferson is connected to a regional road system as well as its local street system. It also has public transportation, including the Long Island Railroad – Port Jefferson line, Suffolk County Transit bus lines and the Bridgeport-Port Jefferson Ferry Co. There are also designated bicycle routes through the Village.

### **2.6.1 Existing Conditions at the Ferry**

The Bridgeport – Port Jefferson Ferry Company provides daily scheduled ferry service for automobiles and passengers between Bridgeport Connecticut and Port Jefferson. The service between these two towns is approximately a 1 hour and 15 minute ride across Long Island Sound, for vehicles and *walk*-on passengers. It operates normal, summer peak and holiday schedules. During normal service September 5 to May 1, it provides service every hour and a half from 6am to 6pm and every two hours from 6 – 8pm. During the summer from May 1 to September 5 it provides service every hour and a half, and every hour on Friday and Sunday and Saturday mornings, leaving on the hour or half hour in most cases. The fare is \$18.00 foot passenger, \$13 senior, \$54 car & driver & \$15 additional passenger, \$30 motorcycle.

The Company operates three ferry boats, two with a 110 car capacity and the third less. There are also “foot passengers” that enter the rear end of the ferry, but at times through the car ramp. Approximately 390,000 vehicles and 800,000 passengers utilize the ferry annually.

The Ferry terminal is at the end of Main Street and the intersection of East and West Broadway. It consists of a terminal building with operation offices and ticket sales, a pier approximately 300 feet long in the harbor for loading and unloading passengers and cars. There are two loading ramps on each side of the pier that adjust to the tide changes. The western ramp was built after 9/11 to address issues of security and is in an awkward relationship to the terminal building and creates pedestrian and automobile conflicts. The area between East Broadway and the pier is dedicated to cars maneuvering onto and off the ferry. There is only a sidewalk of public space for pedestrian traffic to cross from east to west and much of the sidewalk is cut off by the driveway into the Ferry operation. At peak, cars are also backed up onto East Broadway, causing traffic problems.

### **2.6.2 Suffolk County Transit Bus System**

The Suffolk County Transit has public bus transportation through Port Jefferson as noted below:

- Route S60     Smithhaven Mall – Gordon Heights
- Route S61     Patchogue – Port Jefferson
- Route S62     Hauppauge – Riverhead
- Route S69     Night – Smithtown Mall – Port Jefferson
- Route S76     Stony Brook – Port Jefferson

There are bus stops for travel west on West Broadway at the Chamber of Commerce and west of Barnum Street and traveling east at the corner of West Broadway and Main Street.

There are bus stops uptown at the train station for northbound buses and near Linden Place for buses going south.

### **2.6.3 Long Island Railroad**

The Long Island Rail Road (MTA) provides commuter rail service between New York City and Port

Jefferson, with peak and off-peak service. There are approximately 1,000 commuters that use the Port Jefferson station daily. The Long Island Rail Road Penn Station-Port Jefferson commuter rail line has 21 stations and the ride is two hours long. A few peak hour trains, that have fewer stops, takes between 1 hour and 44 minutes to 1 hour and 55 minutes. The fare to Penn Station is \$16.25 one-way peak, \$11.75 off-peak, \$8.00 senior, with 10 trip, weekly and monthly available.

The peak hour weekly trains run 8 trains from 4:18 am to 7:35 am, averaging every 25 minutes, from Port Jefferson to Penn Station in the morning, and 8 trains from 4:19 pm – 7:22 pm, averaging every 23 minutes from Penn Station to Port Jefferson.

During off-peak hours, there are 13 trains from Penn Station to Port Jefferson and 11 from Port Jefferson to Penn Station. These average one per hour during the frequently traveled times. For the weekend schedule, there are 14 trains per day running in each direction and they average approximately every hour and a half.

#### *2.6.4 Streets and Sidewalks*

West Broadway and Main Street in downtown and upper Port Jefferson is a New York State Highway Route 25A. The Village road and street network is under the jurisdiction of the Village of Port Jefferson Department of Highways.

##### *2.6.4.1 Sidewalk Widths*

Stakeholders remarked that sidewalks are congested in the summer season and would be more comfortable if wider. Measurements at various locations (figure 2.6.4.1-1) confirm that sidewalks are narrow in certain locations and are seasonally overwhelmed because of the numbers of pedestrians.

Main Street sidewalks vary from six to eleven feet wide, with eight to nine foot widths along most of the segments between Broadway and East Main Street. East Broadway sidewalks are eight to nine feet wide, but West Broadway sidewalks (between Main Street and Barnum Avenue) are only four to five feet wide. East Main Street sidewalks are eight feet wide and Arden Place sidewalks are six feet wide.

In addition, sidewalks throughout the Downtown and Waterfront area have various obstacles, such as ground-mounted signs, utility poles, and sporadic streetscape elements, which impede pedestrian flow by reducing the available width.

Pedestrian access from Main Street and East Main Street to the Village parking lots is spotty and with few exceptions, unattractive. Poor connections between Downtown and the Waterfront make pedestrian access to and from the Waterfront difficult. There are few clear crosswalks on west Broadway and a narrow sidewalk. The walkway along Mill Creek ends at West Broadway.

Uptown sidewalks are addressed in Section 4.0 Uptown.

#### *2.6.5 Existing Downtown Parking*

Parking data analysis (task 11) for the various Village parking areas was performed with tabulated parking meter data from 2009 which is also representative of conditions in 2010/2011. These 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 shown in Table 2.6.5-1 had the busiest overall parking demand.



Figure 2.6.4.1-1 Measured Sidewalk Widths

**Table 2.6.5-1 Dates with the Busiest Parking Demand**

Rank	Day	Date	Weather *
1	Saturday	September 5 Labor Day Weekend	Clear
2	Sunday	September 6 Labor Day Weekend	Clear
3	Sunday	August 30 Week Before Labor Day	Clear
4	Friday	September 4 Labor Day Weekend	Clear
5	Monday	September 7 Labor Day	Clear
6	Saturday	August 22 2 Weeks before Labor Day	Rain
7	Sunday	September 13 Week after Labor Day	Clear
8	Sunday	August 23 2 Weeks before Labor Day	Clear
9	Friday	August 21 2 Weeks before Labor Day	Trace of rain
10	Saturday	August 29 Week before Labor Day	Rain

\* 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 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.

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.

### 2.6.5.1 Downtown Parking Count Results

The parking counts confirmed what many in the community and on the Village’s parking committee already know: 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 four 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 readily locate. Drivers often miss the single available spaces until they have passed them, and there are often subsequent circulating drivers preventing them from backing up to enter the space.

Drivers must circulate on Village roads more slowly and make repeated circuits in their search for parking (presuming the driver does not simply give up and go 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 five percent vacancy, while spread out and/or large lots are typically designed for 15% vacancy. For the purposes of the Waterfront Study the goal was a 10 percent vacancy rate, given the multiple lot locations.

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 street-space accommodation of “25 feet per parallel space” for any street spaces that are not individually delineated. There are several parking lots south of the downtown study area that are being utilized as shared parking through formal and informal agreement. For instance the Barnum House CVS lot has 107 spaces and an agreement with the Village to provide 25 spaces for downtown commercial employees.

Table 2.6.5.1-1 lists available downtown parking overall during the parking counts. Table 2.6.5.1-2 follows and details the parking count results, keyed by location (figures 2.6.5.1-1 and 2).

**Table 2.6.5.1-1 Downtown Village Parking**

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

An additional 174 spaces are required to yield a 90 percent occupancy rate ( $1568/0.9$ ) 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.

## 2.6.6 Existing Downtown Traffic Study (Task 11)

### 2.6.6.1 Traffic Data Collection

Engineers performed rotating full-day traffic and parking counts of the Waterfront and Downtown area on Saturday, August 28, 2010. A “rotating interval” reflects counts being performed at the study intersections in subsequent 30-minute intervals. For example, the first intersection was counted from 12:00 - 12:30 pm, the next intersection was counted from 12:40 - 1:10 pm, and so on until all five intersections were counted, and then the process was repeated for a second period. This was the weekend before Labor Day weekend, which (based on parking meter data provided by the Village) is historically one of the busiest weekends of the entire summer in the Downtown. Conditions during the counts were very conducive to visiting: sunny and warm (75-85 degrees).

The following intersections were counted in rotating intervals during two periods of the day:

- Period 1: Early Afternoon, 12:00-2:30pm
- Period 2: Late Afternoon/Early Evening, 3:00-5:30 pm

#### TRAFFIC COUNT LOCATIONS:

1. Main Street at Barnum Avenue
2. Main Street at East Main Street
3. East Main Street and East Broadway
4. Main Street and West Broadway
5. West Broadway and Barnum Avenue

Space Occupancies:

EAST Locations	1	2	3	4	5	6	7	8	Ferry Employee Lot	* MAIN STREET Street Parking	* E MAIN ST Street Parking	* PROSPECT ST Street Parking	* ARDEN PL Street Parking	TOTAL:
Occupied - Count 1	11	67	144	73	7	24	21	96	11	33	78	10	20	595
Occupied - Count 2	14	78	184	63	14	25	16	98	15	40	107	13	20	687
Provided	38	91	181	67	20	25	32	99	16	46	84	15	24	738

WEST Locations	1	2	3	4	5	6	7	8	Ferry Employee Lot	* WEST BROADWAY Street Parking	TOTAL:
Occupied - Count 1	299	69	22	2	9	15	12	15	3	155	628
Occupied - Count 2	299	95	35	7	7	23	8	16	13	238	814
Provided	299	106	35	24	8	21	13	17	19	258	830
										16	1,568

OVER CAPACITY

Percentage Occupancies:

EAST Locations	1	2	3	4	5	6	7	8	Ferry Employee Lot	* MAIN STREET Street Parking	* E MAIN ST Street Parking	* PROSPECT ST Street Parking	* ARDEN PL Street Parking
Occupied - Count 1	29%	74%	80%	109%	35%	96%	66%	97%	69%	72%	93%	65%	83%
Occupied - Count 2	37%	86%	102%	94%	70%	100%	50%	99%	94%	87%	127%	85%	83%
WEST Locations	1	2	3	4	5	6	7	8	9	10	11	WEST BROADWAY	
Occupied - Count 1	100%	65%	63%	8%	113%	71%	92%	88%	16%	60%	43%	100%	
Occupied - Count 2	100%	90%	100%	29%	88%	110%	62%	94%	68%	92%	36%	100%	
TOTALS			AVAILABLE		AVAILABLE w/o RESERVED								
Count 1	1,223	78%	Count 1	345	As low as 156								
Count 2	1,501	96%	Count 2	67	As low as 0								

Table 2.6.5.1-2 Parking Counts

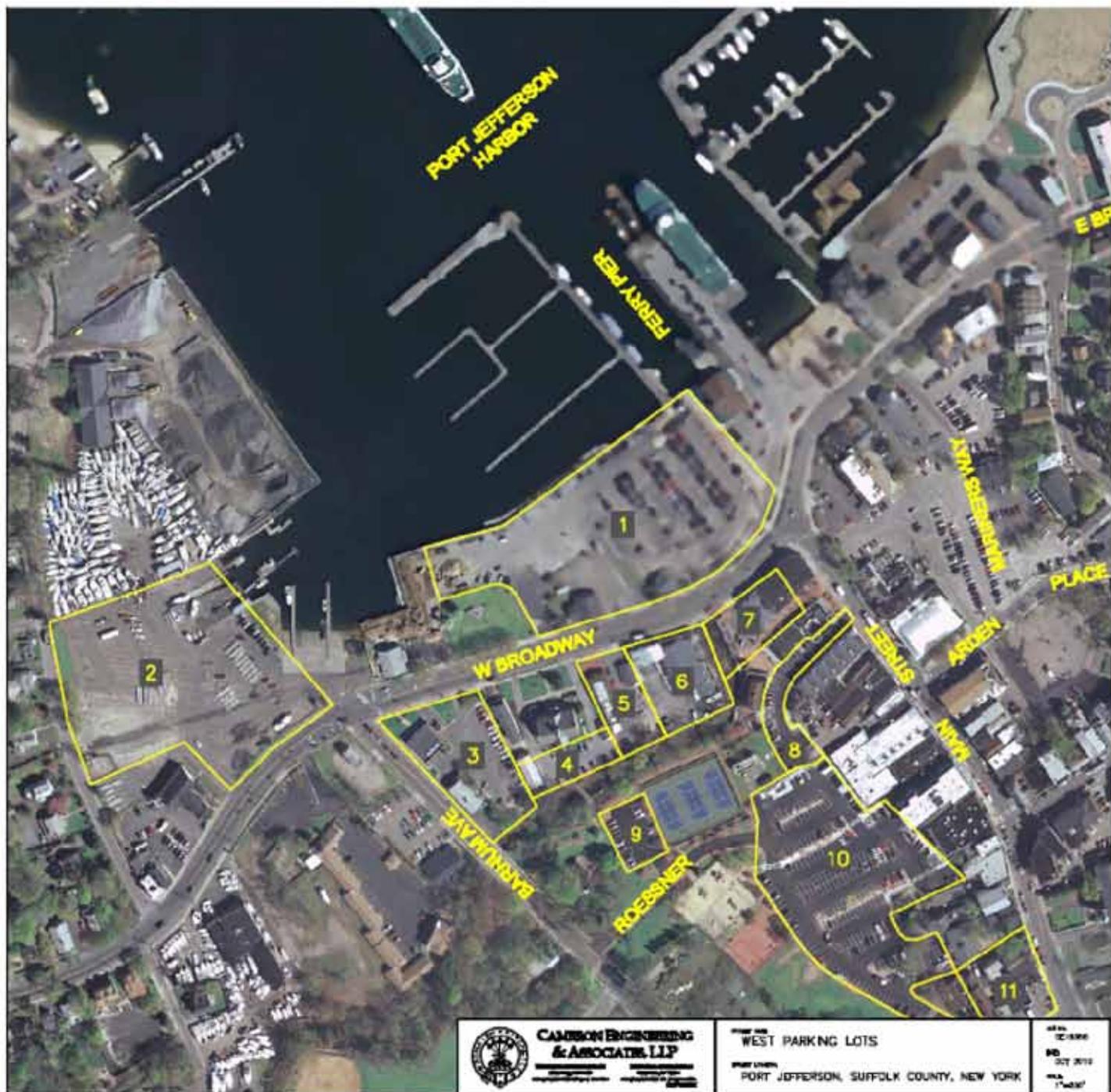


Figure 2.6.5.1-1 West Parking Lot Count Locations

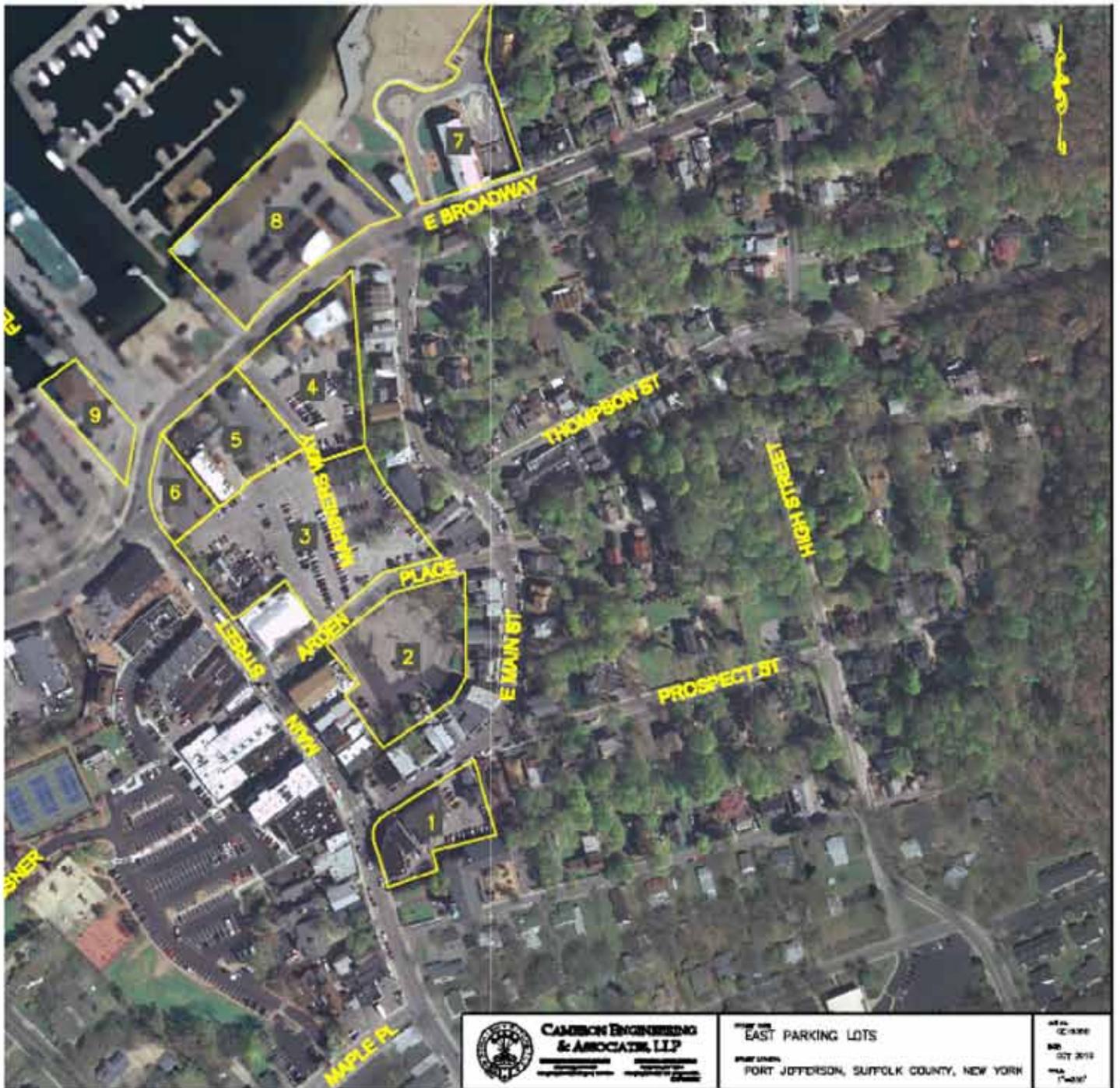


Figure 2.6.5.1-2 East Parking Lot Count Locations

The traffic counts were utilized to determine peak conditions traffic flow quality, described by traffic engineers as “Level of Service” (LOS).

An intersection’s LOS describes its quality of traffic flow, and ranges in grade from LOS “A” (relatively congestion-free) to LOS “F” (congested). LOS grades are based on average delay, measured in “seconds per vehicle”, and the threshold delays for each grade depend on whether the intersection is controlled by a traffic signal or stop sign.

### 2.6.6.2 Traffic Counts

An intersection’s Level of Service (LOS) describes its quality of traffic flow, and ranges in grade from LOS “A” (relatively congestion-free) to LOS “F” (congested). LOS grades are based on average delay, measured in “seconds per vehicle”, and the threshold delays for each grade depend on whether the intersection is controlled by a traffic signal or stop sign. Existing LOS analyses were performed using Synchro version 8, a computer program that adheres to the guidelines in 2010 *Highway Capacity Manual (HCM 2010)*.

Anecdotally, it is known that vehicle congestion is a problem at the Main Street and Broadway intersection, where indecision, marginal sight lines, and vehicle-pedestrian interactions slow the flow of traffic. Based on the flashing yellow display, Main Street traffic must stop for crossing pedestrians only. However, even with no pedestrians, it is often difficult for northbound Main Street drivers to see when they can make their turn onto Broadway due to the geometry of the intersection that limits the views onto West Broadway. In addition, there are many drivers in the area during the summer who are unfamiliar with the intersection and its “flashing yellow-flashing red” traffic control; these drivers are more likely to stop at the stop line even in the absence of crossing pedestrians. These hesitant behaviors are not possible to model with Synchro software, so the software likely under-reports the northbound delay, when incorporating the actual traffic control into the model. A second set of analyses was done to get a better picture of northbound delay/queuing: analyzing the intersection with Main Street having a stop sign yields a likely over-estimated northbound delay, but the two results provide a range of delay for Main Street. In other words, the true “summer peak delay” is in between the provided results.

Based on the peak summer traffic counts, the Main Street/Broadway approach is operating at a failing LOS F, with lengthy queues approaching Broadway. Cars parking often cause additional delays. Other area intersections (Main Street at East Main Street, East Main Street and Broadway, and Main Street-Route 25A at Barnum Avenue) operate better, with LOS grades ranging from A to D during peak summer conditions. The Existing traffic flow quality (Task 11) is summarized in Table 2.6.6.2-1 and figure 2.6.6.2-1.

*The following general recommendations are made:*

- 1. Given the existing traffic volume, and the seasonal aspect of traffic and pedestrian volumes, the intersection will not warrant a full traffic signal. However, removing on-street parking on east side will reduce friction between parking/exiting vehicles and through-moving vehicles, which will in turn reduce travel delay at and near the Main Street/Broadway intersection.*
- 2. Appropriate pedestrian-related improvements could include enhanced crosswalks at each approach (e.g. patterned concrete), pedestrian hand/man symbolic walk-don’t walk signals with countdown timers at each approach, a raised intersection, and/or a HAWK signal (an overhead flashing beacon that alerts drivers to pedestrians in the crosswalk.)*

3. We note that the ability to adjust stop lines and crosswalks is limited, and the most critical sight line is between eastbound West Broadway and northbound Main Street. The ability to shift the Main Street crosswalk and stop line north is limited by the sizeable utility pole and by drainage inlet at the southeast corner of the intersection (because it is not desirable to route pedestrians immediately adjacent to a large ground-mounted pole). At a minimum, it would be necessary to relocate the catch basin to meet ADA requirements, and it could be required to also relocate the utility pole to avoid the encroachment into the available "elbow room" that pedestrians need.

## **2.7 INFRASTRUCTURE**

The Mill Creek report (ref. g) 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 are old, may need repair or replacement, and may have illicit connections. The major culvert under the Meadows parking lot is located under two potential locations for a parking garage. The Village would have to move the culvert before constructing a garage. However, there may be good reason to move the culvert even without a garage. 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 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 landscape amenity to the Creek corridor.

### **2.7.1 Wastewater Infrastructure**

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 sewerage, opportunities for treatment plant consolidation, treatment plant expansion, and future capacity needs.

The existing sewer district extends through the entire Waterfront and downtown. The Suffolk County Department of Public Works (SCDPW) reports that the Port Jefferson wastewater treatment plan 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.

## **2.8 NEEDS AND OPPORTUNITIES (Tasks 9 and 10)**

As a result of the first public meeting held on Sept. 15, 2010 to obtain public input regarding community and local waterfront issues, needs and opportunities for the Village of Port Jefferson were identified.

### **NEEDS:**

- Create a continuous sequence of public spaces on the Waterfront from Centennial Park to Barnum Avenue
- Better visual connection of the downtown to the harbor
- Better pedestrian connections to the Harbor

Table 2.6.6.2-1

**EXISTING TRAFFIC FLOW QUALITY (LEVELS OF SERVICE)**  
**SUMMER SATURDAY, PEAK HOURS**

1) Main Street at East Broadway

Actual Sign Control				Modeled Main Street Stops		
Hour 1	Hour 1 Delay	v/c Ratio	LOS	Hour 1 Delay	v/c Ratio	LOS
Eastbound	389.6	1.77	F	0.0	0.17	A
Right	8.1	.11	A	0.0	0.13	A
Westbound Left	*	*	-	9.9	0.14	A
Through	67.3	0.85	F	0.0	0.13	A
Northbound Left	0.0	0.11	A	47.8	0.84	E
Right	0.0	0.11	A	47.8	0.84	E
INTERSECTION	*	-	F	14.4	-	B
Hour 2	Hour 2 Delay	v/c Ratio	LOS	Hour 2 Delay	v/c Ratio	LOS
Eastbound	*	3.21	F	0.0	0.21	A
Right	*	3.21	F	0.0	0.13	A
Westbound Left	*	*	F	12.2	0.26	B
Through	794.1	2.62	F	0.0	0.23	A
Northbound Left	0.0	0.07	A	935.0	2.87	F
Right	0.0	0.07	A	935.0	2.87	F
INTERSECTION	*	-	F	185.8	-	F

As the above table shows, the delay on Main Street has a wide potential range: it was not observed as high as 935 seconds, so this is a significant over-estimate of northbound delay. However, the actual delay is much higher than "zero seconds" which would be associated with a flashing yellow light and true uninhibited operation.

2) EastWest Broadway at Barnum Avenue

	Hour 1 Delay	v/c Ratio	LOS	Hour 2 Delay	v/c Ratio	LOS
Eastbound	13.7	0.54	B	9.7	0.37	A
Right	10.6	0.13	B	8.1	0.08	A
Westbound Left	6.6	0.45	A	4.2	0.15	A
Through	5.9	0.37	A	4.3	0.24	A
Northbound Left	29.2	0.60	C	37.3	0.71	D
Right	22.7	0.03	C	23.3	0.03	C
Southbound LTR	22.8	0.05	C	23.5	0.05	C
INTERSECTION	11.7	-	B	12.0	-	B

3) Barnum Avenue at Main Street

	Hour 1 Delay	v/c Ratio	LOS	Hour 2 Delay	v/c Ratio	LOS
Eastbound Left	24.5	0.01	C	30.3	0.07	D
Through-Right	12.5	0.27	B	12.3	0.24	B
Westbound LTR	14.8	0.03	B	0.0	0.00	A
Northbound Left	8.5	0.11	A	8.3	0.12	A
Through-Right	0.0	0.23	A	0.0	0.29	A
Southbound TR	0.0	0.21	A	0.0	0.19	A
INTERSECTION	3.3	-	D	3.0	-	D

4) Main Street at East Main Street

	Hour 1 Delay	v/c Ratio	LOS	Hour 2 Delay	v/c Ratio	LOS
Westbound LR	21.9	0.34	C	22.8	0.33	C
Northbound LR	0.0	0.26	A	0.0	0.21	A
Southbound LR	1.1	0.03	A	2.0	0.06	A
INTERSECTION	3.2	-	D	3.7	-	D

5) East Broadway at East Main Street

	Hour 1 Delay	v/c Ratio	LOS	Hour 2 Delay	v/c Ratio	LOS
Eastbound TR	0.0	0.22	A	1.4	0.04	A
Westbound LT	1.5	0.04	A	21.3	0.34	C
Northbound Left	29.5	0.52	D	19.2	0.23	C
Right	0.0	0.00	A	0.0	0.00	A
Southbound LTR	16.9	0.20	C	0.0	0.00	A
INTERSECTION	7.1	-	D	5.1	-	D

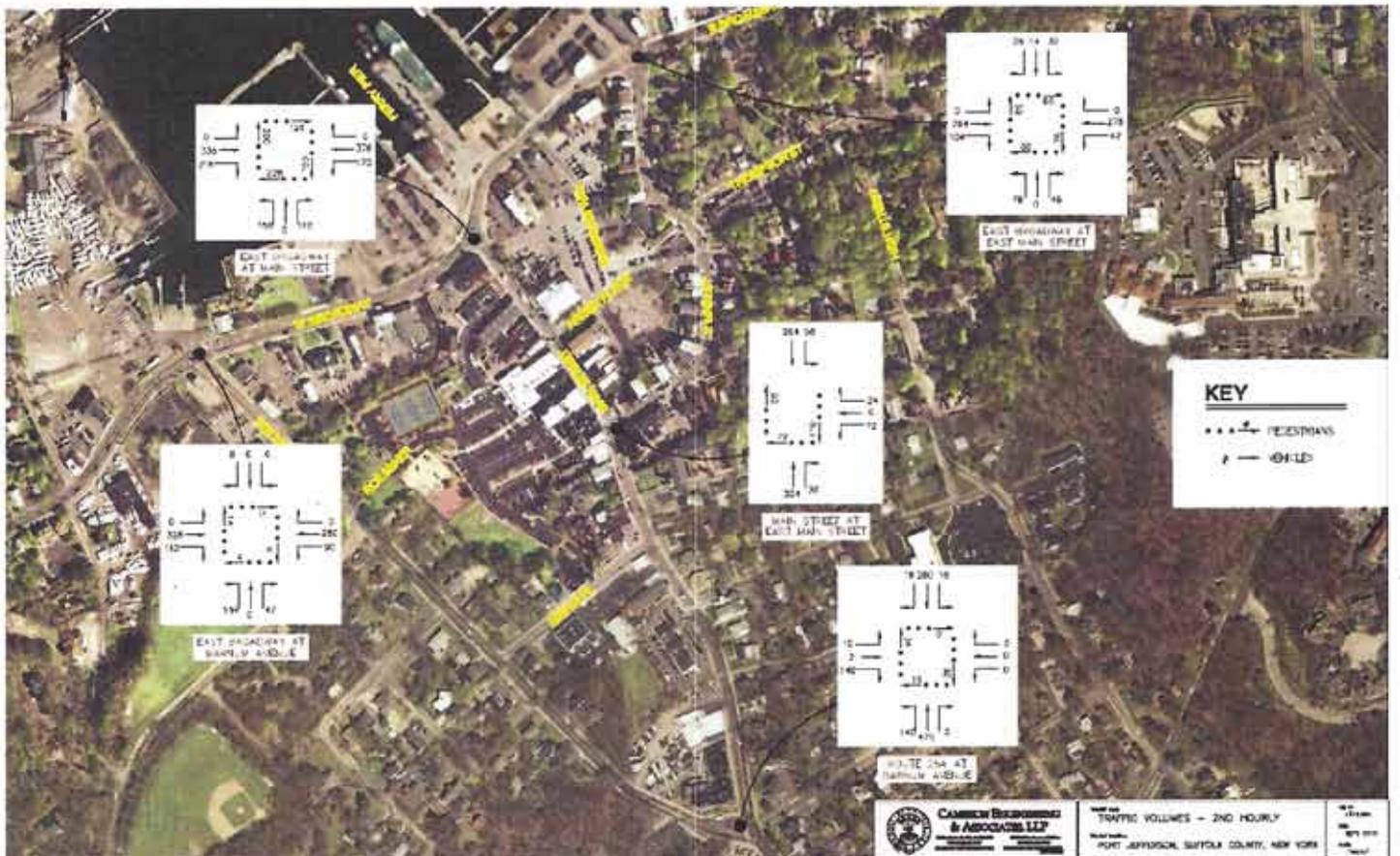
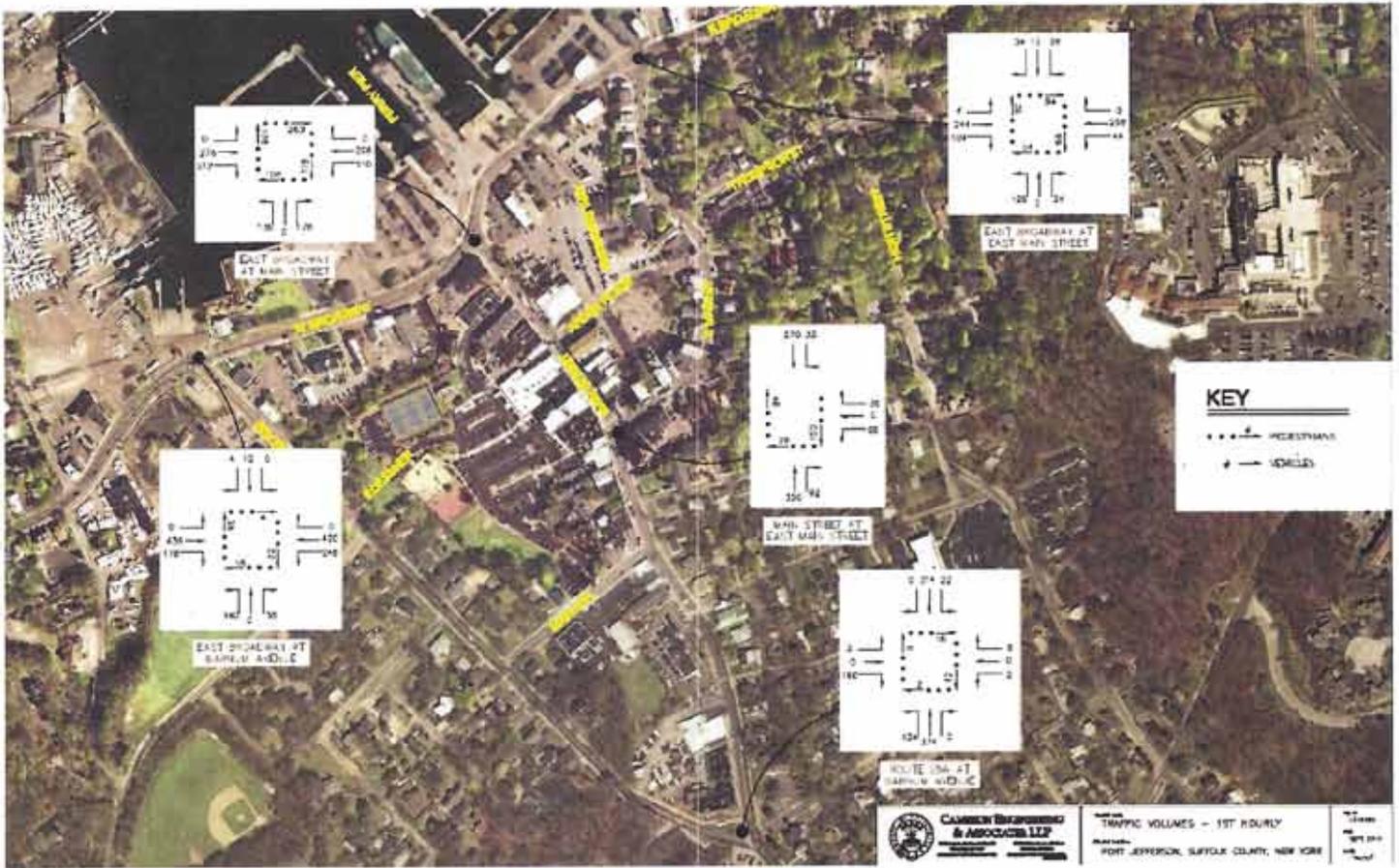


Figure 2.6.6.2-1 Traffic Volumes

- Ecologically sensitive uses at the harbor
- The Village does not have a sense of the “center of town”
- Better pedestrian east-west connection across the ferry entry
- Better automobile traffic flow into the ferry at peak summer hours
- Safer traffic conditions on downtown and uptown Main Street
- Wider and aesthetically designed downtown Main Street sidewalks
- Safer and aesthetically designed uptown Main Street sidewalks
- Better system to locate spaces in public off-street parking
- More parking for peak summer demands

The opportunities for Port Jefferson are:

- The Brookhaven Parking lot is not a water related or dependent use other than the needs to operate its Marina and there are other means to accommodate a majority of this parking elsewhere
- Changing asphalt to green landscape is ecologically sensible and other landscape elements and alternate means related to drainage and use of runoff are possible
- Better pedestrian east-west connection across the ferry entry can help the ferry operation
- The ferry company needs to relocate its terminal to operate its new docking ramp and address other safety issues created by the proximity of pedestrian needs
- Needed ferry changes will provide better automobile traffic flow into the ferry at peak summer hours
- Removing parking on one side of Main Street downtown would help create safer traffic conditions downtown and permit wider and aesthetically designed sidewalks
- Removing parking on one side of Main Street uptown would allow for new turning lanes and improve traffic flow
- Safer and aesthetically designed uptown Main Street sidewalks would help the economy of Main Street shops
- A better system to locate spaces in public off-street parking would help traffic flow
- Obtain public input and recommendations on building parking garage(s) downtown to provide additional parking particularly during congested summer months.

## 3 REVITALIZATION PLAN DEVELOPMENTS

### 3.1 SCHEMATIC DESIGNS FOR THE HARBOR – PUBLIC MEETING (Tasks 12B, 12C and 12D)

Three Schematic Designs and a number of more specific design alternatives were presented to the community on June 8<sup>th</sup> 2011 from 7-9 pm at the Port Jefferson Village Center. Approximately 60 people attended. The presentation included a visual power point and a questionnaire, coordinated with the power point that was handed out and collected at the end of the evening. The images of the power point were also displayed on boards. The presentation was made without public comment or questions and then repeated for public participation and request to complete the questionnaire. The questionnaire provided the basis for the Preferred Design. The notes on the meeting including comments and the questionnaire are in Appendix 3.1-1.

#### 3.1.1 Schematic Design 1

The Design proposes an enlargement of the existing park at the western end of the Harbor - Figure 3.1.1-1. The cars removed from the waterfront are accommodated in a more efficient reconfiguration of the boat ramp and trailer parking west of Barnum Avenue. This Design continues to *green* the harbor front as continuous public open space while accommodating the 115 cars removed from the Brookhaven parking at the harbor and maintaining current waterfront businesses. It is the easiest to achieve and was endorsed by the Comprehensive Plan Committee and the Town of Brookhaven. The Design elements are:

1. A formal green area to Village Hall
2. War Memorial Monuments are kept in place
3. Amphitheater with mobile stage, lawn and trellised seating at the Harbor
4. Children's playground to complement Rocketship Park
5. Events area for informal fair and gatherings
6. Commercial fishing dock with access and parking (21 car spaces)
7. Re located bait & tackle and boat rental
8. Relocated boat ramp away from Barnum
9. Reconfigured trailer parking in a more efficient functional plan (76 trailer spaces and 138 car spaces)
10. Brookhaven parking relocates 115 cars from harbor front.

#### 3.1.2 Schematic Design 2

Since 44 spaces were gained in Park Design 1, Design 2 builds on this to provide a green park connection from the ferry terminal to Barnum Avenue- Figure 3.1.2-1. Paths are more formal as an alternative or compliment to the Harbor Front Park to the east and would be planted with native, shoreline related planting. The elements of Design 2 in additions to Design 1 are:

1. A Village Square to extend Main Street to the Harbor as a civic space for pedestrian gathering.
2. Open the Mill Creek where possible to reveal its connection to the harbor and create a feature.
3. Create a sustainable flower garden to beautify Broadway and Main Street.
4. Parking for 124 spaces and a pick-up-drop off area near the Marina. All but 18 existing parking spaces are accommodated in Design 1 and 2.
5. Kiosk pavilions or follies for lease to local businesses.
6. Trellises at the new benches on the board walk.
7. Public bathrooms.

### 3.1.3 Schematic Design 3

This Design is for a full green park at the Harbor to make almost everything north of West Broadway into a Harbor related public park- Figure 3.1.3-1. It assumes accommodation of 111 cars in some other suitable location. This Design also builds upon Design 1 and 2. In addition to the elements of Design 1 and 2 the elements of Design 3 are:

1. A completely continuous open creek from Route 25A to the Harbor.
2. A completed Village Square.
3. Relocation of the Ferry terminal and extension of the pier.
4. Parking for 32 cars and drop off for the Marina and Ferry.

### 3.1.4 Other Alternatives

There were also a number of alternatives for specific elements in the three Schematic Designs.

#### **New Creek to Harbor** – wood bulkhead, bridges and dam to retain water at low tide

- Design 2 - Creek partial day-lighting (as shown in Design 2)- Figure 3.1.4-1.
- Design 3 - Creek continuous open with a bridge (as shown in Design 3)- Figure 3.1.4-2.
- Design 3 - Creek with dropped areas for gathering –Figure 3.1.4-3.
- Design 3 – Partial open and no creek with alternate gathering spaces- Figure 3.1.4-4 & 5.

#### **Amphitheater**

- Amphitheater- trellis seating and portable stage area (as shown in 3 designs) – Figure 3.1.4-6.
- Amphitheater with built in stage/seating area and demountable band shell- Figure 3.1.4-7.

#### **Village Square Designs**

- Design 2 - Village Square (as shown in Design 2) – Figure 3.1.4-8.
- Design 2A -Village Square – with Ferry Terminal relocated to east with extended pier – Main Street view-corridor and more efficient ferry operation – Figure 3.1.4-9.
- Design 2B -Village Square – with Ferry Terminal relocated to extended pier – Preferred by BPJF for efficient passenger loading – Figure 3.1.4-10.
- Design 2C – Village Square - with roundabout designed for safety –Figure 3.1.4-11.
- Design 3 - Village Square – no change to ferry operation (as shown in Design 3) – Figure 3.1.4-12.
- Design 3A - Village Square – relocated Ferry Terminal to pier –larger Village Square – Figure 3.1.4-13.

#### **Village Parking at Danfords Inn and Marina** – has 96 spaces

- Green plant strip and benches at bulkhead – reinstate previous design – 91 spaces – Figure 3.1.4-14.
- Additional landscaped and events area – Danfords entry - 48 spaces – Figure 3.1.4-15.
- Larger landscaped and events area - 24 spaces – Figure 3.1.4-16.

# VILLAGE HARBOR PARK SCHEMATIC DESIGN 1

- 1- FORMAL AREA TO VILLAGE HALL
- 2- WAR MEMORIAL MONUMENTS
- 3- AMPHITHEATER W/ MOBILE STAGE
- 4- NEW CHILDREN'S PLAYGROUND
- 5- EVENT'S AREA
- 6- COMMERCIAL FISHING WITH ACCESS & PARKING
- 7- BAIT TACKLE BOAT RENTAL
- 8- RELOCATED BOAT RAMP
- 9- BOAT TRAILER PARKING - 74 SPACES
- 10- BROOKHAVEN CAR PARKING - 135 SPACES - GAIN 44 SPACES

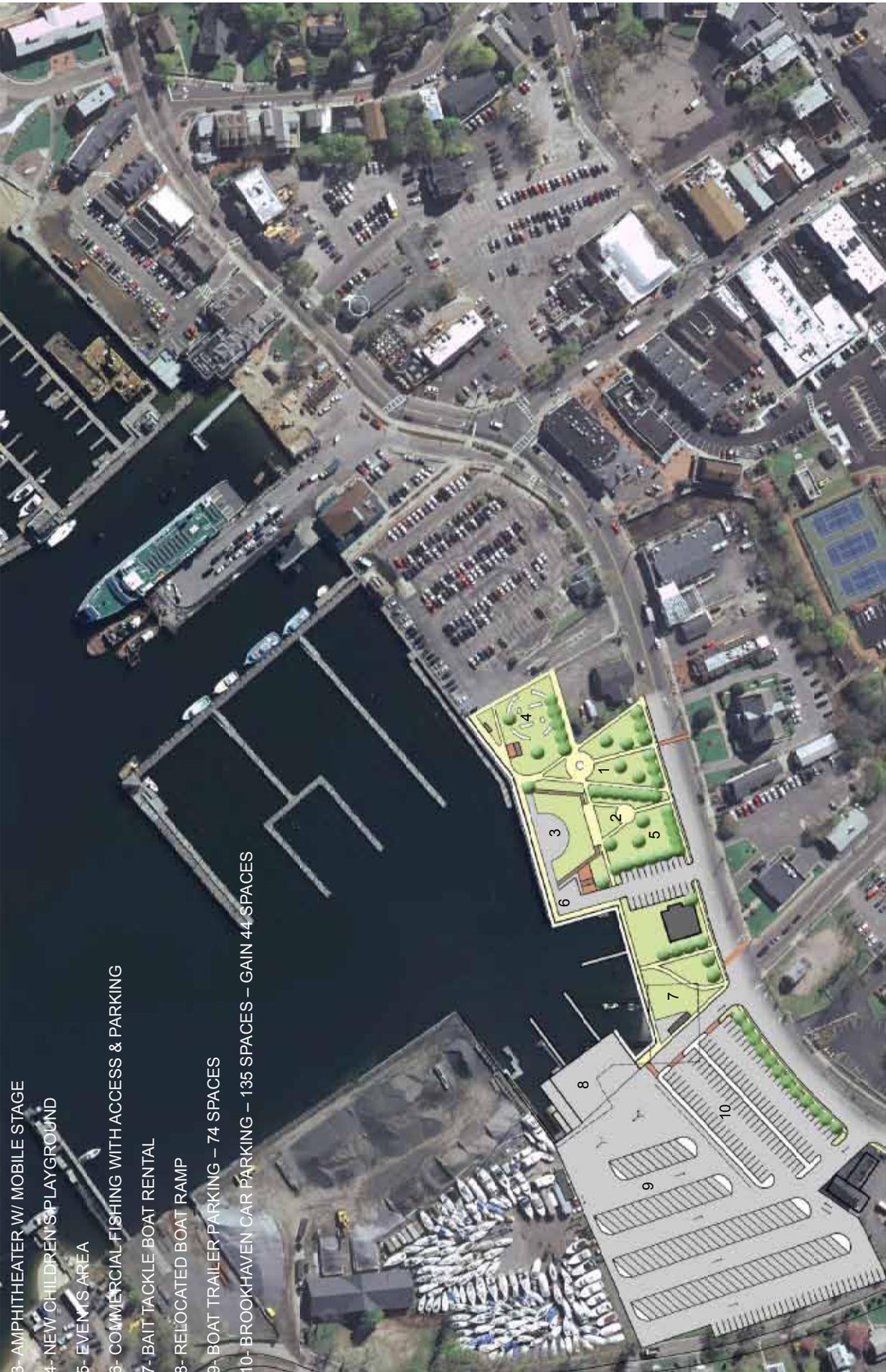


FIGURE 3.1.1-1

# VILLAGE HARBOR PARK SCHEMATIC DESIGN 2

- 1- VILLAGE SQUARE
- 2- CREEK EXTENSION TO HARBOR
- 3- GATHERING SPACE
- 4- FLOWER GARDENS
- 5- PARKING FOR MARINA DROP-OFF AND HANDI-CAP ACCESSIBLE PARKING AT EXISTING CURB CUT - 124 SPACES
- 6- KIOSK FOR LEASE TO LOCAL BUSINESSES
- 7- TRELLIS AND BENCHES
- 8- PUBLIC BATHROOMS
- 9- NEW CROSSWALKS
- 10- AMPHITHEATER WITH MOBILE STAGE
- 11- COMMERCIAL FISHING WITH ACCESS AND PARKING
- 12- WAR MEMORIAL MONUMENTS
- 13- EVENTS AREA

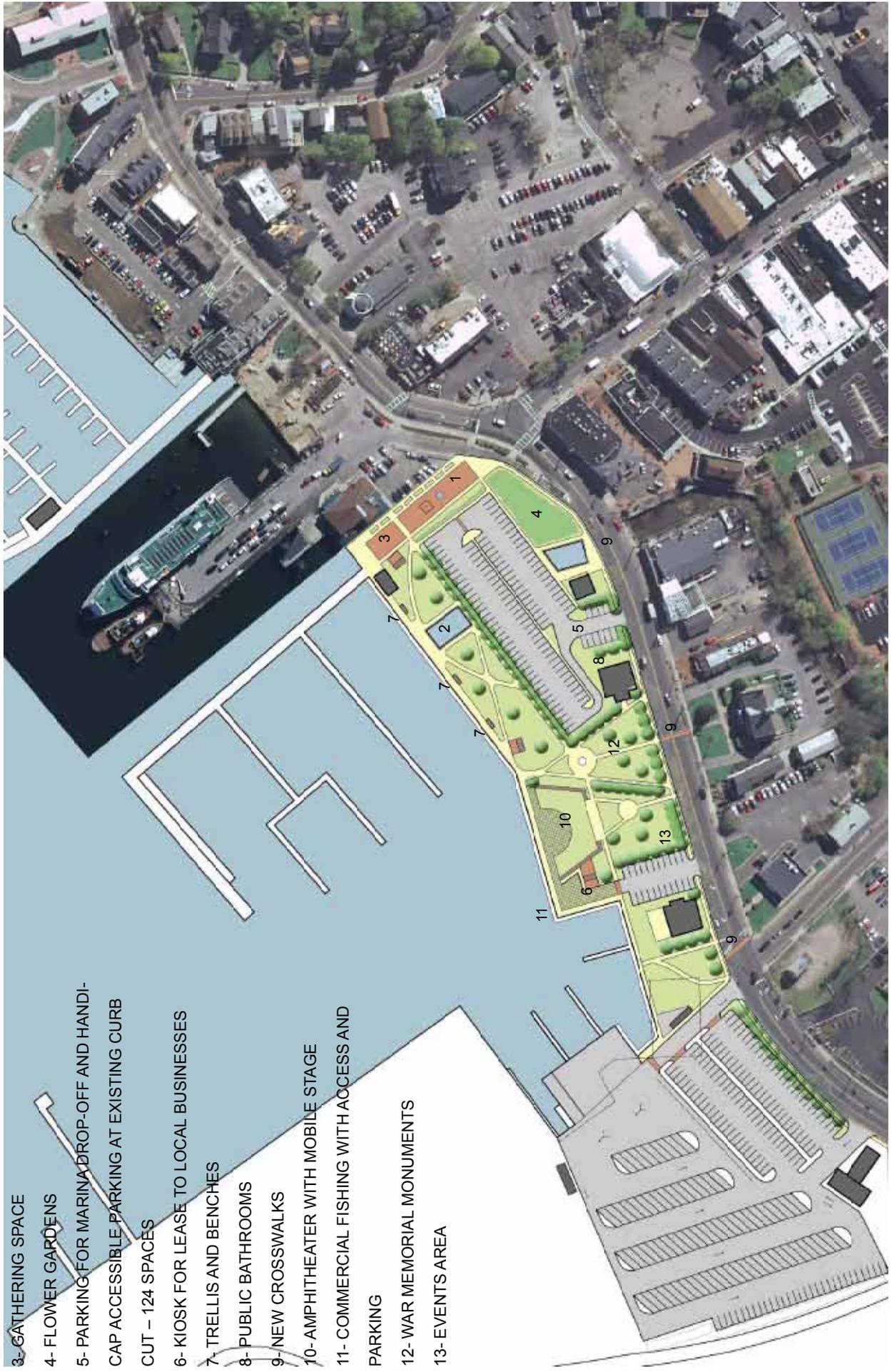


FIGURE 3.1.2-1

# VILLAGE HARBOR PARK SCHEMATIC DESIGN 3

- 1- VILLAGE SQUARE
- 2- CREEK EXTENSION TO HARBOR
- 3- GATHERING SPACE
- 4- FLOWER GARDENS
- 5- PARKING FOR MARINA DROP-OFF AND HANDI-CAP ACCESSIBLE PARKING AT EXISTING CURB CUT - 32 SPACES
- 6- KIOSK FOR LEASE TO LOCAL BUSINESSES
- 7- TRELIS AND BENCHES
- 8- PUBLIC BATHROOMS
- 9- NEW CROSSWALKS
- 10- BUILT IN AMPHITHEATER
- 11- COMMERCIAL FISHING WITH ACCESS AND PARKING
- 12- WAR MEMORIAL MONUMENTS
- 13- EVENTS AREA

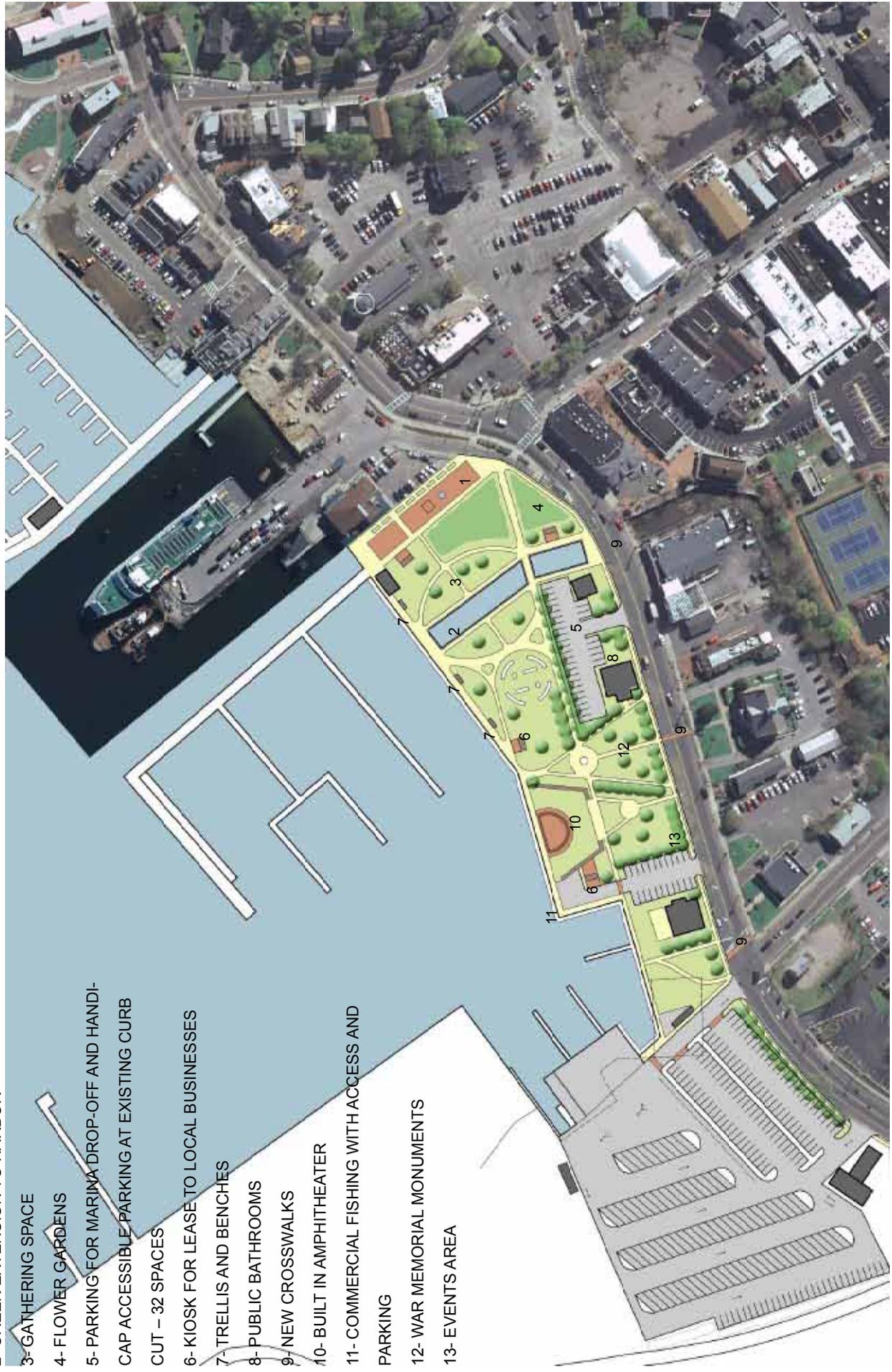


FIGURE 3.1.3-1



**CREEK EXTENDED TO HARBOR  
DESIGN 2**



- 1- CREEK WITH WOOD BULKHEAD
- 2- DAM TO RETAIN WATER
- 3- KIOSKS
- 4- FLOWER GARDENS
- 5- PARKING FOR MARINA DROP OFF AND HANDICAP ACCESSIBLE PARKING – 124 SPACES

FIGURE 3.1.4-1



### **CREEK EXTENDED TO HARBOR DESIGN 3**



- 1- CREEK WITH WOOD BULKHEAD
- 2- BRIDGE
- 3- DAM TO RETAIN WATER
- 4- KIOSKS
- 5- FLOWER GARDENS
- 6- PARKING FOR MARINA DROP OFF AND HANDICAP ACCESSIBLE  
PARKING – 32 SPACES

FIGURE 3.1.4-2



**CREEK EXTENDED TO HARBOR  
DESIGN 3**



- 1- CREEK WITH WOOD BULKHEAD
- 2- BRIDGE
- 3- DAM TO RETAIN WATER
- 4- KIOSKS
- 5- FLOWER GARDENS
- 6- PARKING FOR MARINA DROP OFF AND HANDICAP ACCESSIBLE PARKING – 124 SPACES
- 7- GATHERING AREA WITH BENCHES AND TABLES, DROPPED DOWN 2' WITH STAIRS AND RAMP

FIGURE 3.1.4-3



**PARTIAL CREEK  
DESIGN 3**

- 1- CREEK WITH WOOD BULKHEAD
- 2- BRIDGE
- 3- DAM TO RETAIN WATER
- 4- KIOSKS
- 5- FLOWER GARDENS
- 6- PARKING FOR MARINA DROP OFF AND HANDICAP ACCESSIBLE PARKING – 32 SPACES
- 7- GATHERING AREA WITH BENCHES & TABLES, DROPPED DOWN 2' WITH STAIRS & RAMP
- 8- GATHERING AREA



FIGURE 3.1.4-4



**NO CREEK  
DESIGN 3**

- 1- KIOSKS
- 2- FLOWER GARDENS
- 3- PARKING FOR MARINA DROP OFF AND HANDICAP ACCESSIBLE PARKING – 23 SPACES
- 4- GAZEBO- KIOSK
- 5- HARD SURFACE SPACE FOR COMMERCIAL USE WITH WATER WORKS BUILDING



FIGURE 3.1.4-5

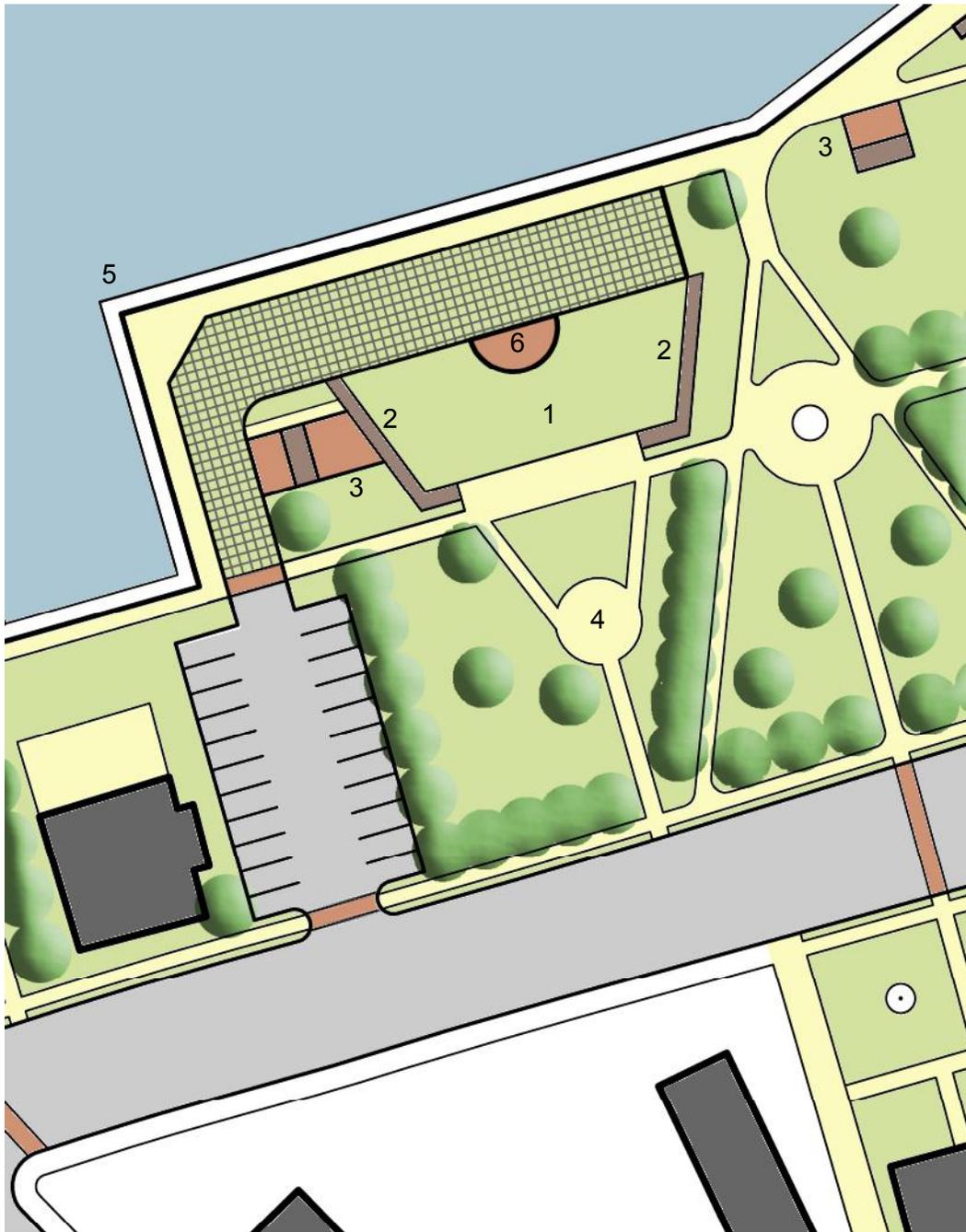




## AMPHITHEATER WITH MOBILE STAGE

- 1- AMPHITHEATER WITH LAWN FOR SITTING
- 2- SEATING WITH TRELLIS ROOF
- 3- KIOSKS
- 4- WAR MEMORIAL MONUMENTS
- 5- COMMERCIAL FISHING

FIGURE 3.1.4-6



### AMPHITHEATER WITH MOBILE STAGE

- 1- AMPHITHEATER WITH LAWN FOR SITTING
- 2- SEATING WITH TRELLIS ROOF
- 3- KIOSKS
- 4- WAR MEMORIAL MONUMENTS
- 5- COMMERCIAL FISHING
- 6- STAGE WITH STEPS AND DEMOUNTABLE BANDSHELL



FIGURE 3.1.4-7



## VILLAGE SQUARE DESIGN 2

NO CHANGE TO FERRY OPERATION

1- PAVED SQUARE

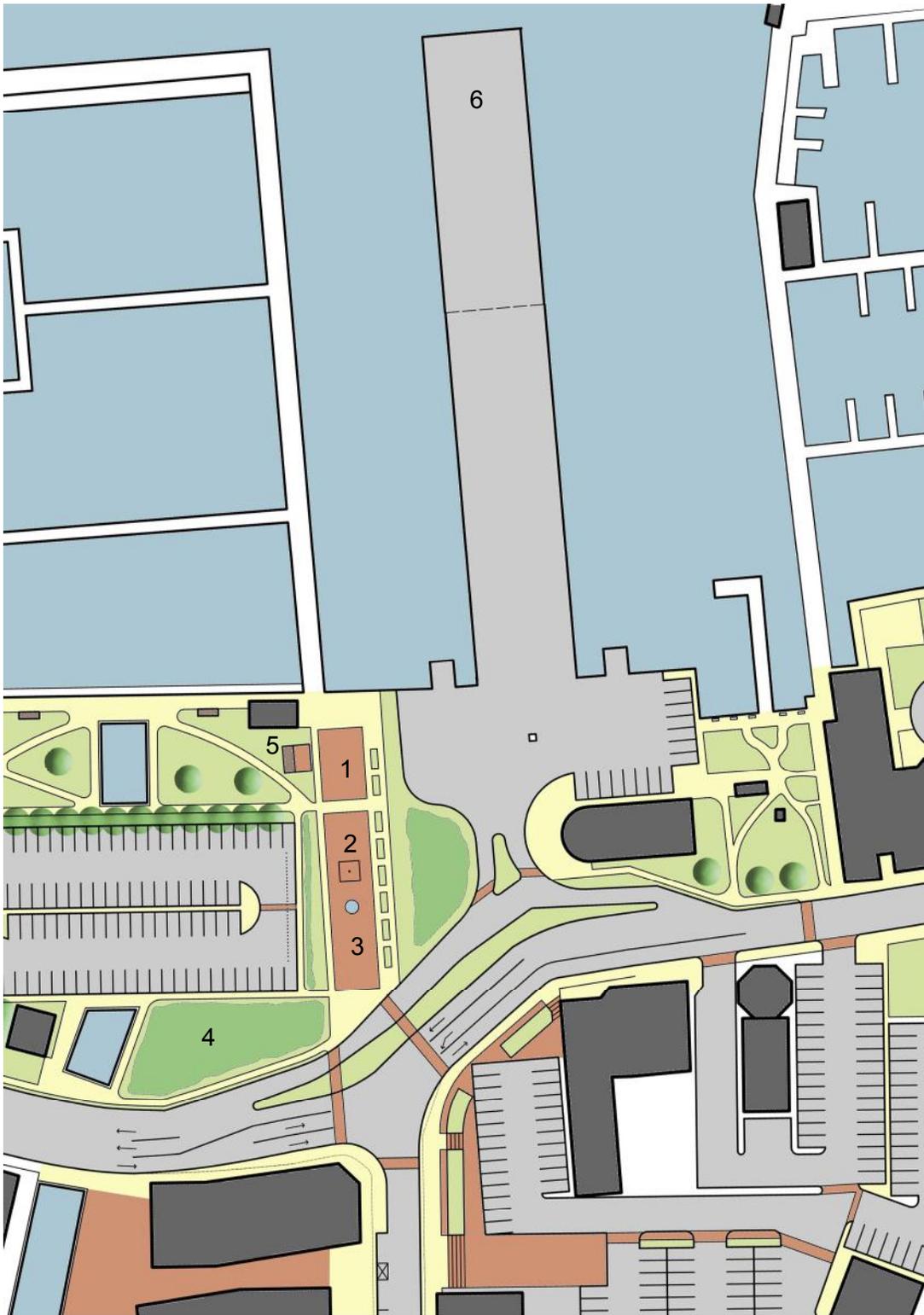
2- NAUTICAL FLAGPOLE ON RAISED PODIUM FOR SEATING

3- FOUNTAIN

4- FLOWER GARDENS

5- KIOSKS

FIGURE 3.1.4-8

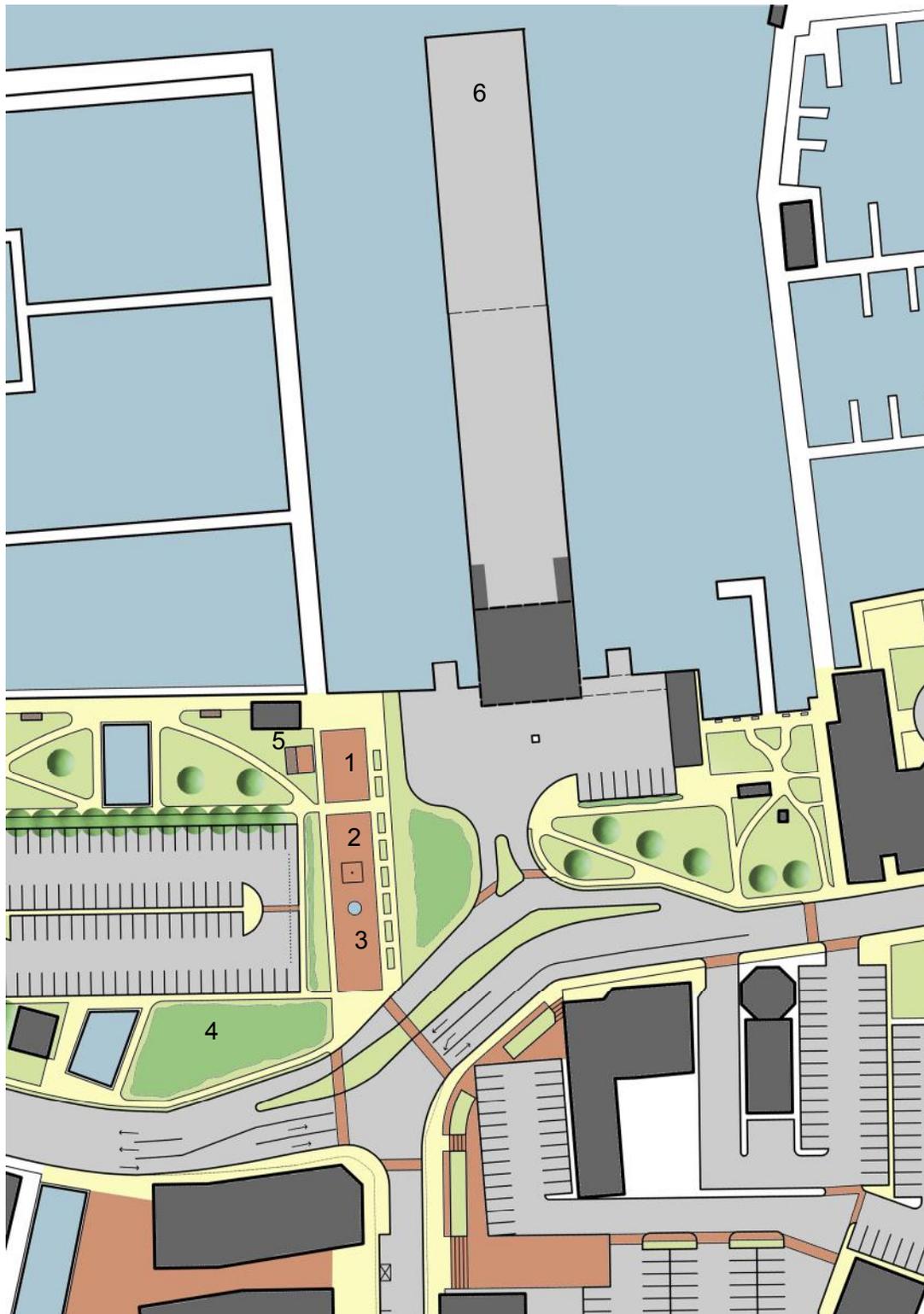


**VILLAGE SQUARE  
DESIGN 2A**

**FERRY TERMINAL RELOCATED TO EAST**

- 1- PAVED SQUARE
- 2- NAUTICAL FLAGPOLE ON RAISED PODIUM FOR SEATING
- 3- FOUNTAIN
- 4- FLOWER GARDENS
- 5- KIOSKS
- 6- EXTENDED PIER

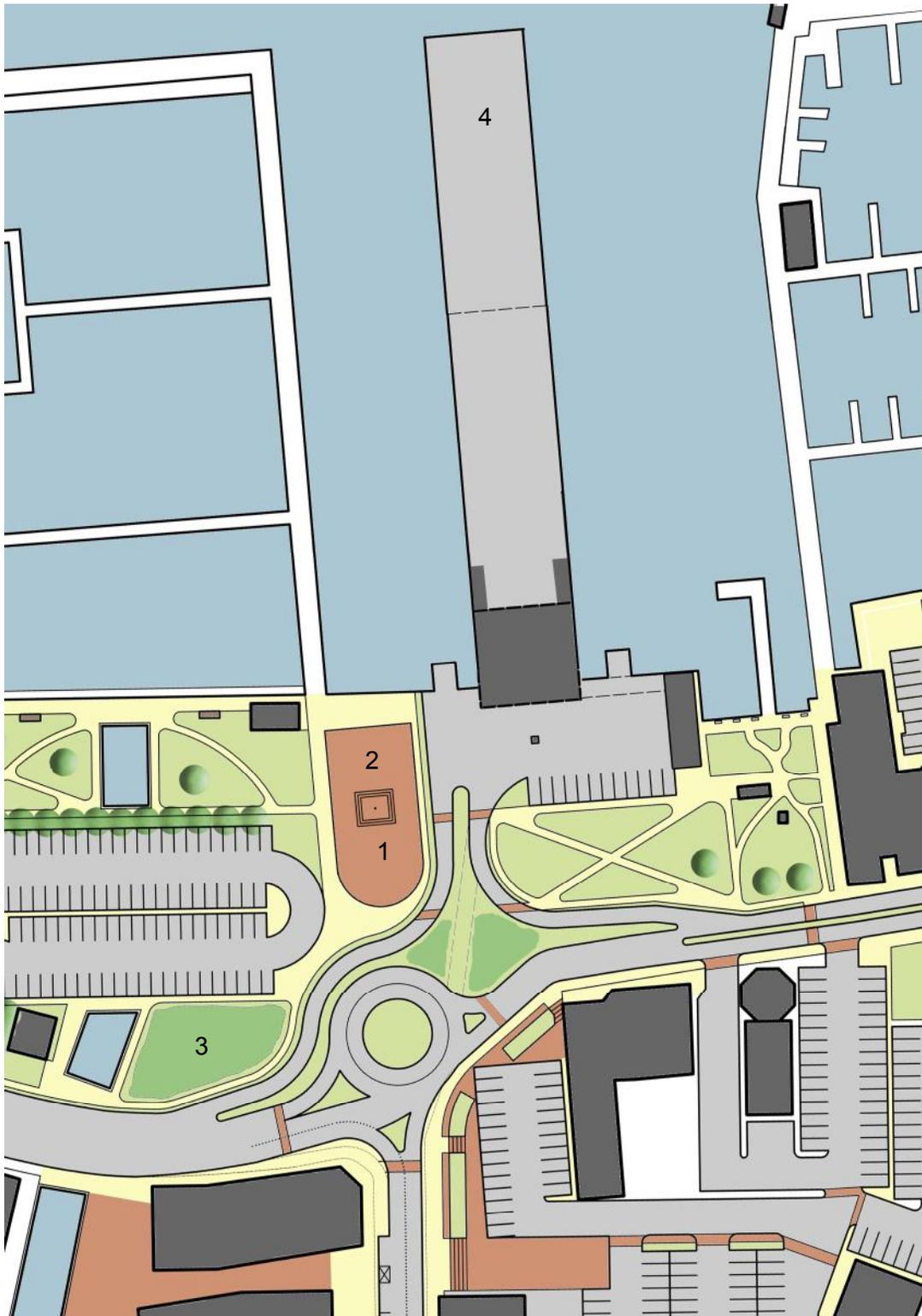
FIGURE 3.1.4-9



**VILLAGE SQUARE  
DESIGN 2B  
FERRY TERMINAL OVER PIER**

- 1- PAVED SQUARE
- 2- NAUTICAL FLAGPOLE ON RAISED PODIUM FOR SEATING
- 3- FOUNTAIN
- 4- FLOWER GARDENS
- 5- KIOSKS
- 6- EXTENDED PIER

FIGURE 3.1.4-10



**VILLAGE SQUARE  
DESIGN 2C  
FERRY TERMINAL OVER PIER**

- 1- PAVED SQUARE
- 2- NAUTICAL FLAGPOLE ON RAISED PODIUM FOR SEATING
- 3- FLOWER GARDENS
- 4- EXTENDED PIER

FIGURE 3.1.4-11



## VILLAGE SQUARE DESIGN 3

NO CHANGE TO FERRY OPERATION

1- PAVED SQUARE

2- NAUTICAL FLAGPOLE ON RAISED PODIUM FOR SEATING

3- FOUNTAIN

4- FLOWER GARDENS

5- KIOSKS

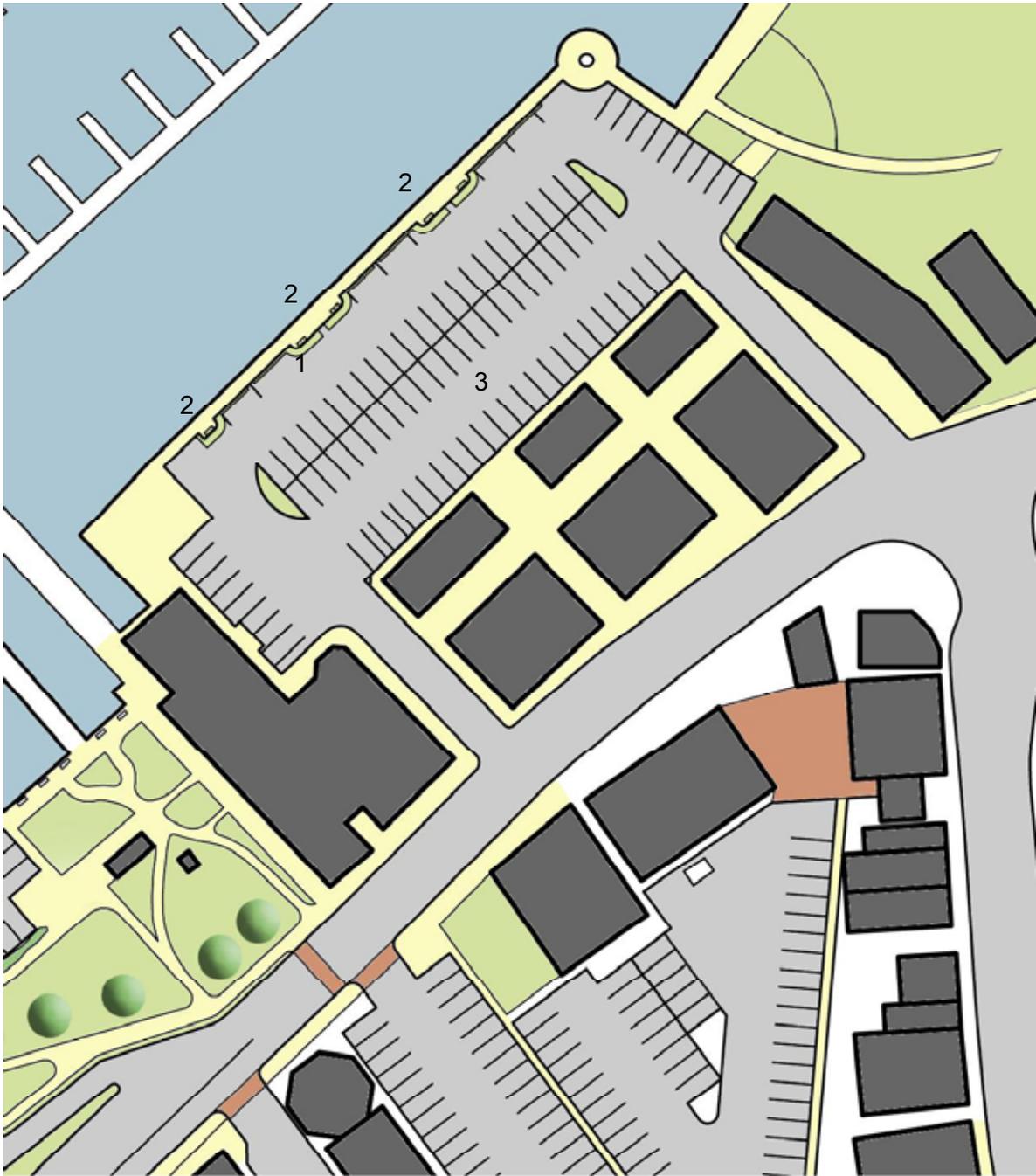
FIGURE 3.1.4-12



**VILLAGE SQUARE  
DESIGN 3A  
FERRY TERMINAL OVER PIER**

- 1- PAVED SQUARE
- 2- NAUTICAL FLAGPOLE ON RAISED PODIUM FOR SEATING
- 3- FOUNTAIN
- 4- FLOWER GARDENS
- 5- KIOSKS
- 6- EXTENDED PIER

FIGURE 3.1.4-13

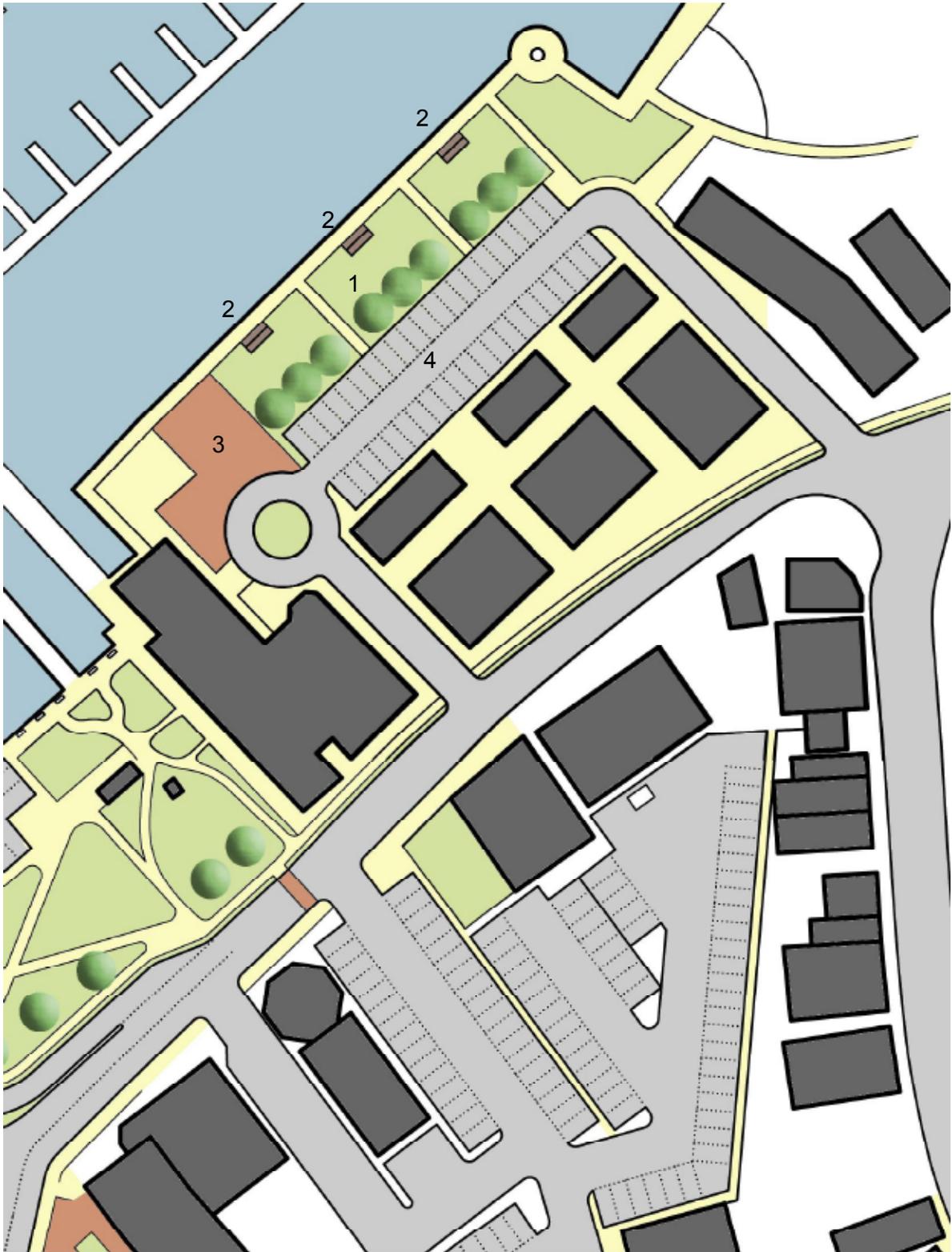


0 20' 50' 100'

## DANFORDS MARINA

- 1- PLANTING STRIP
- 2- BENCHES WITH TRELLIS
- 3- PARKING – 91 SPACES, 17 RESERVED FOR DANFORDS

FIGURE 3.1.4-14



**DANFORDS MARINA PARK**

- 1- LAWN
- 2- BENCHES WITH TRELIS
- 3- ACTIVITY PLAZA
- 4- DROP OFF AT DANFORDS PARKING - 42 SPACES

FIGURE 3.1.4-15



## DANFORDS MARINA PARK

- 1- LAWN
- 2- BENCHES WITH TRELLIS
- 3- ACTIVITY PLAZA
- 4- DROP OFF AT DANFORDS PARKING - 21 SPACES

FIGURE 3.1.4-16

### **3.2 MAIN STREET SCHEMATIC DESIGN ALTERNATIVES**

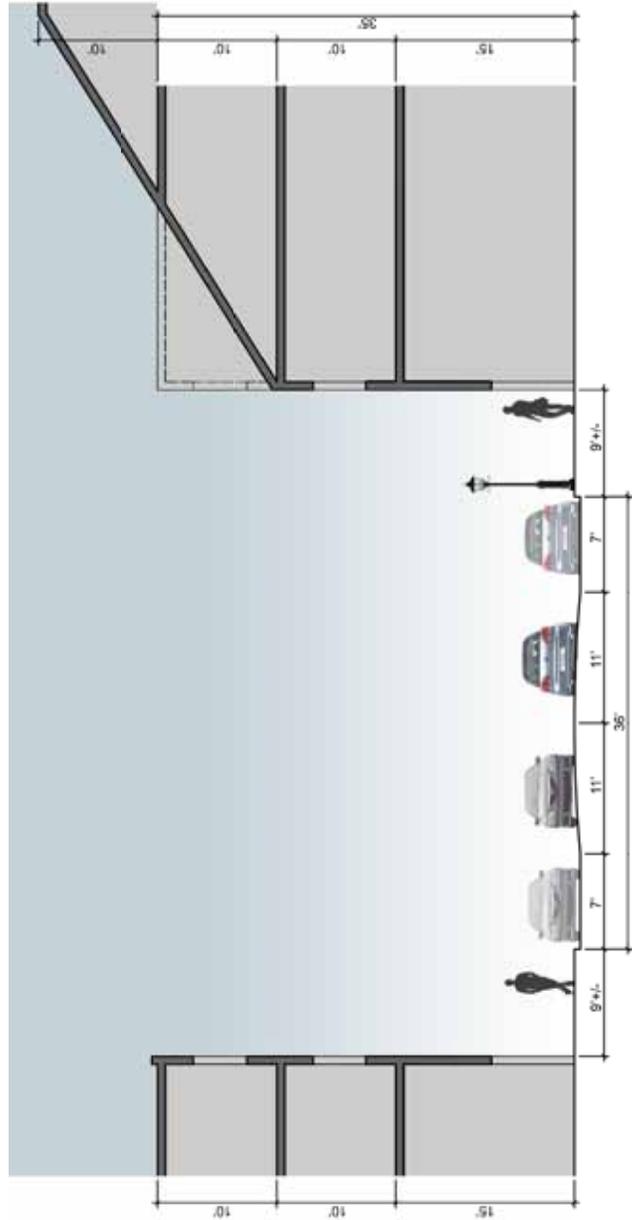
Three designs for Main Street to increase vehicular and pedestrian safety and enhance the sidewalks were presented. The existing sidewalks are very narrow ranging from a few areas that are 4 feet wide to a maximum of 11 feet wide with much of the area averaging 8 feet. Utility poles further reduce the sidewalk area. There is pedestrian street lighting from a colonial style street lamp selected for the Village and there are new trash compactor receptacles and some potted plants and a few benches along Main Street. There is one tree, but no room for others. There are 37 existing limited time parallel parking spaces on both sides of Main Street. There are twenty foot, no parking zones at every third car parking space to permit entry without having to back into the space. The travel lane widths and parking spaces are below standard size. Further study should also consider alternatives for the utility poles.

- Design 1: No change to the width of the street or sidewalks. Bump-outs (neck-downs) at Broadway, Arden and East Main – 37 car spaces. - Figure 3.2-1.
- Design 2: Parking only on the west side of Main Street (re-center Main the street to increase both sidewalks) – the west side was chosen because it is safer for E. Main and Arden turns and there is parking next to the east side of Main Street on E. Main and Arden. Street and parking space dimensions would be standard size and the Increase in sidewalk width would permit trees. – 19 car spaces. – Figure 3.2-2.
- Design 3: No parking on Main Street – Brookhaven expressed concern about traffic calming as no parking would probably encourage speeding. – Figure 3.2-3.

**MAIN STREET WITH BUMP-OUTS - 37 SPACES**

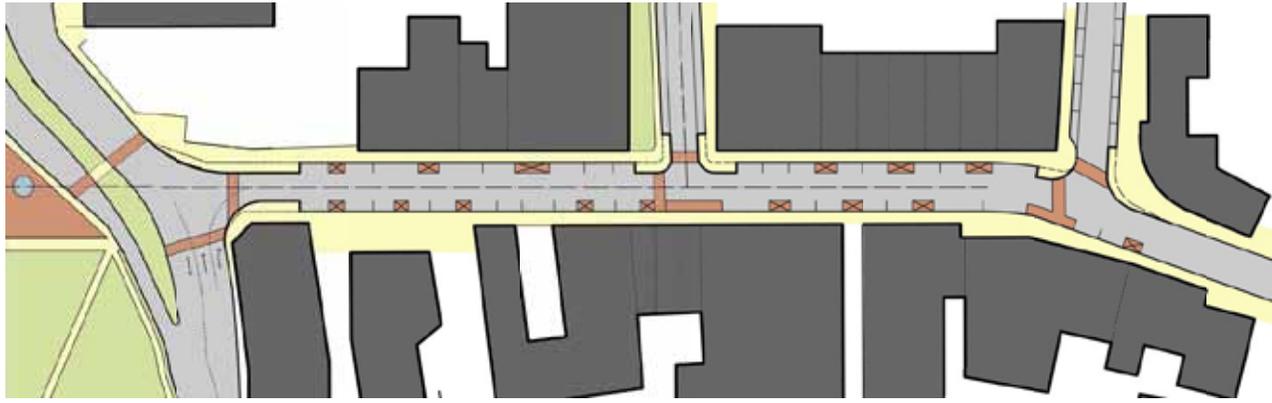


**EXISTING - 1 & 2 STORY**



**EXISTING STREET WITH CODE PERMITTED BUILD OUT @ 35'**

FIGURE 3.2-1



MAIN STREET WITH PARKING ON WEST SIDE ONLY - 19 SPACES



PARKING ON WEST SIDE ONLY

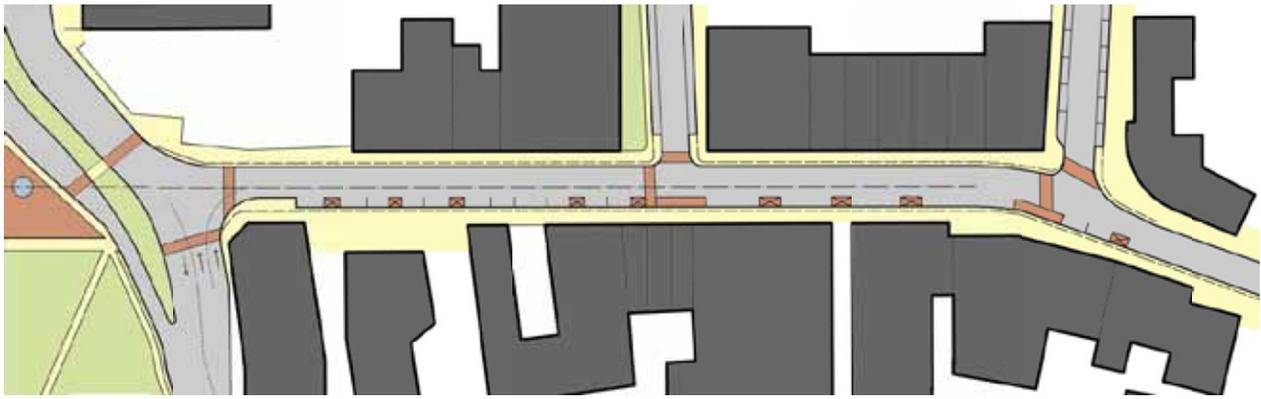
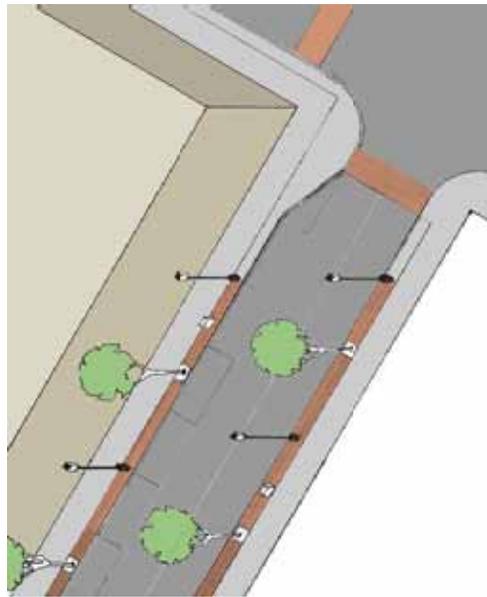
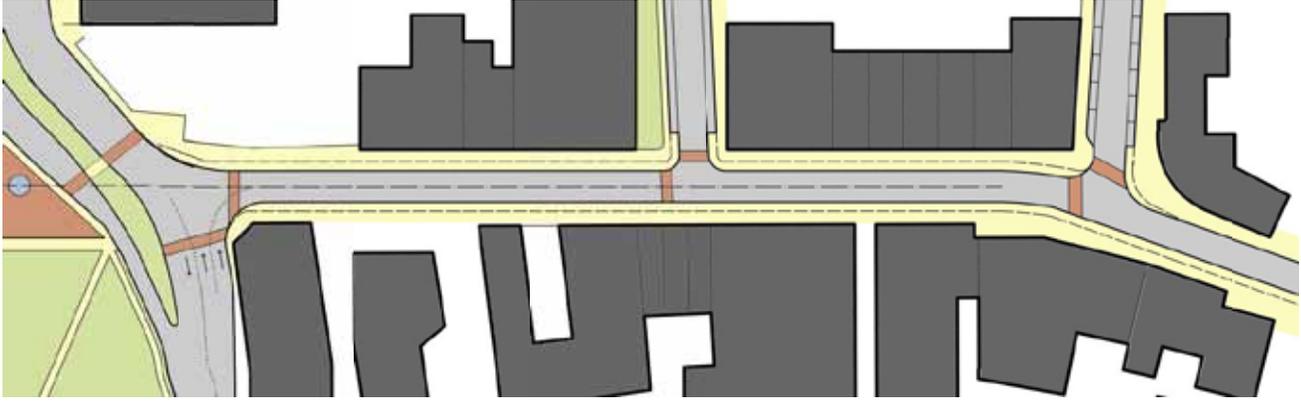
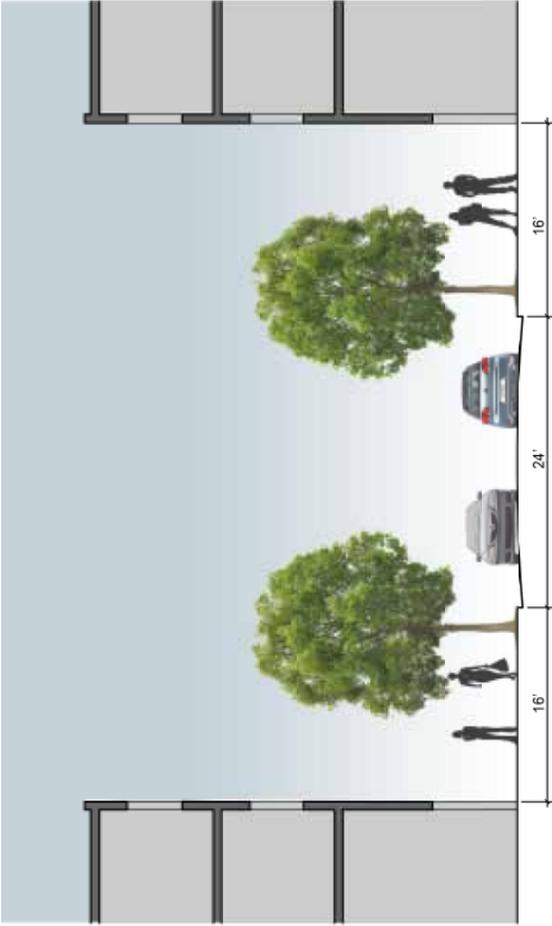


FIGURE 3.2-2



**MAIN STREET WITH NO PARKING**



**NO PARKING**

FIGURE 3.2-3

### **3.3 PREFERRED SCHEMATIC DESIGN - (Task 12 D)**

The results of the public meeting and its questionnaire were analyzed and a preferred design was created (Figure 3.3-1A,B,C). It was a combination of elements from the three schematic designs but primarily from Design 2 with the Ferry Terminal over the pier, Danfords (Figure 3.1.4-13), Main Street (Figure 3.2-2), Arden lot reconfigured (Figure 3.3-2).

The concept of the Preferred Scheme is to achieve as much park as possible at the waterfront and include parking for the park, marina and ferry drop-off and motorcycle parking. The design of the park is geometrical in order to bring the geometries of the Village and harbor edge together rather than create an intermediary composition between downtown and the harbor. This is in keeping with the primary goal of the grant of: “strengthening the physical and economic linkage between the waterfront and downtown business district”. It also provides a contrast to the more naturalistic Harborfront park.

The design includes:

- *A Village Square* is located at the end of Main Street to bring the Village to the harbor and establish a center of focus for the Village. It serves as an entry to the new park and a connection to the existing eastern parks. It would have special paving, steps for seating and viewing, native-marine planting, and a fountain to bring the water to the town. It is an important park element, serving to unite the downtown with the harbor.
- The Ferry operation has been re-planned with the removal of the existing terminal that, as a former restaurant, does not function well. It is also partially on Brookhaven property and blocks the new car ramp. The *view corridor* from the Village at Main Street to the harbor is also improved. A new terminal would be built either to the east of the existing pier on ferry property or above the pier to be able to load passengers directly onto the ferry without having to cross automobile traffic. This is a result of meeting with the Bridgeport-Port Jefferson Ferry Company. The proposal includes extending the existing pier on piles to align with the adjacent town piers. This permits moving the ferry operation about 50 feet north for its security and the opportunity to create a pedestrian green way to connect the new park at the west to the existing parks at the east.
- The preferred scheme includes developing the harbor walk north of Danfords Inn and along its marina as was proposed in a previous design. A small modification to permit the walk to continue north of a raised Danfords outdoor dining area permits a better operation and more continuous pedestrian sequence.
- Parking for 124 cars utilizing the existing entry from West Broadway includes a drop off at the Town Square for the Marina, accessible parking, motorcycle parking, parking for the Chamber of Commerce staff and for the former water works building. Some of this parking would be short term for drop off and other has to be determined.
- Two areas of the existing Mill Creek would be day-lighted on the north and south end to show its continuity with the existing Mill creek, with a segment at West Broadway to visually connect with the existing creek on the other side of the street and the other at the north, making the visual connection with the harbor. It would have a wood bulkhead to maintain continuity with the existing portion of the creek and a dam or weir at the north end to ensure that the Creek always had water at low tide. The bridge should become visually attractive element in the park.

PREFERRED SCHEMATIC DESIGN

- 1- RELOCATED BOAT RAMP
- 2- TRAILER PARKING
- 3- BROOKHAVEN PARKING
- 4- BAIT-TACKLE BOAT RENTAL
- 5- COMMERCIAL FISHING
- 6- AMPHITHEATER
- 7- MEMORIALS- EVENTS AREA
- 8- PLAYGROUND
- 9- MARINA PARKING & DROP-OFF
- 10- MILL CREEK
- 11- VILLAGE SQUARE
- 12- FERRY TERMINAL OVER EXTENDED PIER
- 13- HARBOR WALK AT DANFORDS MARINA
- 14- RECONFIGURED ARDEN PARKING

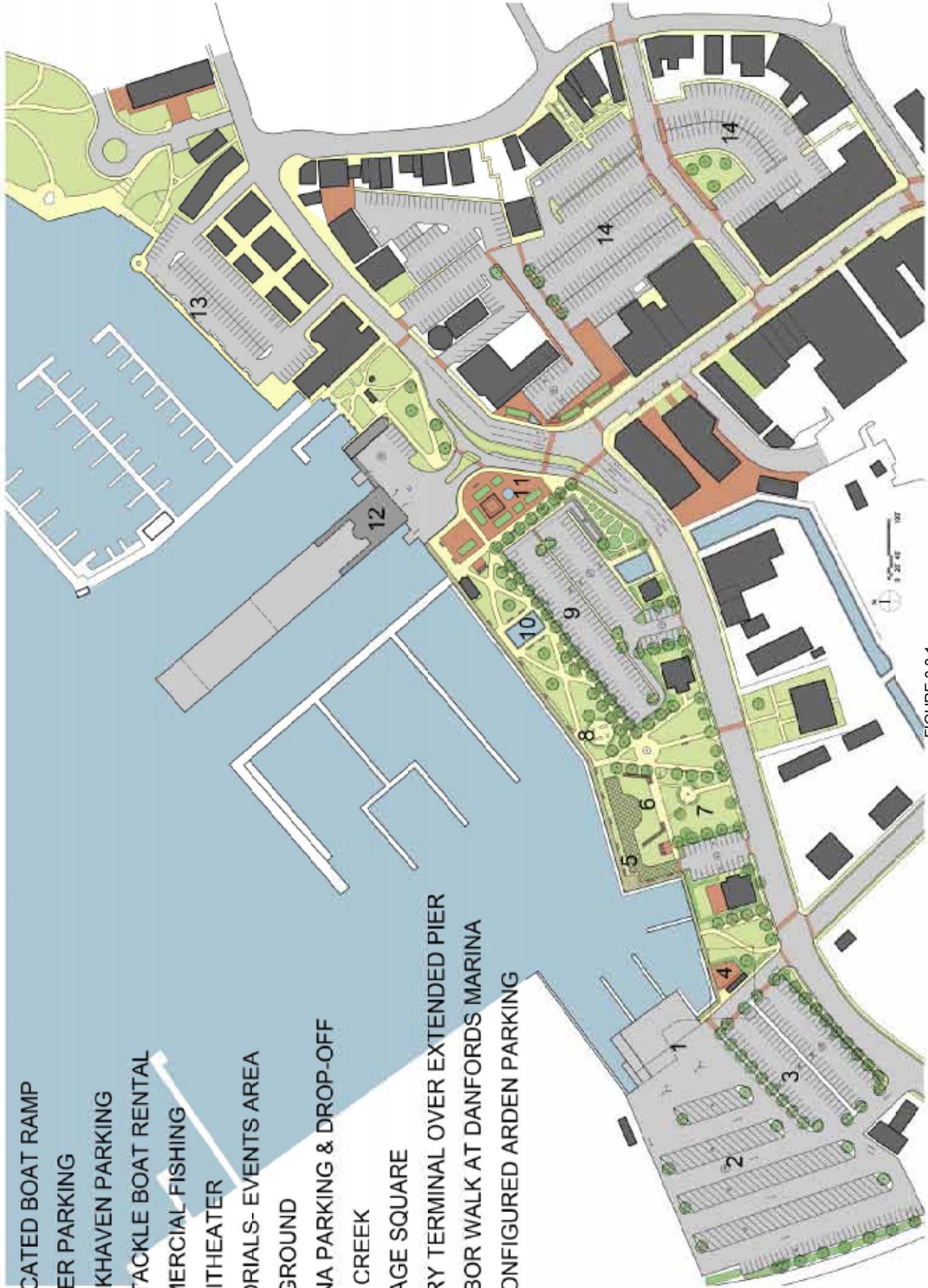


FIGURE 3.3.1

VILLAGE HARBOR PARK  
PREFERRED SCHEMATIC DESIGN  
PERSPECTIVE VIEW



FIGURE 3.3.1B

VILLAGE HARBOR PARK  
PREFERRED SCHEMATIC DESIGN  
PERSPECTIVE VIEW



FIGURE 3.3.1C

- The amphitheater is another important element in the park for concerts and other events. It is composed of a lawn for sitting on the ground or on portable chairs brought by the audience. It has a fixed bench and trellis at the back to give it definition and a place for the audience as well as a place to view the harbor. The design provides a connection to West Broadway for a mobile stage. This area doubles for the pick-up and drop-off of commercial fishing customers.
- Commercial Fishing - Accommodated existing commercial fishing with an entry from West Broadway and a drop-off/pick-up area at the boats.
- A children's playground is another element in the park for spring, summer and fall use. It would be marked by a sail structure as requested in public meetings, designed to provide shade.
- The existing events area remains with the Memorials for fairs and other gatherings that can also extend into the amphitheater. A formal area on axis with the Village Hall is adjacent to the Memorial area.
- Relocated Boat Ramp - Relocated boat ramp, restructured trailer parking and Brookhaven car parking for 135 cars with a pedestrian connection to the new park and Village. The proposed ramp could be built utilizing the existing concrete interlocking plates, that were installed at the wrong pitch, a few years ago.
- Relocate the existing Carafitis Fishing Station, providing bait, tackle and boat rental, to a more public location with its dedicated cove.
- As the Preferred Schematic Design accommodates all but 18 spaces of the existing parking on the Harbor plus a net gain of 79 car spaces overall, (see Table 3.3-1) the scheme does not include a parking structure in the Village. However, it does propose a reconfiguration of the public Arden lots on the east side of Main Street. The reconfiguration assumes that the private parking areas would be incorporated into a public managed system as outlined in the Comprehensive Plan Update. It includes a small public park along Arden, pedestrian walkways to connect Main, East Main and East Broadway including an extension of the Chandler Square's public pedestrian space that is located on the west side of Main Street.

It is assumed that the preferred scheme will not be built as one project and separate fundable projects should be identified. Five separate possible stand-alone projects were defined. They are not phases because funding and other circumstances could determine the sequence of work to realize the preferred design.

A. Arden Lot reconfiguration:

Coordinated with the Sewer Project:

Requires private owner agreements, managed parking plan, consolidated trash plan.  
Engineering and construction documents, construction.

B. Main Street - Parking on west side only:

Requires DOT approval and permit, road and drainage engineering.

Sidewalk design development.

Investigation study to bury or move the electrical/telephone lines.

Construction drawings and construction.

- C. Park at west side of harbor with relocated boat ramp, re-configured trailer parking and relocated car park areas requires the following:

Design and Engineering for boat ramp and lot drainage, Army Corp of Engineers, DEC and TOB permitting, construction drawings and construction.

Park design development of paths, landscape and lighting, "Village Square", amphitheater and commercial fishing, parking, drainage, construction documents, construction.

Day lighting Mill Creek with dam: environmental and engineering study, construction documents, construction.

- D. Danfords harbor walk - utilize Quennell Rothchild design and construction documents.

Construction.

- E. Relocate Ferry Terminal and expand "Village Square":

Design, Feasibility and Phasing study.

Funding research and applications.

### 3.3.1 Preferred Schematic Design Parking Summary

The preferred plan for the Waterfront to convert a significant portion of the Brookhaven Town parking lot into green space for passive recreational use does require relocation of some of the existing parking spaces. At the same time, relocating the existing boat launch area and reconfiguring the trailer parking area allows the creation of a new car parking area for 138 cars with no loss in the existing 76 trailer spaces. There are 21 spaces at the commercial fishing area. With these changes, a net of only 18 spaces are lost on the waterfront without compromising spaces for the marina and/or ferry drop off.

In addition, there is an additional 18 parking space loss in street parking on downtown Main Street by removing parking on the east side in order to allow wider sidewalks and travel lanes as part of the preferred design.

However, 83 additional parking spaces are realized by expanding the Meadows Lot on the southwest side, 10 additional parking spaces are added by reconfiguring the Arden lot and 22 spaces have recently been added by the Village at Caroline Field. As summarized below in table 3.3-1, the preferred design results in a net gain of 79 car parking spaces.

**Table 3.3-1 - Preferred Design Parking Summary**

- 18 Spaces	Re-configured waterfront parking
+ 83 Spaces	Expanded Meadow lot on southwest side
+ 10 Spaces	Re-configured Arden lot
+ 22 Spaces	Recently added Caroline Field Diagonal parking
- 18 Spaces	Eliminate parking on Main Street, east side only
<b>Net Change + 79 Spaces</b>	



**RECONFIGURED ARDEN LOT  
(GAP & TRADER COVE)**

- 1- LOT ORGANIZED FOR FUTURE POSSIBLE PARKING STRUCTURE +10 SPACES
- 2- PARKING RECONFIGURED IN FRONT OF WALLIS
- 3- EXTEND CHANDLER SQUARE EAST
- 4- COVE PARK

394 SPACES WITH 8 HANDICAPPED

FIGURE 3.3-2



**MEADOWS LOT  
EXPAND LOT ON WEST SIDE**

- SOUTH OF PLAY AREA: 83 SPACES

FIGURE 3.3-3

### *3.3.2 Shared Parking*

In order to achieve a 10 percent vacancy rate for parking spaces (para. 2.6.5.1), particularly on peak summer weekends, 174 additional parking spaces are required. As noted in the Preferred Design Parking Summary table 3.3-1, the preferred schematic design results in a net 79 additional spaces leaving a deficiency of 95 spaces (174 - 79 = 95).

A possible solution to achieve the additional 95 spaces is by using shared parking during peak periods. These parking spaces are typically available during summer weekends and evenings. Several parking areas have the potential to meet this need:

- Port Jefferson High School, + 204 spaces
- BOCES, + 100 spaces at 118 Spring Street
- Suffolk County National Bank at West Broadway & Barnum, non-banking hours, + 36 to 48 (with reorganization) spaces
- Chase Bank, non-banking hours, + 21 spaces

Total number of possible shared spaces 361 to 373.

### **3.4 PARKING STRUCTURES** *(Task 11 and 12E)*

The grant calls for an investigation of parking structures to increase the amount of parking while reducing the total amount of surface area dedicated to vehicles. In addressing this requirement, a detailed analysis (Appendix 3.4-1) was conducted not only on need but also to determine the economic viability of constructing a garage.

As far as the parking needs are concerned, 1,568 lot and street spaces exist today. During busy summer weekends, 96 percent of the total parking lot and street spaces within the downtown are occupied.

The impact of greening the waterfront with the preferred design did not impact the current situation since the removed parking spaces on the waterfront were mostly re-located to a better designed area on the west side used for trailer parking without any loss of trailer spaces.

In addition, plans to re-configure other Village lots such as the Arden lot and expand the Meadow lot results in a net increase of 79 spaces (table 3.3-1). Shared parking was also studied and has the potential to add 361 to 373 parking spaces during peak periods. Based on these numbers, the need for a parking structure

is not warranted. It is also important to note that the parking structure was not chosen by the public as part of the preferred design.

Grant requirements also require a feasibility analysis of parking structures and two types were considered; a) a conventional structure where the driver parks his or her own vehicle and b) an automated structure which has a smaller footprint. Both structures physically can be located in either the Arden lot or the Meadow lot and would provide approximately 335 additional parking spaces for the automated structure.

The automated structure would provide 335 additional net parking spaces at a capital construction cost of \$15 to \$16.5 million. The conventional structure would provide 146 additional net parking spaces for a similar footprint at a cost of \$8 to 9.2 million. The footprint of an automated structure is approximately 230 feet by 98 feet. The footprint of a self-park structure is 230 feet by 128 feet – see Appendix 3.4-1.

In both cases, the parking structure results in very high capital construction costs requiring significant capital investment. When considering the additional operating costs and variable summer to winter income, the parking structure is predicted to operate at a significant loss and is not economically viable for the Village.

### **3.5 HARBOR IMPACTS**

The Preferred Schematic Design addresses the issues of best management practices to be employed to avoid or reduce water quality impairments from upland runoff or in-water activities in the following ways:

It proposes to replace 103,300 square feet of impervious asphalt parking. Impervious surfaces are being replaced by the most pervious possible landscape, which will include, lawn, gardens, hedges and ground cover and trees. The final design will be engineered with topography and necessary drainage solutions to prevent any upland runoff to the harbor.

In terms of impacts to State designated Significant Coastal Fish and Wildlife Habitat areas, Scenic Areas of Statewide Significance, other Coastal Management Program special management areas, or other sensitive resources, and how those impacts should be avoided or mitigated, the Preferred Schematic Design proposes the following:

Relocate the Town of Brookhaven boat ramp, from its present location, north, to an adjacent location. The present ramp is replaced with a new bulkhead and earth and will be approximately 50% landscaped. The reasons for this are that the existing boat ramp is too close to West Broadway (Route 25A) to efficiently utilize the ramp, the ramp was not built to proper specifications for launching boats, and it permits the entire area be designed with a more functional layout for the parking of boat trailers and added car parking. The proposed location for the boat ramp is presently approximately 80% under water with privately leased bait and tackle and boat rental operation with a pier on piles, which would be relocated in the present boat ramp area. This work would require approval the Army Corp of Engineers and the Department of Environmental Conservation. Some area to the east and front of the proposed ramp may have to be dredged as the adjacent gravel operation to the north has spilled gravel on occasion into this area.

The Preferred Design proposes to partially daylight the Mill Pond Creek that presently flows from the open creek on the south side of West Broadway (Route 25A) to empty into the harbor in a buried culvert. The creek is fed by upland streams and is brackish with tidal flows that extend back several thousand feet.

The Creek is being managed with a “pump and treat” system by the EPA to mitigate the effects of the plume from Lawrence Aviation. The creek would be constructed with a stone, wood or composite bulkhead like the existing creek area to the south and a dam, or weir, made of natural materials would be located at the north end of the proposed creek to maintain a continuous body of water in the creek at low tide. The day lighting of the creek in this area has been advocated in the Mill Creek and Habitat Restoration Study.

#### ***4.0 Uptown Revitalization Plan***

An Uptown Planning Study has been made by Campani and Schwarting Architects to look in more detail at the issues raised in the Comprehensive Plan Update and is appended to that report. The Study recommends that the area have an increase in residential population in relation to its Transit Oriented potential and become a pedestrian oriented neighborhood to support and supported by Main Street commercial. A traffic study was made and is attached to the Upper Port Plan. A summary of the issues from the Upper Port Plan that relate to the issues required of this grant project are outlined here:

##### ***4.0.1 Building Design Guidelines***

The Upper Port Plan makes a number of recommendations for the buildings along Main Street. These include relation to context, fourth floor with setbacks, entry setbacks, scale and façade design, materials and signage. Figure 4.0.1-1, 4.0.1-2, 4.0.1-3 and 4.0.1-4.

##### ***4.0.2 Existing Conditions: Streets and Sidewalks***

Streets and Sidewalk Dimensions Figure 4.0.2-1, indicates street and sidewalk widths at key locations. Street widths are relatively constant but sidewalk widths frequently vary. Main Street sidewalks are predominantly 11 –12 feet wide. It varies at the north end being 11’- 0” at the block south of Perry Street and it tapers on the east side from 11’- 6” on the north side of Perry to 5’-5” at the intersection with North Country Road. On the west side of Main Street the sidewalk is 12’ from the LIRR tracks to the private parking to the north and after that it tapers to 8’ at Sheep Pasture Road intersection.

Street Patterns Figure 4.0.2-2 indicates the pattern and size comparison of the existing streets. Main Street is the only street that is a through street at both ends and Oakland is the only through street at one of its ends. The other streets have ‘T’ intersections at their ends. Only the northern border streets of North Country Road and Sheep Pasture Road are through east – west roads for the site. The drawing also indicates traffic direction. All streets presently are two way except Perry Street.

##### ***4.0.3 Main Street***

The Upper Port Plan makes recommendations for sidewalk materials and scale, *bump outs* at intersections and street furniture; benches, planters, additional trees, lighting (utilizing the same *Dickens* pedestrian light as downtown) and refuse containers. It proposes to remove parking on the east side of the street, reduce parking time to 20 minutes, as in the downtown recommendations. However, in uptown this is recommended in order to create a center, left turn lane on Main Street to facilitate turns at North Country/ Sheep Pasture Road, Perry Street/ Linden Place and a new Station Street and entry into the LIRR Station and Parking. The Plan proposes better signage on Main Street to communicate there is public parking on side streets. The existing sidewalks are mostly 11 feet wide and are adequate. With the proposed changes at the intersection of Main Street and North Country Road, the sidewalk on the south-east corner, which is narrow, can be widened. Figure 4.0.3-1

#### 4.0.4 Zoning

In terms of Main Street, the Uptown Plan recommends changes to the C-2 Zoning to permit mixed use ground floor commercial and upper story residential. The existing 35 foot maximum height is change to 45 feet with fourth floor setbacks.

#### 4.0.5 Railroad Plaza

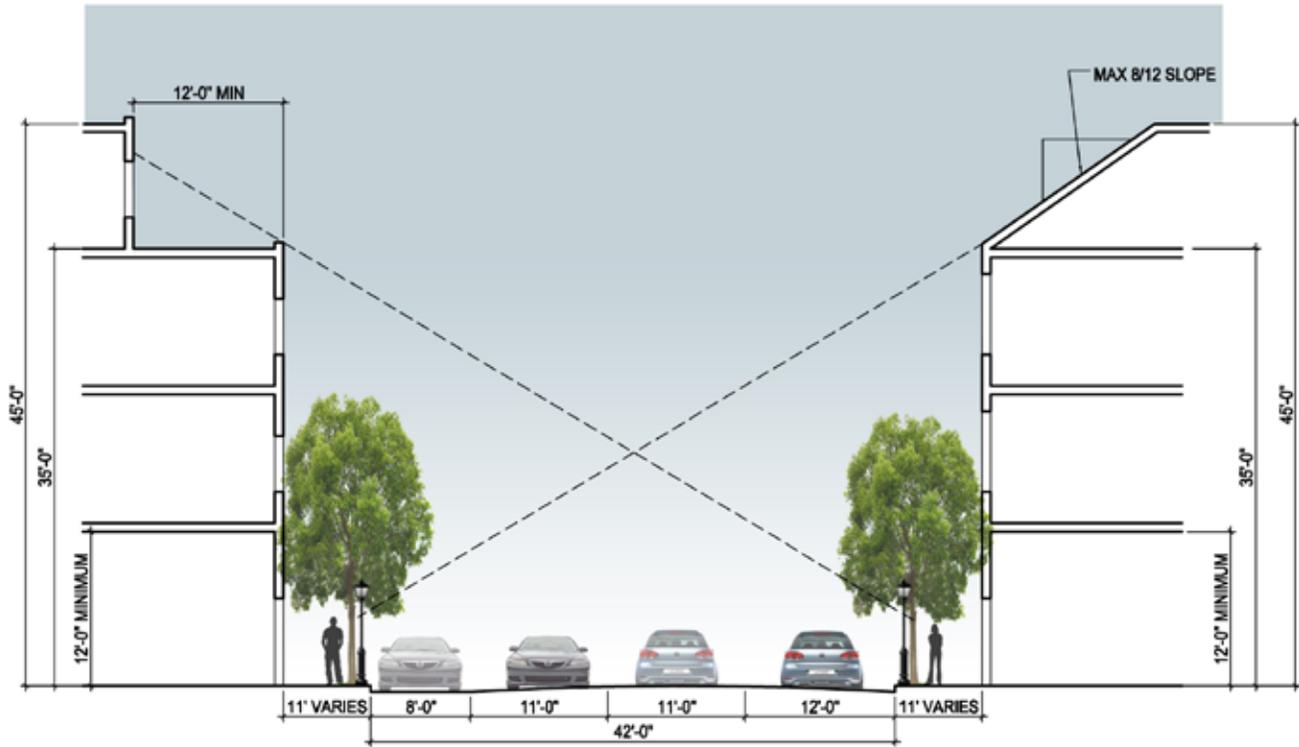
A plaza is proposed at the LIRR station to serve as a visual *gateway* to Port Jefferson from the south on Route 112, and a public place for the neighborhood, by restructuring parking in this area. This plaza will permit the land marked train station to be visible, from and more related to, Main Street. There will be bus stop shelters on each side of Main Street. Figure 4.0.4-1

#### 4.0.6 Traffic

A traffic study and Report was made to examine existing conditions, projected changes over time and proposed residential growth in Upper Port. Main Street in Upper Port is affected by the hospitals and the new medical office complex that border the area to the north and east. It is also affected by the LIRR at grade crossing with traffic stopped during train arrival and departure. Like lower Port, Main Street is also a State Highway, and presents a challenge to maintaining and enhancing the desired village like character of Main Street. The importance of the Traffic Report to this study are the changes to Main Street mentioned in 4.0.2.

#### 4.0.7 Security

Issues of security were brought up at public meetings. The Village must address this problem with their constabulary and their relationship with Suffolk County Police. The Plan addresses the issue through a fundamental proposal to create a neighborhood by increasing the residential population in a mixed-use pattern with “eyes on the street” (Jane Jacobs, *Death and Life of Great American Cities*) principals of “defensible space” (Oscar Newman, *Defensible Space*).

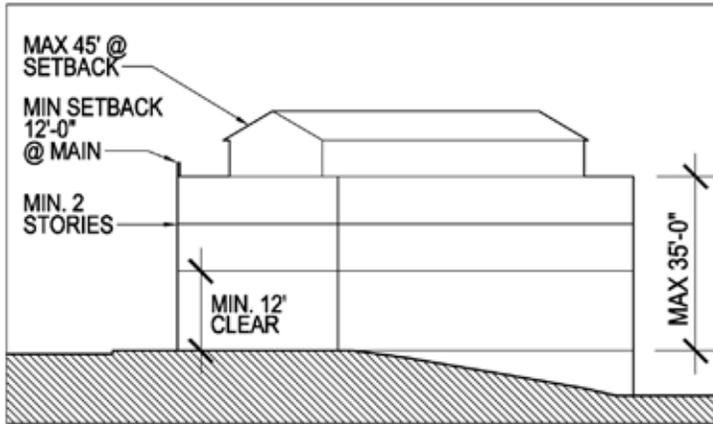


EXISTING STREET WITH CHANGED CODE PERMITTED 35' BUILD OUT

### MAIN STREET SECTION

Figure 4.0.1-1

HEIGHT

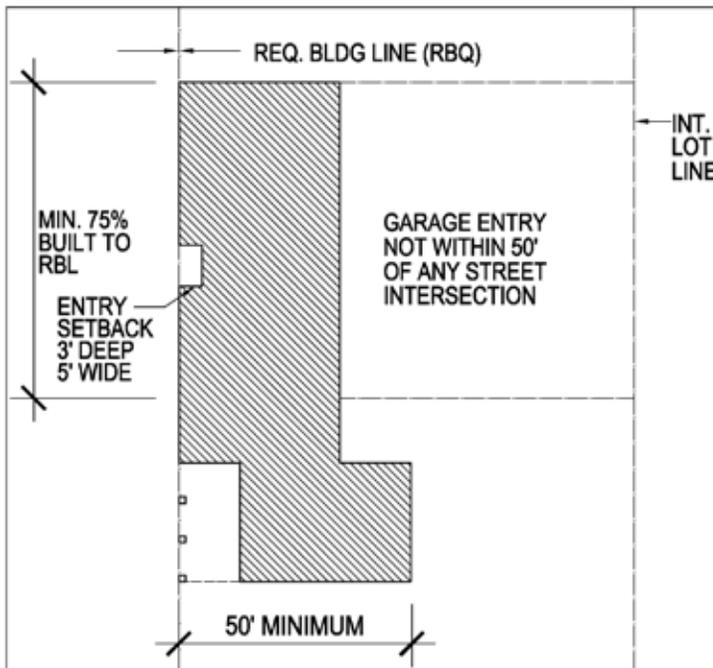


The building shall be between 2 and 4 stories in height, except where otherwise noted in the block development plans.

No less than 80% of the ground floor shall have at least 12 feet clear height. Upper floors shall have 8'-0" typical clear height minimum, with the exception that uppermost floor may have rooms that meet NYS Building Code under a sloping ceiling.

The height of a pitched roof shall be measured at the ridge. The maximum slope shall be 8/12.

SITING



The STREET façade shall be built to the required building line (RBL) not less than 75% overall. There are no required side setbacks.

Entries must be set back 3 feet minimum.

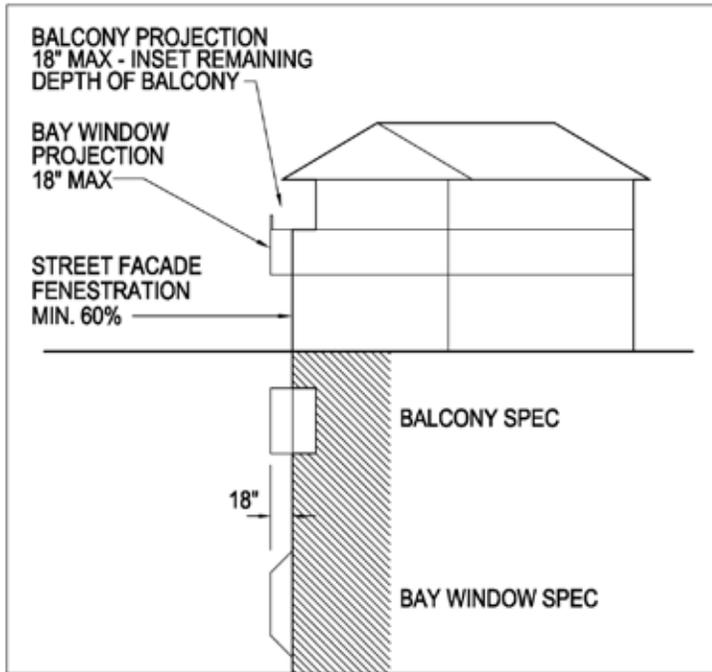
Arcades may be approved and permitted if they enhance the pedestrian flow in the immediate context.

Parking for vehicles shall be at least 20 feet from any street frontage (except basement garages). Garage/parking entrances shall be no closer than 50 feet from any street intersection.

## PROPOSED ARCHITECTURAL GUIDELINES

Figure 4.0.1-2

ELEMENTS

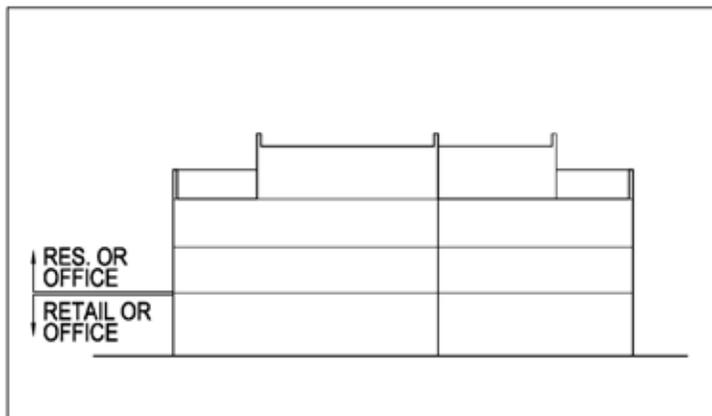


Primary ground floor facades on Main Street shall have no less than 60% fenestration. Awnings and overhangs are encouraged.

Upper story facades shall have between 30% and 70% fenestration.

Balconies and bay windows may project 18" beyond the required building line on the 2nd and 3rd stories.

USES



The ground floor shall house only retail, office space and lobby access for upper story uses, except in the RB-4 zone where residential at ground floor is permitted.

Upper story uses may be residential or office space.

Fronting Main Street there shall be functioning entry doors at intervals not great than 50 feet.

Figure 4.0.1-3



**A** Width of building is aggravated by monotony of window rhythm.

Continuous awning emphasizes horizontal

Entry flush with building front. Does not provide interest on sidewalk and forces door to swing onto sidewalk.

Not Recommended



**B** Facade based on 19th century post office building - Main Street, Port Jeff

Cornice and brackets provide top for building.

Window placement suggests three vertical facades.

Awnings separate shop windows and are deep enough to shade sidewalk.

Recessed entry

Recommended for Main Street



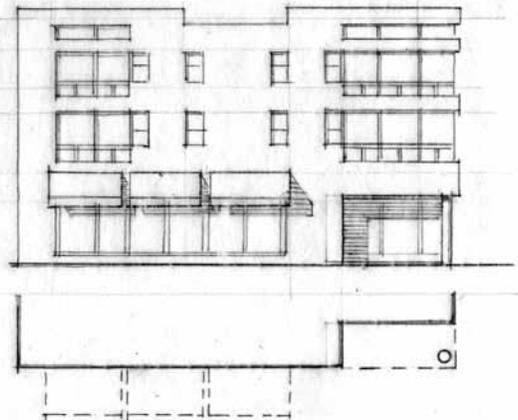
**C** Pitched roofs suggest individual dwelling units.

Recessed terraces break plane of horizontal facade.

Rhythm of storefronts relate to fenestration above.

Multiple recessed entries.

Recommended for side streets



**D** Fenestration to suggest dwelling units- and turns corner.

Roof parapet reinforces fenestration

Corner building - recessed entry at corner

Individual awnings at series of shop windows.

Contemporary design with scaled articulation

Recommended for Main Street

## SCALE AND FACADE RECOMMENDATIONS

Figure 4.0.1-4



**MAIN STREET – SIDEWALK DIMENSIONS**

LOCATION	SIDEWALK WIDTH	
	EAST	WEST
1	11'-0"	
2	11'-0"	
3	11'-6"	
4	9'-7"	
5	9'-6"	
6	5'-5"	
7		12'-0"
8		11'-0" w/ curb
9		11'-9" w/ curb
10		12'-5" w/ curb
11		15'-4" w/ curb
12		8'-2"

**STREET WIDTHS**

A	41'
B	40'
C	45'
D	35'
E	30'
F	45'

Figure 4.0.2-1  
EXISTING MAIN ST SIDEWALK WIDTHS

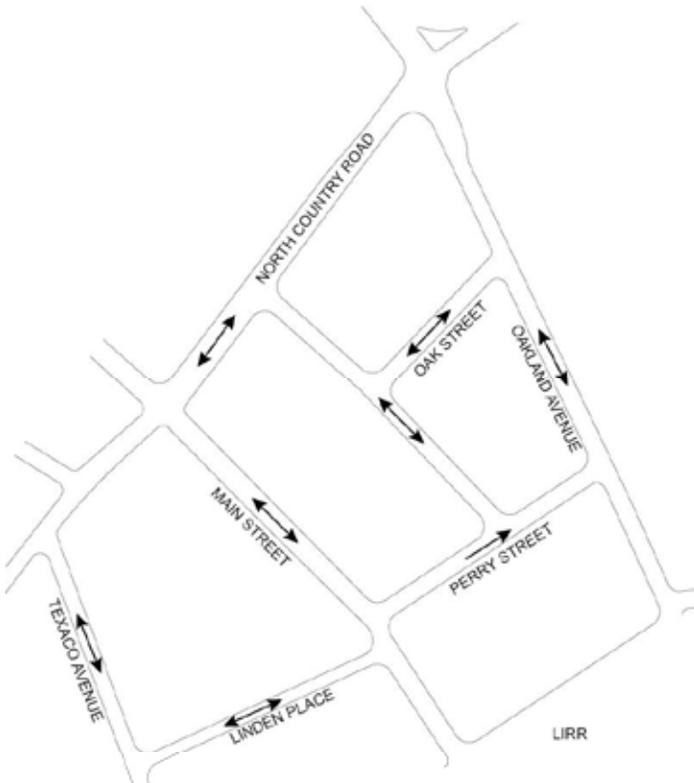
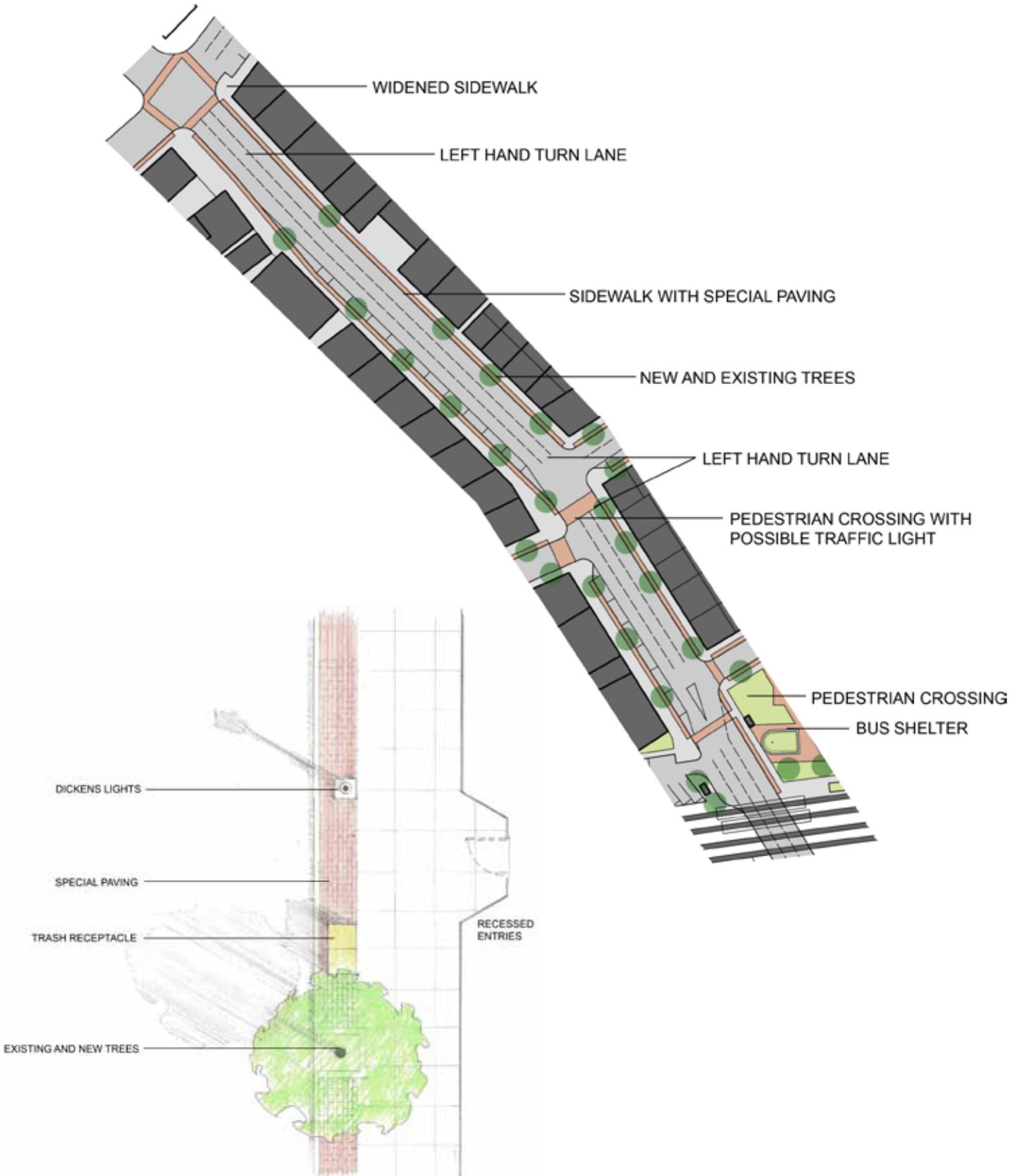


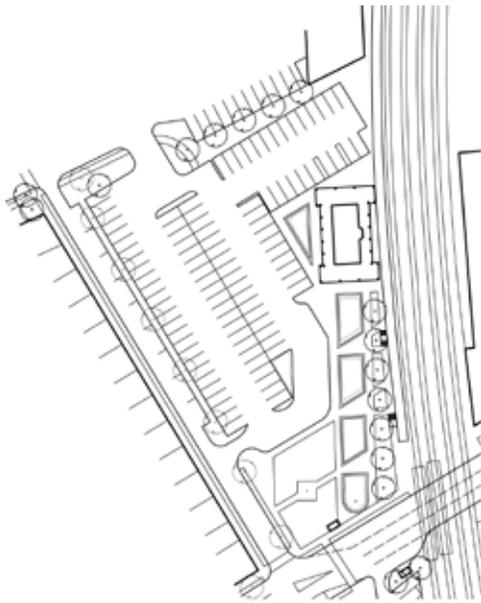
Figure 4.0.2-2  
STREET PATTERNS & DIRECTIONS



SIDEWALK EAST SIDE

MAIN STREET WITH PARKING ON WEST SIDE ONLY,  
DISTINCTIVE SIDEWALKS AND PEDESTRIAN CROSSINGS

Figure 4.0.2-3



KEY



RAILROAD PLAZA  
Figure 4.0.4-1

## **5.0 Feasibility - TASK 12E**

### **5.1 Overview**

The existing conditions site plan for the waterfront has been developed with the assistance of tax map and Google Earth photography information as no surveys were found at the Town of Brookhaven or Village of Port Jefferson – Figure 5.1-1 A-C. The Preferred Scheme plan has also been developed to a scale of 1"=20' – Figure 5.1-2 A-C. This plan indicates a more developed design of new trees, shrubs, gardens and other landscape elements such as paths, hard scape plazas, lighting, trellis's, kiosks and benches. The plan also includes the amphitheater, children's playground and the extension of Mill Creek into the site, with a wood bulkhead and dam or weir to retain water in the creek at low tide. From this plan, a demolition plan has been created at 1"=20' scale – Figure 5.1-3 A-C. Planting plans indicate type and location of planting – Figure 5.1.4 A-C. Quantities of the work have been taken from both of these demolition and proposed design plans for the purposes of cost estimating and the Means Cost Estimating guide has been utilized to create a spread sheet of materials and labor cost estimate. New parking and resurfacing the existing trailer parking and curbs have been quantified and estimated.

### **5.2 Materials**

The materials chosen for the new waterfront park are the same or similar to the existing landscape materials that already make up the landscape of Port Jefferson Village. Throughout the park will be soft pedestrian paths made of Stalok Stabilized Stone Screenings- same as in the Harborfront Park. Brick paving will be used in specific areas including the Village Square, at kiosks, and all crosswalks. Grasscrete, a permeable paving that vehicles can drive on and grass can grow through, will be used at the commercial fishing, the bait & tackle boat rental, and amphitheater area. The lawns shall be sod or seeded with a "no mow" lawn mix of slow-growing fescue grasses appropriate to our climate.

#### *5.2.1 Plantings*

Park and street trees were selected for their resiliency in urban, paved and flood-prone areas, as well as for their aesthetics, natural habitat, and wildlife value. All trees selected are native to Long Island, and include Red Maple, Sweet Gum, Pin Oak, Black Tupelo, Atlantic White Cedar, Eastern Red Cedar and Flowering Dogwood. Shrubs were chosen with the same criteria as well as their height and density, and include Northern Bayberry, Virginia Rose, Red and Purple Chokeberry and Highbush Blueberry.

A flower garden with pedestrian paths will function as a rain garden to collect the stormwater runoff from the adjacent Marina parking. Plants and soil structure will be designed to retain the runoff and improve stormwater quality.

Planters in the Village Square will hold ornamental plants, including some seasonal plants.

The trailer parking lot shall have tree pits that can collect and retain stormwater on site. These retention pits will be appropriately planted with native trees that tolerate saturated soil and salt well, such as Sweet Gum and Black Tupelo. The adjacent Brookhaven parking area may be paved with Grasscrete to also absorb stormwater. This area can also be used to pile snow from the trailer parking area.

#### *5.2.2 Sustainable Ecology*

The new waterfront park will enhance the natural environment of Port Jefferson Village by creating a healthy ecosystem that does not require major inputs of precious resources or environmentally degrading substances.

Using a systems approach to water management, the landscape design for the park utilizes porous materials and planted areas for water collection and groundwater infiltration. The goal is to retain all stormwater on site and passively

improve the quality of the water using the roots of plants and microorganisms in soil to process pollutants. Some areas are paved with porous paving, such as grasscrete, to allow rain to be absorbed immediately where it falls. Runoff from paved parking lots is absorbed by an adjacent rain garden and bio-retention tree pits within the lot. Permeable, planted areas designated to collect rainfall from paved surfaces are sized for extreme weather events, anticipating changes in climate.

Some park elements notable for their sustainable qualities include:

- *“No Mow” lawn seed mix* is an ecological alternative to traditional high maintenance lawns. This seed mix of six slow-growing fine fescue grasses creates a dense turf that naturally reduces weed growth, the need for watering, requires little to no fertilization and reduces lawn maintenance.
- A *Rain Garden* appears as an attractive, colorful garden, but is actually a bioretention cell in which stormwater is cleaned and reduced in volume once it enters the garden. A rain garden is designed to withstand the extremes of flood and drought conditions and concentrations of nutrients, particularly Nitrogen and Phosphorus that are found in stormwater runoff. The garden can be either self-contained or under-drained, if needed. A combination of trees, shrubs and herbaceous plants will be selected, primarily native, riparian edge species which are well-suited to the extreme environments of rain gardens. Ornamental horticultural plants that are non-invasive, and some annuals for seasonal and color effects, can also coexist in the rain garden.

The rain garden will have raised wooden pedestrian paths to allow people to enjoy the garden from inside. Educational signage will describe how the garden functions within its environment.

- *Bioretention tree pits* collect, filter and distribute stormwater using layers of mulch and soil to remove pollutants and improve stormwater quality. These will be used to retain stormwater in the trailer parking lot.
- *Grasscrete* is a cellular concrete paving system that allows infiltration of rainwater, greatly reducing stormwater runoff. Grasscrete will be used in some parking and other areas of the park where a hard but permeable surface is desired.
- A *composting toilet* public restroom will turn waste into nutrient-rich compost to be used to fertilize plants on site. The pre-fabricated structure includes a solar-powered ventilation fan to keep the restroom odorless. As a self-contained unit, the composting toilets minimize the need for potable water for flushing and do not need sewer connection.

### 5.2.3 Site Furniture & Structures

Trellis seating at the amphitheater area will be made of wood, and contain lighting in the trellis. Two kiosks for food vendors will be wood construction and brick paving. A restroom facility will be a prefabricated composting toilet structure. Benches are located on the proposed plan and trash receptacles would be appropriately located throughout.

### 5.2.4 Lighting

Pedestrian paths will be lit with bollards at 2’-6” height, and spaced 20’ apart. Parking lot lighting will be on poles at 20 foot height, possibly reusing existing light poles. The location of lighting is indicated on the proposed plan.

## 5.3 Cost Estimate

The order of magnitude cost estimate for the waterfront Harbor Park is shown on Table 5.3-1 and 5.3-2.

## 5.4 Annual Expenses and Revenue Projection

An Expense and Revenue projection has been developed and is detailed in Appendix 5.4-1

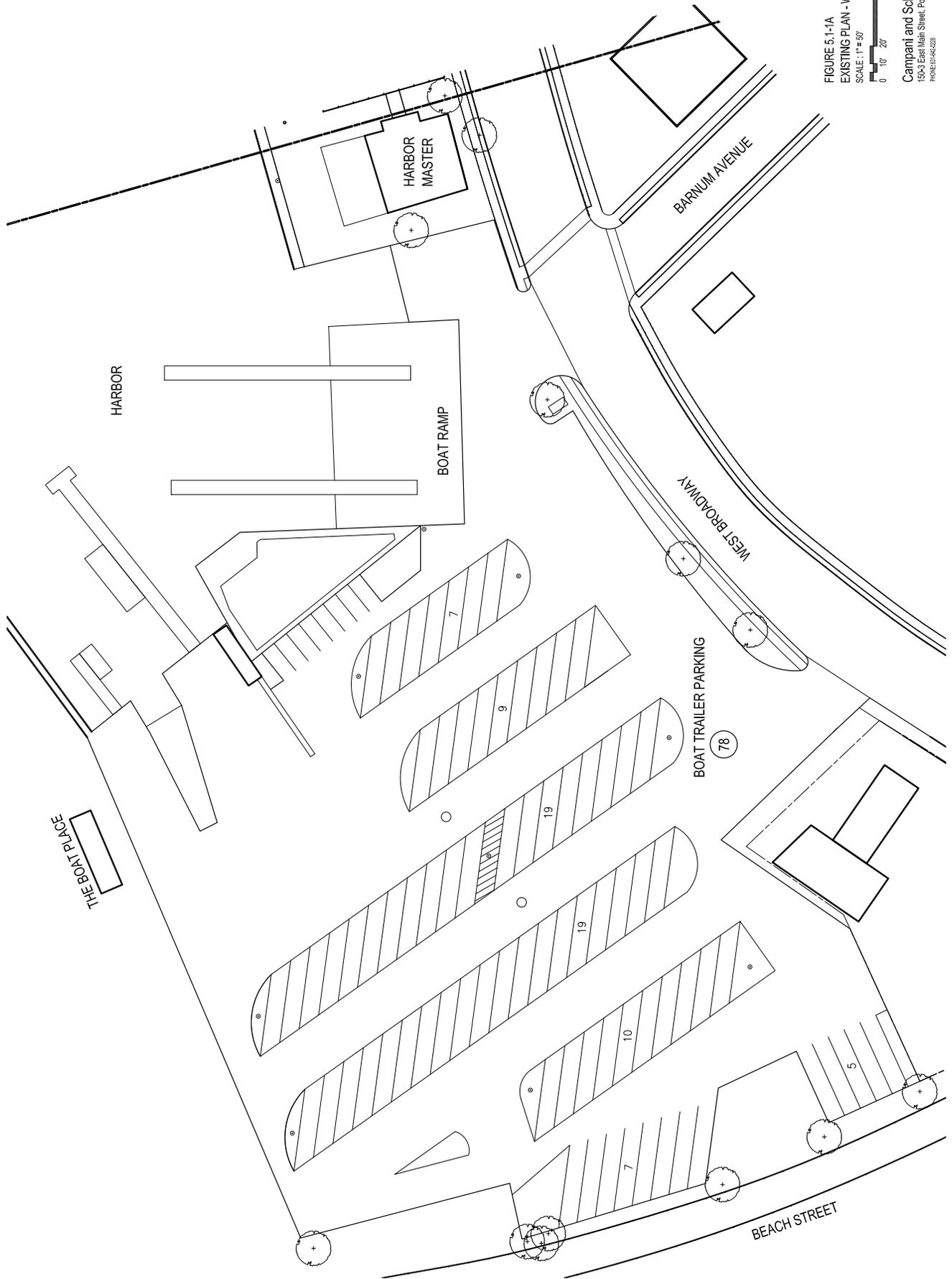


FIGURE 5.1-1A  
 EXISTING PLAN - WEST  
 SCALE: 1" = 50'  
 0 10' 20' 30'

Campani and Schwarting Architects  
 150-3 East Main Street, Port Jefferson, New York 11777  
 PHONE: 516-462-0223 FAX: 516-462-0202

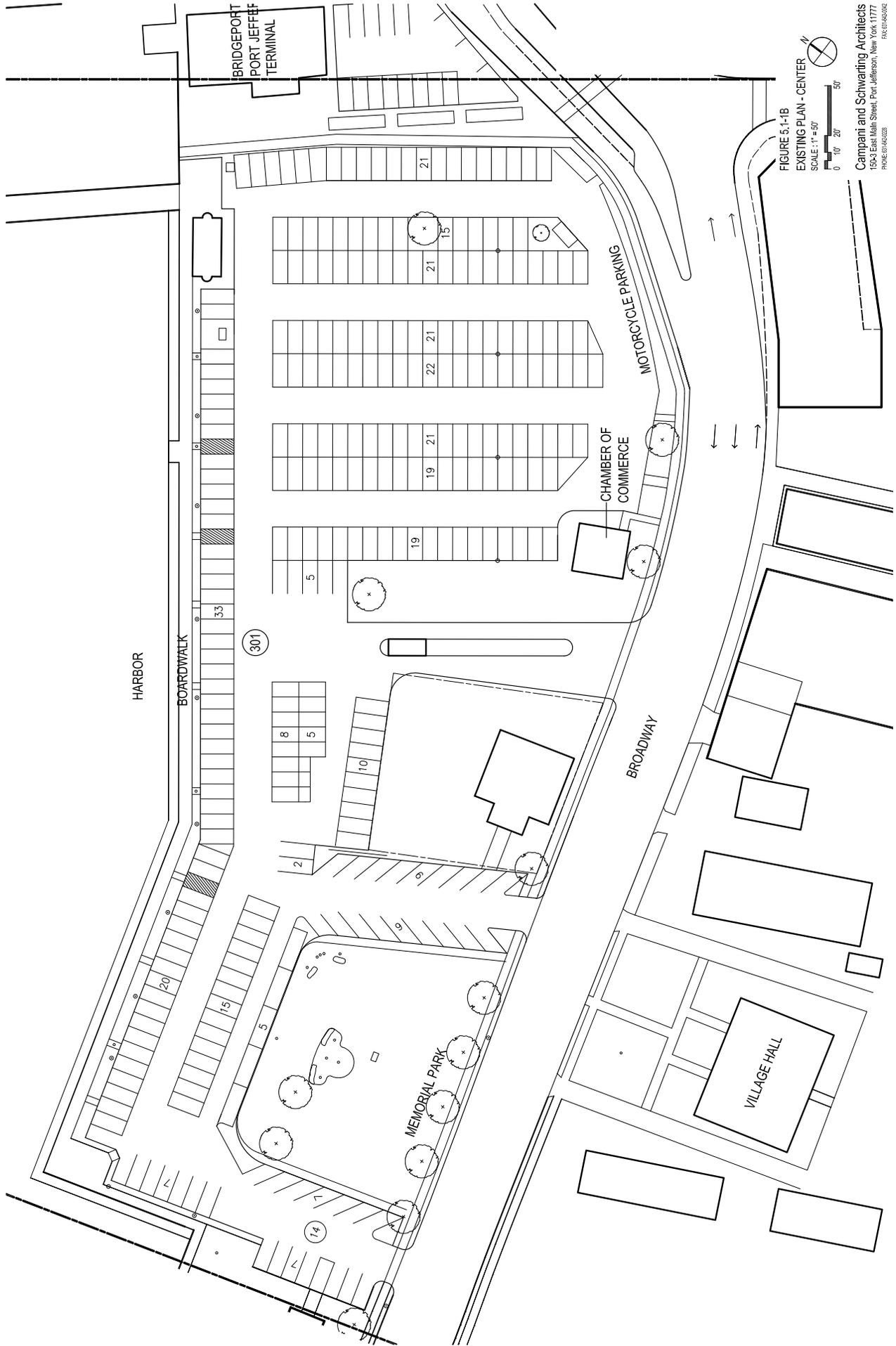


FIGURE 5.1-1B  
 EXISTING PLAN - CENTER  
 SCALE: 1" = 50'  
 0 10' 20' 50'

Campani and Schwaring Architects  
 150-3 East Main Street, Port Jefferson, New York, 11777  
 PHONE: 631-462-0238 FAX: 631-462-0402

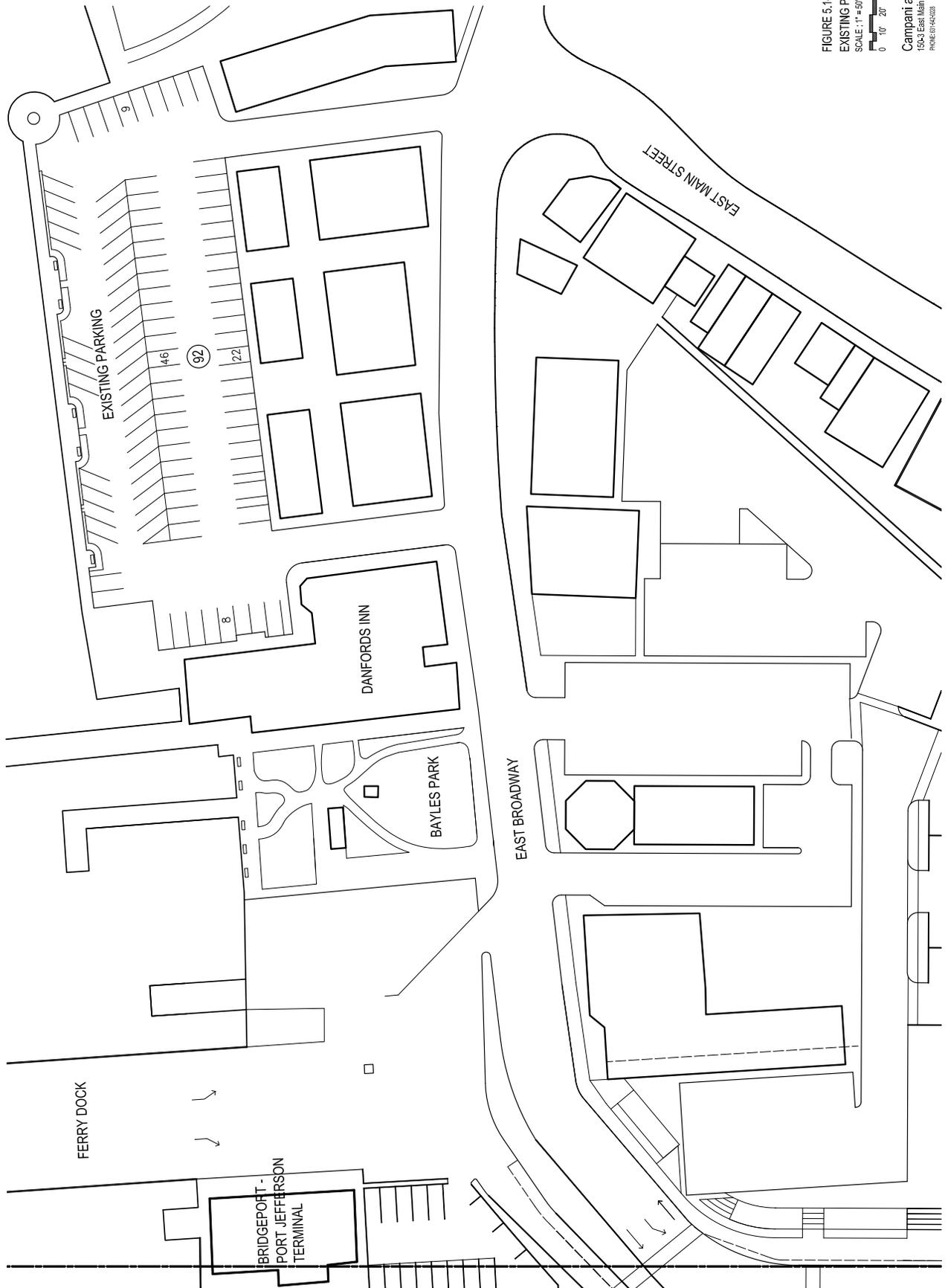


FIGURE 5.1-1C  
EXISTING PLAN - EAST

SCALE: 1" = 50'  
0 10' 20' 50'

Campani and Schwaring Architects  
163 East Main Street, Port Jefferson, New York 11777  
PH: 516.464.2222 FAX: 516.464.2242

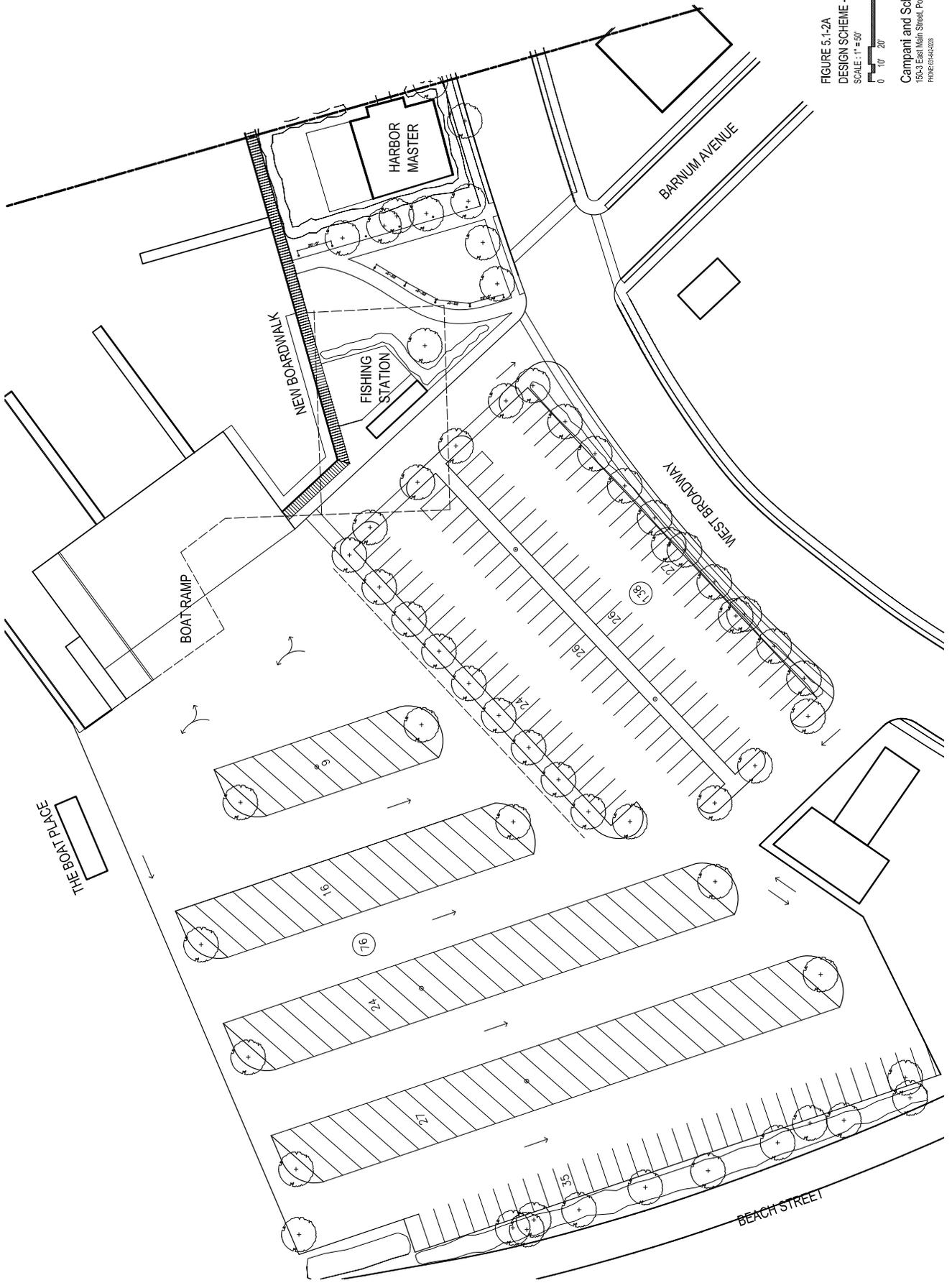


FIGURE 5.1-2A  
 DESIGN SCHEME - WEST  
 SCALE: 1" = 50'  
 0 10' 20' 50'



**Campani and Schwarting Architects**  
 150-3 East Main Street, Port Jefferson, New York 11777  
 PHONE: 631-462-0208 FAX: 631-462-0302

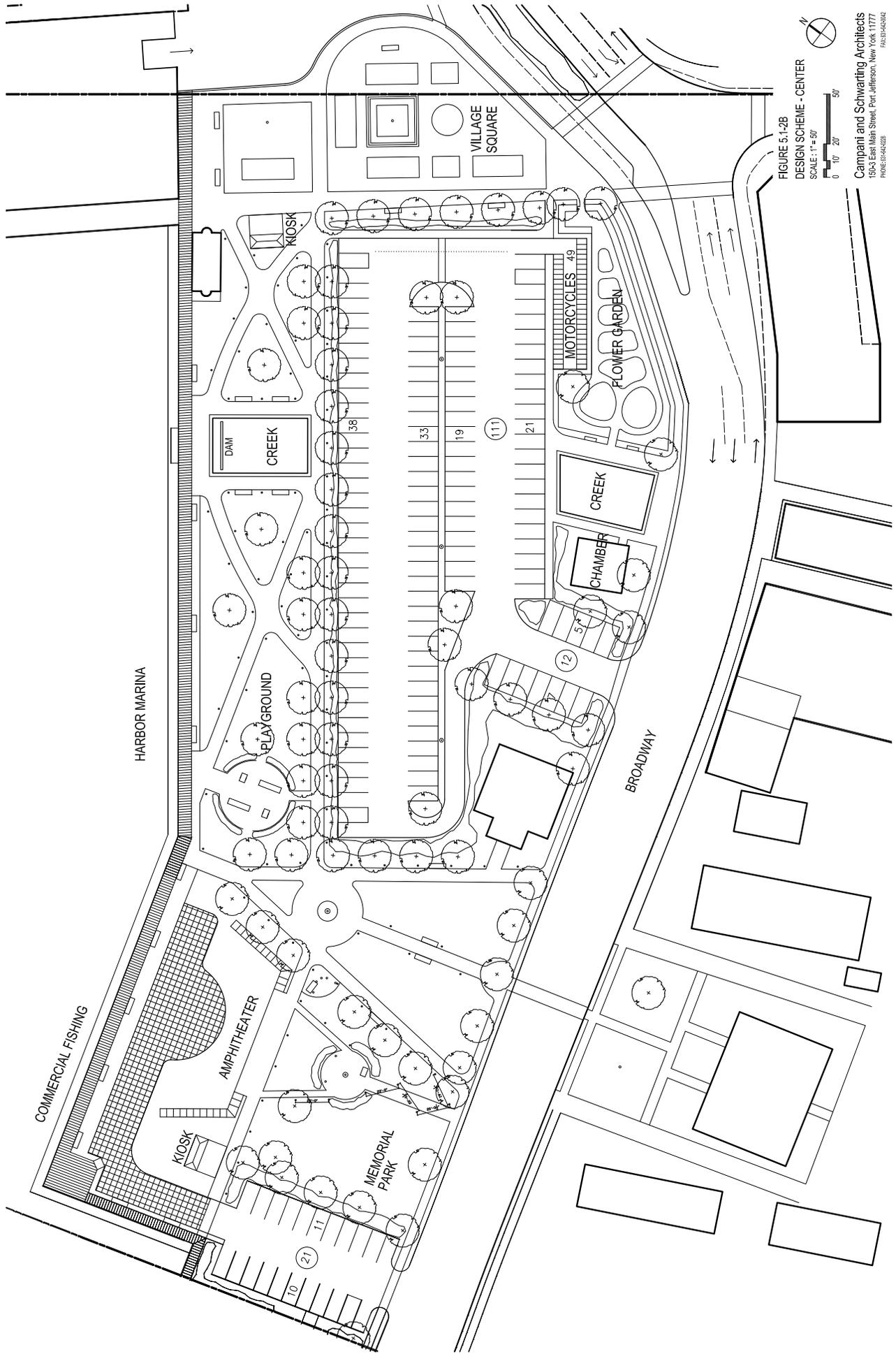


FIGURE 5.1-2B  
 DESIGN SCHEME - CENTER

SCALE: 1" = 50'  
 0 10' 20' 50'



Campani and Schwaring Architects  
 190 East Main Street, Port Jefferson, New York 11777  
 PH: 631-464-0208

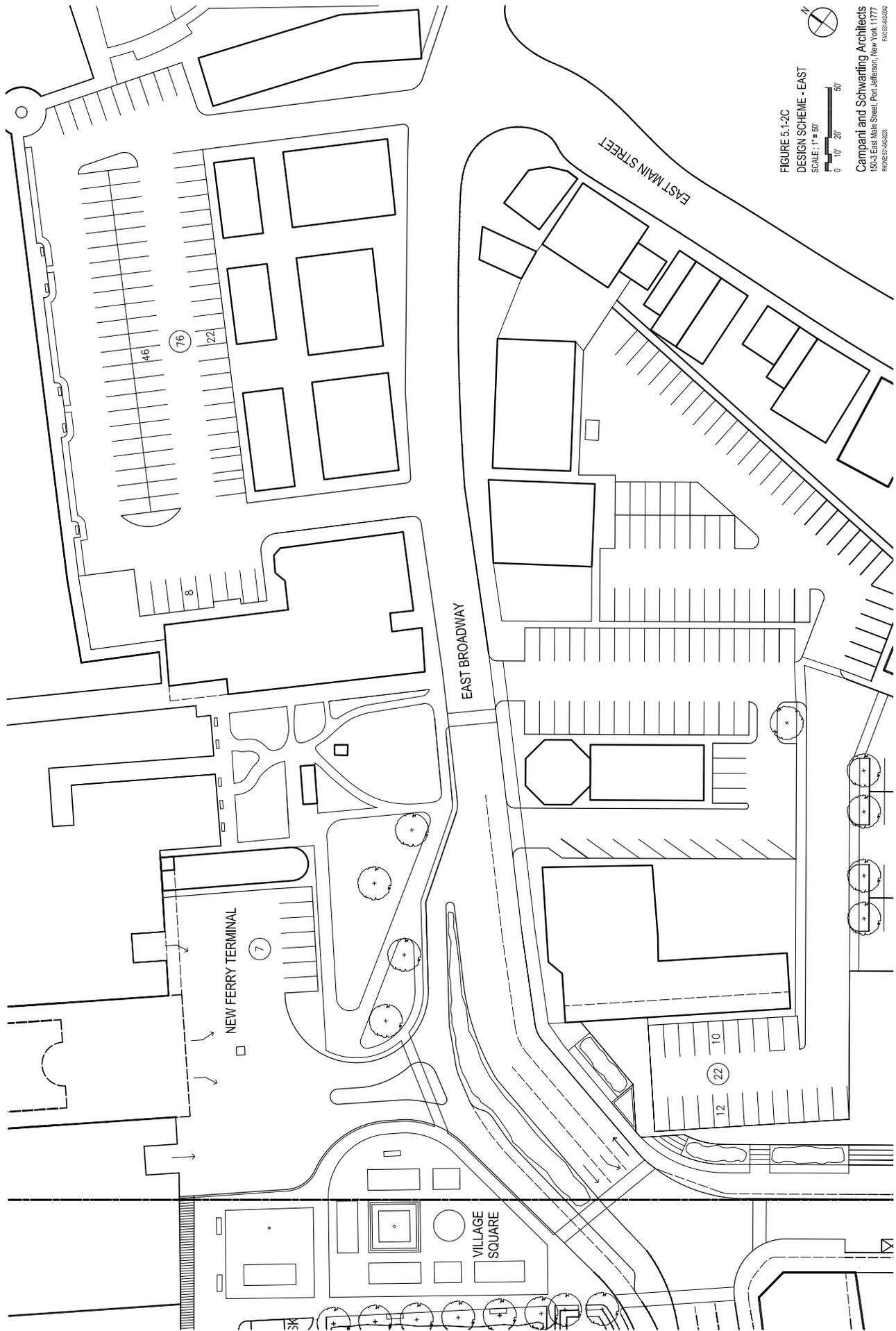


FIGURE 5.1-2C  
 DESIGN SCHEME - EAST  
 SCALE: 1" = 50'  
 0 10' 20' 50'  
 Campani and Schwaring Architects  
 150-3 East Main Street, Port Jefferson, New York 11777  
 PHONE: 516-462-0203 FAX: 516-462-0202

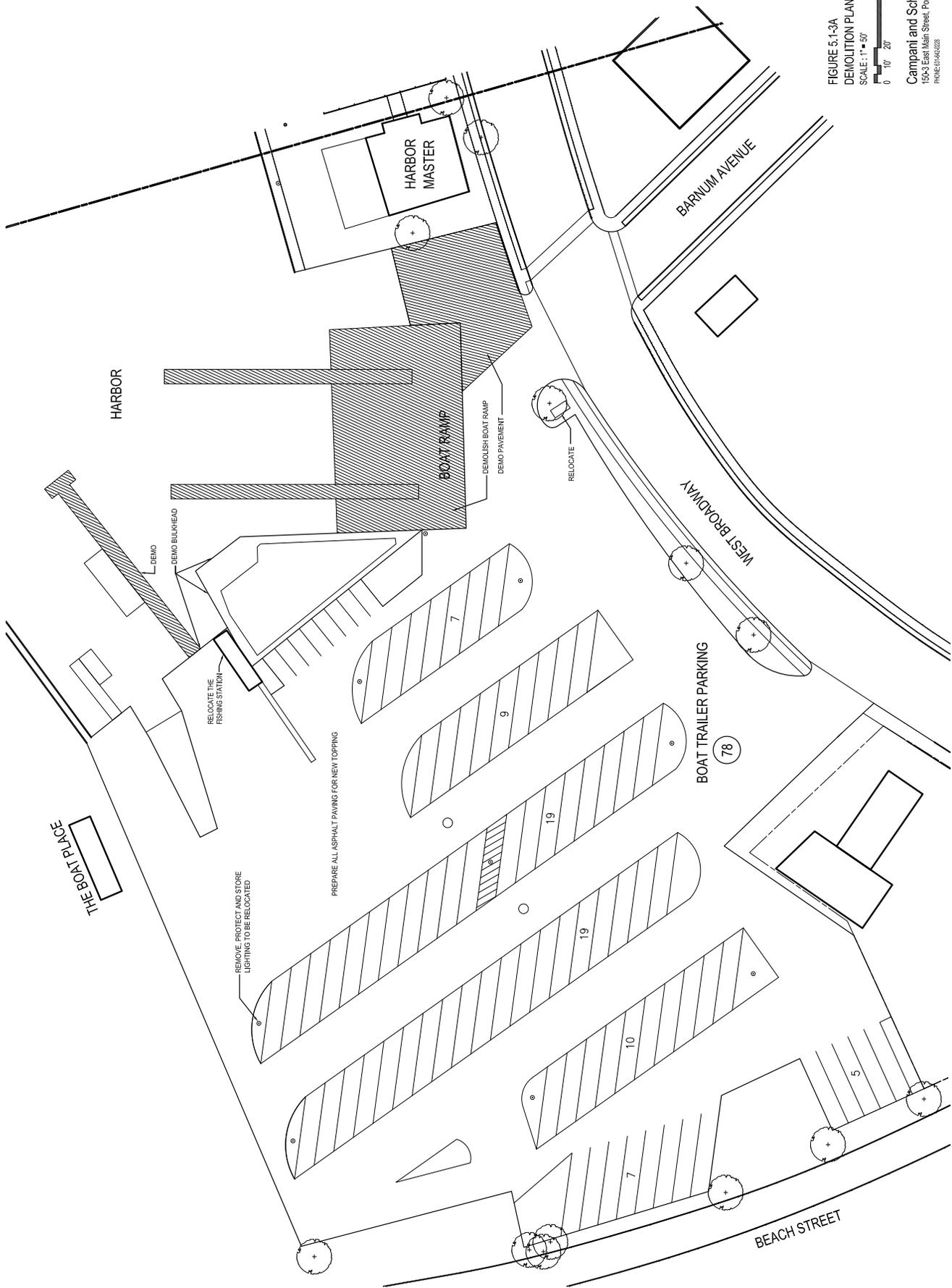


FIGURE 5.1-3A  
 DEMOLITION PLAN - WEST  
 SCALE: 1" = 50'  
 0 10' 20' 50'  
 N  
 Campant and Schwarting Architects  
 19-3 East Main Street, Port Jefferson, New York 11777  
 PRC19-042028 FRC19-042046

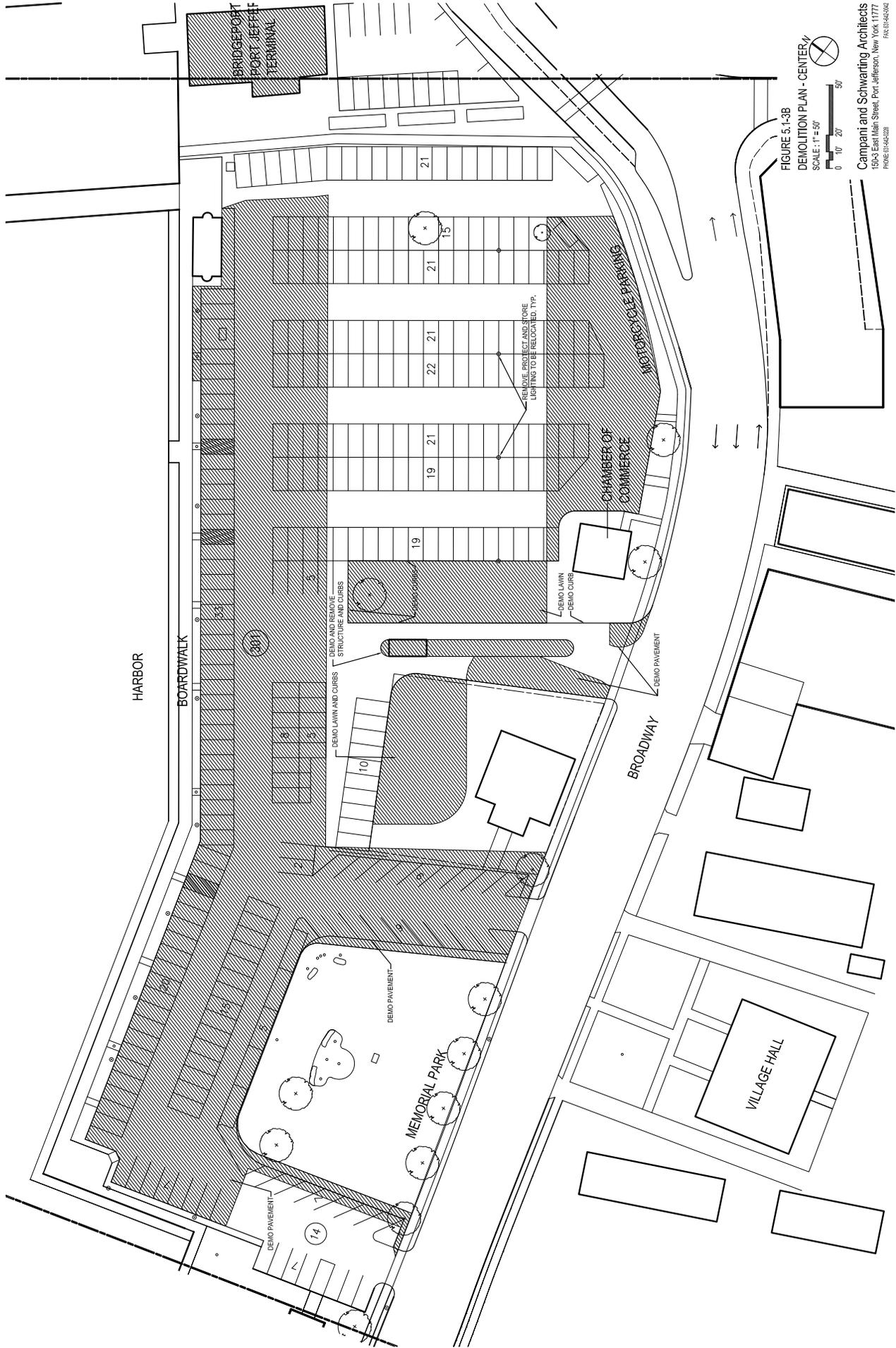


FIGURE 5.1-3B  
DEMOLITION PLAN - CENTER

Campani and Schwaring Architects  
150A East Main Street, Port Jefferson, New York 11777  
PHONE: 631-462-0203 FAX: 631-462-0202

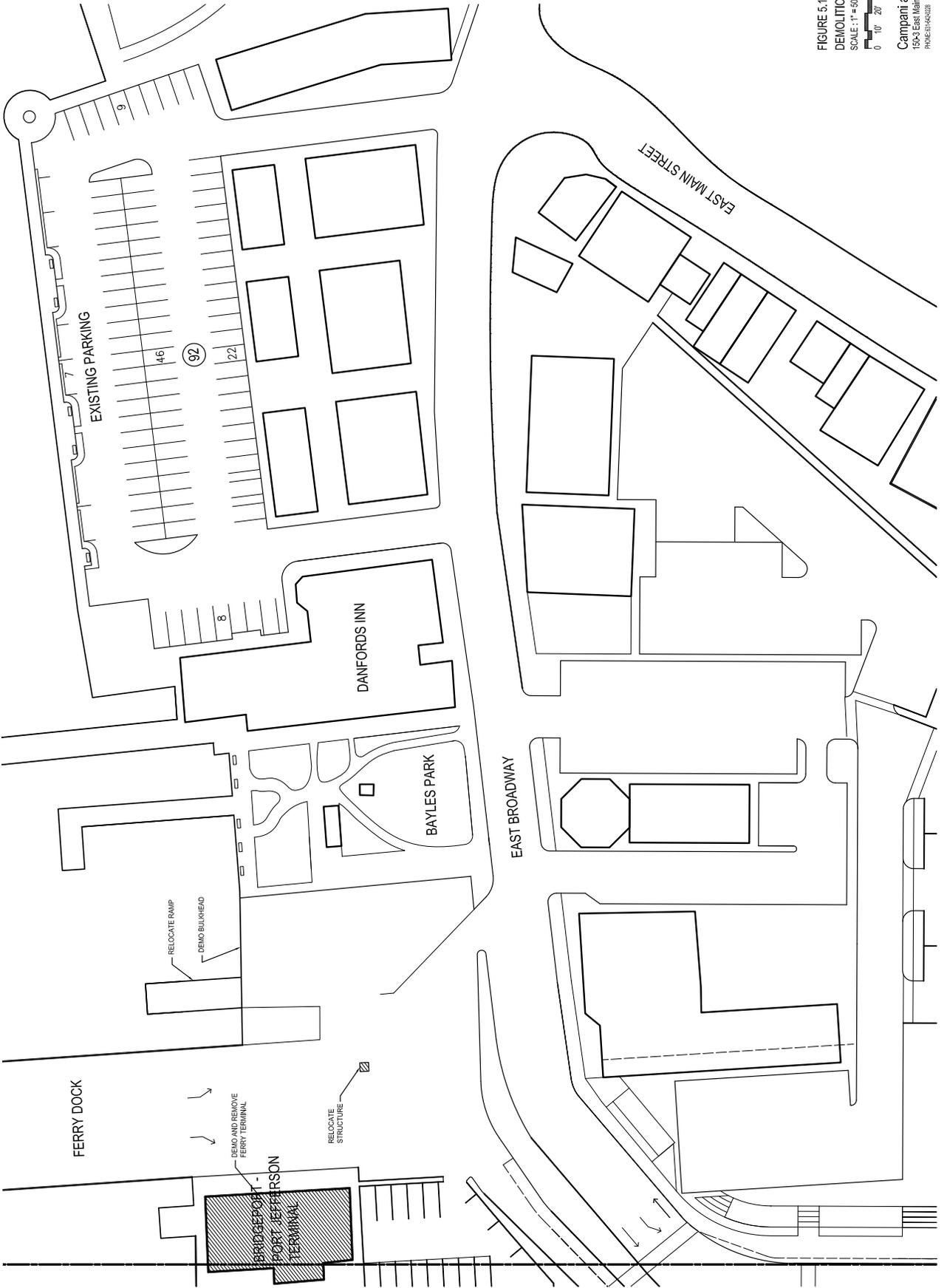


FIGURE 5.1-3C  
 DEMOLITION PLAN - EAST  
 SCALE: 1" = 50'  
 0 10' 20' 50'  
 Campanti and Schwaring Architects  
 1503 East Main Street, Port Jefferson, New York 11777  
 PHONE: 631-462-0209 FAX: 631-462-0242

PLANT LIST		SYMBOL	DATE	BY
1	RED WOOD			
2	RED WOOD			
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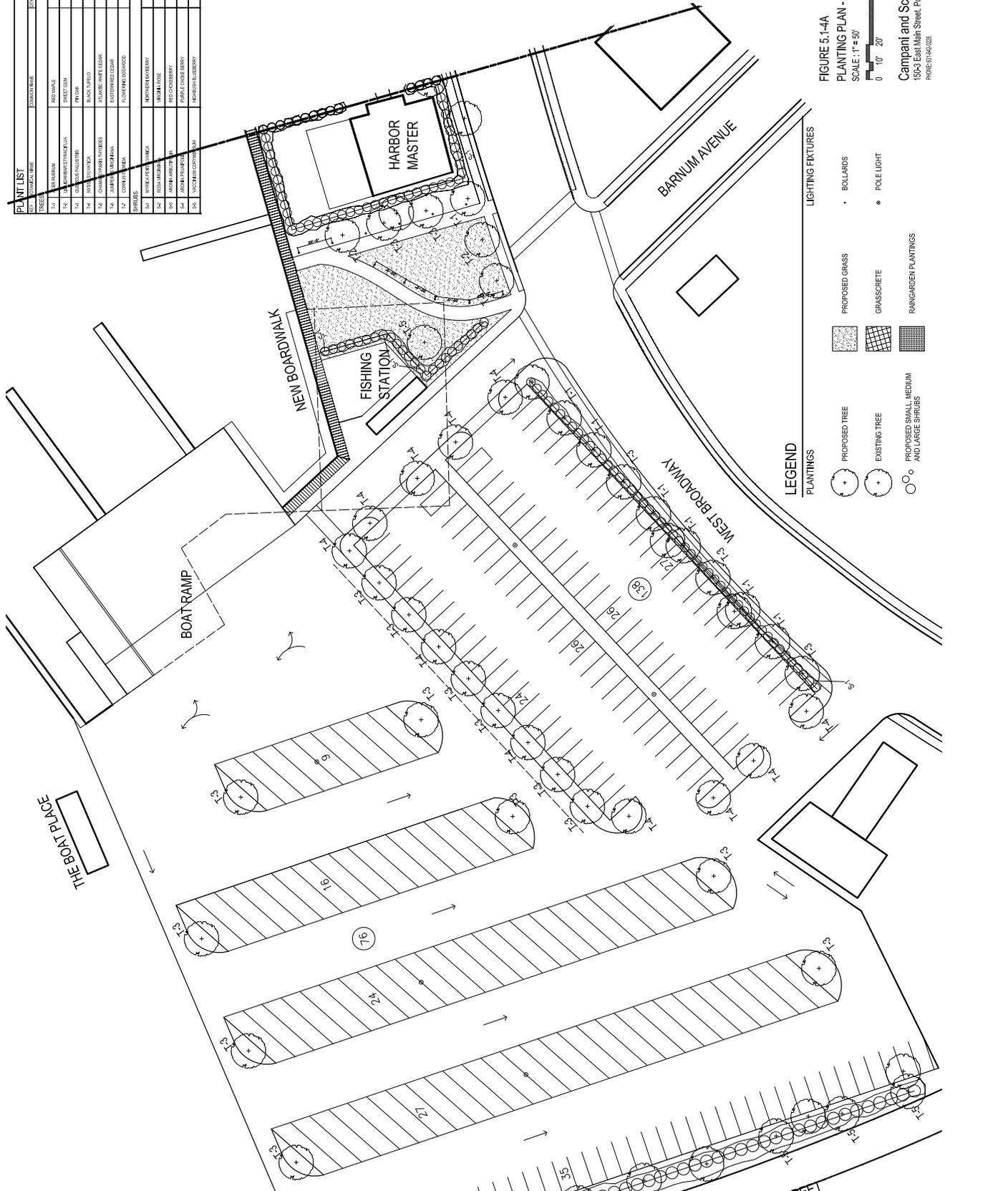


FIGURE 5.1-4A  
 PLANTING PLAN - WEST  
 SCALE: 1" = 50'  
 0 10' 20' 30'

**LEGEND**

**PLANTINGS**

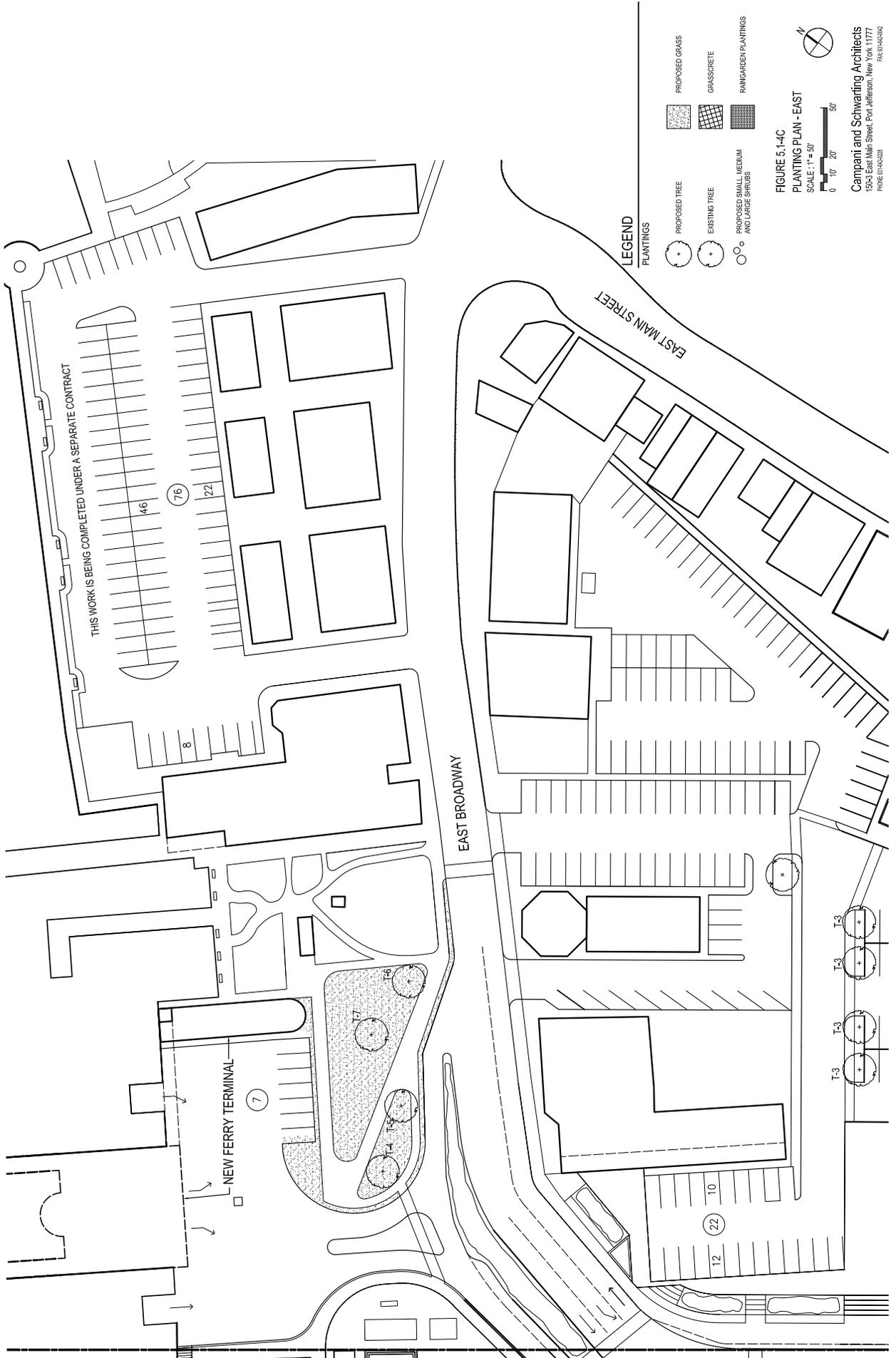
- PROPOSED TREE (circle with cross)
- EXISTING TREE (circle with dot)
- PROPOSED SMALL, MEDIUM AND LARGE SHRUBS (circle with horizontal lines)
- PROPOSED GRASS (stippled pattern)
- GRASSCRETTE (grid pattern)
- RANGEBARN PLANTINGS (cross-hatch pattern)

**LIGHTING FIXTURES**

- BOLLARDS (small solid circle)
- POLE LIGHT (circle with vertical line)

Campani and Schwaring Architects  
 190-3 East Main Street, Port Jefferson, New York 11777  
 PHONE: 516-462-8222





**Table 5.3-1**

**Harbor Park Estimated Costs**

<b>1. Site Preparation</b>	\$150,000.
Removals of existing elements, including asphalt, bulkhead, boat ramp	
<b>2. Earthwork</b>	\$250,000.
Soil fill, grading and drainage	
<b>3. Planting</b>	\$300,000.
Including new lawn, trees and planted areas, topsoil	
<b>4. Paving, curbs and fencing</b>	\$800,000.
Including renovated parking, and roadway, plazas, walks, steps, ramps, Curbs and fencing	
<b>5. Furnishings</b>	\$250,000.
Including new benches, trellises, picnic and game tables, trash receptacles, bike rack, bolards, drinking fountains, signs and markers, lighting.	
<b>6. Play</b>	\$150,000.
Play equipment, play surfacing	
<b>7. Creek</b>	\$250,000.
Including wood bulkhead, weir, bridge, inlet/outlet	
<b>8. Bulkhead and Boat Ramp</b>	\$250,000.
New bulkhead, new and re-used ramp	
<b>9. Utilities</b>	\$200,000.
Including site water and electrical systems	
	<b>Subtotal</b> \$2,600,000.
	Contingency at 20% \$520,000.
	Design, engineering & permitting fees @ 10% \$260,000.
	<b>TOTAL PARK COSTS \$3,380,500.</b>

**Table 5.3-2****Main Street Improvements**

<b>1. Site Preparation</b>		
Demolition and Grading	26,000 sf @ \$ 5.	\$ 156,000.
<b>2. Sidewalks</b>		
Concrete	12,150 sf @ \$ 10.	\$ 121,500.
Special paving	4,050 sf @ \$ 25.	\$ 101,250.
Curbing	1,500 lf @ \$ 25.	\$ 37,500.
<b>3. Street Paving</b>		
Common surface	21,600 sf @ \$ 10.	\$ 216,000.
Crosswalks	2,048 sf @ \$ 25.	\$ 51,200.
Parking lane	2,240 sf @ \$ 25.	\$ 56,000.
<b>4. Utilities</b>		
Storm drain adjustment	11 @ \$10,000. ea.	\$ 110,000.
Street Lights, moved	15 @ \$ 500. ea.	\$ 7,500.
Street Lights, new	9 @ \$ 3,000. ea.	\$ 27,000.
Power lines buried	.26 mile @ \$ 2,000,000./mile	\$ 520,000.
<b>5. Planting</b>		
Trees	24 @ \$ 600. ea.	\$ 14,400.
Tree surrounds	24 @ \$ 300. ea.	\$ 7,200.
	<b>Subtotal</b>	<b>\$ 1,425,550.</b>
	Contingency @ 20%	\$ 285,110.
	Design, Engineering and Permit fees @ 10%	\$ 142,555.
<b>TOTAL MAIN STREET COSTS</b>		<b>\$ 1,853,215.</b>

## **6.0 Construction Requirements Analysis - TASK 12F**

### **6.1 Jurisdictional Boundaries**

Jurisdictions of the various areas of the design are shared by multiple levels of government. Although the Village of Port Jefferson exercises the primary authority over land use decisions pertaining to the site, there are a number of Federal, State, County and local private entities that have responsibilities concerning the management and uses in these areas. New York State has jurisdiction over NYS Route 25a (West Broadway and Main Street) and the associated drainage system. The Town of Brookhaven owns the land that includes the trailer parking, boat ramp and harbor front from the west boat ramp to the east Bridgeport Port Jefferson Ferry. Brookhaven also owns the Mary Bayles Park between the Ferry property on the west and the private Danfords Inn and Marina on the east. The Port Jefferson Chamber of Commerce is owned by the Village of Port Jefferson and Carafitis Fish is a privately owned trailer on Brookhaven land. A portion of the Bridgeport – Port Jefferson Ferry terminal building is on Brookhaven land. The Ferry Company, former water-works building are private properties within the study area. All of this is within the Village MW-1 and MW-2 zoning districts. Figure 2.5-1

### **6.2 Federal**

#### *6.2.1 United States Environmental Protection Agency (USEPA)*

USEPA's mission is to safeguard human health by protecting the integrity of the environment. USEPA pursues this goal by developing legislation and national protection programs and by administering funding to states and municipalities for the development and implementation of environmental plans, policies, projects and program. USEPA sponsors a number of programs that advocate the protection of natural resources such as surface water quality, including various Clean Water Act (CWA) programs, and publishes a variety of environmental protection and planning guidance documents to provide technical support and educational assistance to the public.

The USEPA is also responsible for the remediation program being undertaken for the Lawrence Aviation site and contamination plume that extends to Mill Creek and the Harbor.

#### *6.2.2 United States Army Corp of Engineers (USACE)*

The USACE mission with regards to the waters of the United States is to provide services for planning, design, building, and operating water resources and other civil works projects including navigation and dredging, flood control, environmental protection and disaster response. The USACE reviews and permits projects proposed in navigational waters to ensure compliance with federal environmental laws.

The removal of and relocated new bulk head, the Brookhaven boat trailer ramp, dredging, extending the Bridgeport-Port Jefferson ferry pier and relocating the loading ramp as well as the outfall of Mill Creek into the Port Jefferson Harbor will require permitting and be under the jurisdiction of the USACE.

### **6.3 New York State**

#### *6.3.1 New York State Department of Environmental Conservation (NYSDEC)*

The NYSDEC manages the State's recreational and commercial fisheries, tidal and freshwater wetlands, and other natural resources common to the coastal environment. NYSDEC is responsible for the preservation of water quality throughout New York State, especially through the administration of the permit program under the State Pollution Discharge Elimination System (SPDES). The SPDES (Phase II) covers municipal storm water systems, construction sites greater than one acre in area, and oversight of spill remediation activities.

NYSDEC's role within the Port Jefferson Harbor and Mill Creek watershed includes implementing natural resource protection programs, including environmental permitting programs, enforcing the State's environmental laws; resource management and planning; conducting site inspections, scientific research and water quality testing; and providing technical assistance to private entities and municipalities. The bulkhead changes, relocating the Brookhaven ramp will require permitting and be under the jurisdiction of NYSDEC.

### *6.3.2 New York State Department of State (NYSDOS) Division of Coastal Resources (DCR)*

NYSDOS DCR provides technical and financial assistance to governments, businesses, and private organizations for the improvement of waterfronts, and specifies policies on issues that affect coastal areas. The DCR is responsible for administering the mandates of the Federal Coastal Zone Management Act of 1972 and the State Waterfront Revitalization act of 1981, including its responsibility for reviewing Local Waterfront Revitalization Programs (LWRP), Harbor Management Plans (HMP), and various coastal projects for consistency with the State's Coastal Management Plan.

NYSDOS has provided the funding to undertake this Plan and approval will be required.

### *6.3.3 New York State Department of Transportation (NYSDOT)*

The NYSDOT designs and maintains State roads and the corresponding drainage infrastructure. NYS Route 25A (West Broadway and Main Street) is under NYSDOT jurisdiction. The West Broadway segment of Route 25A has a drainage infrastructure system that discharges directly to the harbor from an outfall located west of the Mill Creek outfall. The drainage system along the Main Street segment of Route 25A is interconnected with the drainage system from the Village roads. NYSDOT employs a trained environmental staff that ensures that departmental actions comply with various state policies, laws and regulations enacted to protect the environment. The NYSDOT employs environmentally sound techniques while performing its duties: including maintaining roads and bridges and requiring erosion and sedimentation control practices for projects. The NYSDOT is a regulated small Municipal Separate Storm Sewer System (MS4) within a Designated Urbanized Area identified by the NYSDEC.

As a designated MS4 under State Pollution Discharge Elimination System (SPEDES) Phase II, the NYSDOT is required to develop and implement a Stormwater Management Program (SWMP) to address the stormwater discharges and their systems and will need to coordinate with Port Jefferson to improve water quality from road runoff in this system. The NYSDOT SWMP identifies several activities that overlap with the WMP including public education, municipal coordination and stormwater infrastructure mapping. NYSDOT approval and permitting will be required for the proposed changes to NYS Route 25A.

## **6.4 Town of Brookhaven (TOB)**

The TOB has the authority to regulate land use activities in its respective unincorporated communities. The Town also regulates the use of underwater lands and the placement of structures on underwater lands within its respective boundary. The Town has jurisdiction of the underwater lands of the Town marina and owns the lands of the parking lot, trailer parking lot and boat ramp along the Port Jefferson Harbor. A portion of the Bridgeport-Port Jefferson ferry terminal is on Brookhaven land.

The drainage from the northern portion of the parking lot is collected in recently constructed leaching pools along its northern edge, while the southern portion drains into West Broadway - Route 25A. The Brookhaven trailer parking lot drains into two closely located leaching pools in the middle of the lot. A third leaching pool at the south end near the exit to West Broadway-Barnum Avenue does not presently function. No outfall has been identified from these structures.

Mill Creek is contained in a culvert that runs beneath the Town parking lot and outfalls into the harbor at the Town Marina. Portions of this culvert are proposed to be daylighted in the Plan and has been recommended in the Mill Creek Plan.

The bulkhead changes, relocating the Brookhaven ramp will require permitting and be under the jurisdiction of TOB.

## **6.5 Village of Port Jefferson**

The Village of Port Jefferson is regulated small MS4 within a designated Urbanized Area as identified by the NYSDEC. As a regulated MS4 under SPDES Phase II, the Village is required to develop and implement a SWMP. The Village has the authority to regulate land use activities in its jurisdiction. Departments within the Village that influence land use include:

- Village Board – Mayor and Trustees
- Building and Panning Department
- Planning Board and Zoning Board of Appeals
- Department of Public Works
- Recreation Department
- Conservation Advisory Council
- Architecture Review Committee

## **6.6 Civic / Citizen Groups**

Typically the Mayor and the Project Director or manager forms a citizens committee for each project when it receives authorization and funding to proceed.

## **6.7 Separate Projects Jurisdictions**

Main Street both downtown and uptown is in the jurisdiction of NYS DOT within the Village C-1 zoning district.

In Section 3.3, six separate projects were outlined. The approvals process for each of these projects is outlined here:

### **A. Arden Lot reconfiguration.**

- 1) This project is part of another project to restructure the an existing sewer line to bring it to code. This is an already initiated separately contracted project.
- 2) The Village has to establish a legal process to negotiate with parking areas of private property owners within the Arden parking site to bring these into the Village managed parking system. The design of the parking layout is presently under contract by the Village.

### **B. Main Street Parking and Sidewalks – Downtown and Uptown**

- 1) The Village has commissioned the design of the proposal to remove the parking from the east side of Main Street and to realign the street (NYS Route 25A) so that both east and west sidewalks can be equally enlarged. Distinctive paving (brick has been recommended) from the new curb to the old, resetting existing and adding new pedestrian lighting and other street furniture are part of this design and require Port Jefferson Village and NYS DOT approvals. This work is being done for approval of New York State DOT. The study includes examining the relocation of utility poles towards the new curb, which would require LIPA and NYS DOT approval.

- C. Park at the west side of the harbor with relocated boat ramp, restructured trailer parking and a new car parking lot.
  - 1) Town of Brookhaven, DEC, Army Corp of Engineers.
  
- D. Park enlargement east from new park developed in Project C (above) and the Bridgeport-Port Jefferson Ferry property and operation.
  - 1) Town of Brookhaven
  
- E. Harborwalk in front of Danfords Inn
  - 1) This Project is presently under contract by the Village to complete an existing design with it construction documents and previously approval.
  
- F. Relocate the Bridgeport - Port Jefferson Ferry Terminal, extend pier, and expand the Village Square.
  - 1) DEC, Army Corp of Engineers, Homeland Security, TOB, PJ Village

## **APPENDICES**

***APPENDIX 1.1-1 Previous Plans for the Village (Excerpts)***

***APPENDIX 2.2-1 Stakeholders Meetings***

***APPENDIX 2.3-1 Community Visioning***

***APPENDIX 2.4.3 Downtown Buildings and Spaces***

***APPENDIX 3.1-1 Re-Imagine the Waterfront - The Second Community Planning Meeting***

***APPENDIX 3.4-1 Parking Structures***

***APPENDIX 5.4-1 Expenses and Revenue Projection***

# **APPENDIX 1.1-1**

## Appendix 1.1-1

### *Previous Plans for the Village (excerpts)*

There was a Comprehensive Master Plan for Port Jefferson made in 1965 when the Village was incorporated by Raymond And May Associates-Planning and Urban Renewal Consultants.

“The Business Area Plans

b) Inadequate off-street parking - Based on existing retail store floor areas, there is a parking deficiency of 650 off-street spaces.”

The Village Plan Study was produced in May 1987 by the Suffolk County Department of Planning and Division of Transportation, Lee Koppelman - Director. Some interesting notes from this study:

In the Introduction; “Many of the original recommendations (of the 1965 plan) such as increased public use of the waterfront, expanded recreational facilities, community building plus downtown and residential rehabilitation have occurred. However, all of this activity has exacerbated the traffic and parking situation since many of the proposals relating to transportation were not implemented.” In Development issues; “Increased public access to the waterfront has been a goal of most L.I. Coastal Management programs for the last decade or two. The Coastal Zone Management Program that was done for the Village in December 1985 reemphasized the need for improved public access.” “The remaining conversion of the southern portion of the harbor is not contemplated and shall allow continuous public access from one end of the harbor to the other under the land that is used for commercial and recreational purposes.” In the Recommendations: downtown Parking, three alternatives to alleviate the parking problem were articulated; 1) Parking Decks, 2) Acquire more land for off-street parking; 3) Establish a shuttle system.

A February 1995 Comprehensive Plan Update of the 1987 Plan by the Suffolk County Planning Department was produced:

“Some of the residents would be happier with less tourist traffic particularly in the summer months. Some downtown merchant 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 need for additional off-street parking can be achieved. Part of the solution lies in better enforcement.” Pg. 1

In relation to the 1987 Plan; “Seven years later the direction of the Village is still vague.” Pg. 8

“What is needed...

“**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.”

“**Create and Image** - While there is a beginning to a Port Jefferson image, it has not developed.” Pg 9

**Parking** - It is important that they be allowed to occupy the prime spaces within the area. Without a happy There are two types of parkers that must be accommodated in and around the CBD. The first is the customer; customer, the economic wellbeing of the Village could suffer. The second user of parking

is the employer-employee. They must be able to park within a reasonable distance of the workplace, but should not be allowed to compete for the prime spaces that attract the customer. It is necessary to determine the amount of parking available for both category of users, where it is located, how it is regulated, and how it is used.” Pg 10

“It must be remembered that a car parked for four hours in a one-hour space deprives three additional cars from using that space properly.” Pg 11

“No municipal parking plan can be successful without enforcement. The easiest method of enforcement is through meters or manned parking fields.” Pg 12

“The amount of spaces designated “all day” should be increased to closely parallel the demand. However, they should be located at the extremities of the parking fields. In short, employers and employees should be made to walk.” Pg 12 Agreement should be reached with the Town of Brookhaven to use the Marina lot for all day parkers. The permit would be issued by the Village for employers and employees. This could be the solution for most all day parkers.” Pg 13

“Reorienting the spaces in the westerly municipal lot could result in ...additional... spaces.” Pg13

## **APPENDIX 2.2**

## **APPENDIX 2.2**

### ***STAKEHOLDERS MEETINGS***

#### ***Meeting - 07.08.10 - Port Jefferson Village and Town of Brookhaven***

Notes on the 07.08.10 Meeting regarding the sketch plan to develop the western end of the Brookhaven parking lot on the Port Jefferson harbor into a park and reconfigure the trailer parking area to accommodate the removed parking.

**Attending: Councilman Steve Fiore-Rosenfeld (SF-R), Mayor Margot Garant (by phone) (MG), Commissioner Tullio Bertoli (TB), Janice Jijina (JJ), David Berg (DB), Michael Schwarting (MS).**

TB, DB and MS met on July 1 to discuss the MS plan and Grant to develop a park at the Brookhaven parking lot on the Port Jefferson harbor. TB felt that the proposed plan worked well and suggested that it be developed as two phases. The first phase would be at the western end provided the removed parking could be accommodated in a reconfiguration of the Brookhaven trailer lot. MS agreed to study this and make a sketch for this July 8 meeting. TB suggested that there be an amphitheater and playground in the park.

MS prepared 3 sketch versions of a design to replace the parking lot, containing 125 cars with a park that included a new axis from Village Hall (as per the Quennell-Rothschild plan for Brookhaven), an area for concerts and a children's playground. The Brookhaven trailer lot was reconfigured to accommodate the removed parking, keep the existing 60 trailer spaces and relocate the ramp away from the West Broadway, Barnum Street intersection.

TB presented the plan to SF-R. TB stated that the plan would be ecologically designed and be as pervious as possible and would include native planting.

SF-R supported the general concept of adding green space to the harbor with the following provisions:

That removed parking is accommodated at the trailer lot.

That the Monuments are not moved.

That there be an area for the fairs.

There must be a financial agreement with Port Jefferson Village to accommodate the removed parking proposed in Phase 2.

The plan must be presented to the Parks Commissioner, the legal department regarding leases in the trailer lot and Harbormaster Pete Koutrakos for comments.

MG called in with her support of the plan, which had been previously presented to her.

DB stated that the concert area be large enough to accommodate increased popularity. Also to remove the parking at the west side of the harbor creating only an access to the commercial fishing and for the trailer-stage.

TB stated that with this support from SF-R and MG, the plan would be developed. A revised plan is included that responds to the comments.

JJ, DB and MS discussed the Phase 2. DB suggested that the opened creek might be multilevel like San Antonio, Texas. The need for a traffic study at the 'town square', ferry entry/exit, marina drop off was discussed.

JJ expressed concern over being able to achieve the proposed changes to the Ferry that would need DEC and ACE approvals and should look at the plan if this cannot be achieved.

A second meeting occurred with Pete Koutrakos (PK), Janice Jijina, David Berg and Michael Schwarting. The Plan was presented to PK who had seen the Plan prepared by MS for the Village in the past. PK stated that the plan works and he would support it and made the following observations:

Relocating the ramp to the proposed location was a good idea and works functionally. The present ramp is not functional and he will provide the specifications.

Moving the Karaftis operation to the proposed area was ok understanding that the lease must be reviewed.

The Gudzig operation should be maintained including the boat lift.

The area at the south end of the gravel business needs to be dredged. DEC approval is needed for this and changing the water/land configuration. This might not be too difficult given the plan to replace the parking lot with pervious material.

PK stated that in Phase 2, the boat slip renters will protest but he supported the idea of a continuous park. He thought the drop off and wagon system would work and estimates that a maximum of about 12 cars might arrive at one time to go to the boat slips.

The extension of the ferry pier and relocation of the loading ramp would require DEC approval, but the BPJ Company had already applied to do this a few years ago but haven't pursued it because of concentrating on issues with their site in Bridgeport

Michael Schwarting

## **Meeting - 11.10.10 Port Jefferson Village and Town of Brookhaven**

**This meeting was held at Brookhaven Planning Office for the Port Jefferson Harbor and Parking Study on November 10, 2010 2-3pm.:**

Present:

Tullio Bertoli – Planning Commissioner - **TB**

Tom Owens – Deputy Parks Commissioner - **TO**

Margo Garant – Port Jefferson Mayor - **MG**

Jocelyn Rush – Exec. Assist. Office of Steve Fiore-Rosenfeld - **JR**

Eva Greguski – Exec. Assist. Planning Office - **EG**

David Berg – Cameron Engineering - **DB**

Michael Schwarting – Campani and Schwarting Architects - **MS**

Frances Campani – Campani and Schwarting Architects – **FC**

This was a follow-up meeting to the presentation of a design for a section of the Brookhaven parking lot at the Port Jefferson Harbor, proposed by TB and drawn by MS, and reviewed and supported by Councilman Steve Fiore-Rosenfeld and Mayor Garant. At that meeting Councilman Fiore-Rosenfeld requested that the plan be presented to the Parks Commissioner for review and comment. He also requested that leases of areas within the site be investigated.

**MS** explained the origins of the design to transform the Brookhaven Parking on the Harbor into a park and accommodate the removed parking in adjacent areas. The proposed Phase 1 of the total design, that was developed with TB was presented for discussion.

**TO** had the following comments:

- Check sight lines for incoming and outgoing boats at the proposed ramp relocation. Can markers or floats be used to direct or reorient boat traffic?
- Does the common entry/exit at Barnum light work in terms of traffic volume? Is it better to maintain the other existing entry and use Barnum as an exit only?
- A pedestrian crossing over the proposed entrance drive may be difficult with incoming and outgoing boat trailer traffic.

Issues of Leases and Easements were discussed. Carafis Fish and Tackle and BPJ Ferry building have leases. The Boat Place – Gary Gudzik must have an easement for access from Brookhaven.

**JR** to check to see if Councilman Steve Fiore-Rosenfeld has any of this or we must contact the Law Department – Annette Ernaresto. At a meeting with BPJ Ferry they believed that they own the pier and Brookhaven owns the harbor bottom beneath it as per the Dungen Agreement. This should be confirmed in relation to their proposal to extend the pier.

**DB** to send 9.15 Power Point presentation to Councilman Fiore-Rosenfeld.

**TB** said the David Barnes would be his back-up on the Grant Committee since Paul Rogalle was retiring.

**JR** and **EG** are investigating the Brookhaven share of the matching Grant and the status of the MOU.

## Stakeholder Meeting - 09.29.10 with Bridgeport - Port Jefferson Ferry Co.

Attn: Evan Macalister and Fred Hall – BPIF; Dave Berg and Alan King – Cameron; Michael Schwarting – CASA

- Part of building on Brookhaven and part not. Long term lease made with Brookhaven in 80's
- Town owns the bottom sea floor but not top – Dongen? agreement
- Ferry has completed sustainability upgrades - TICRI?
- Operation runs efficiently – load & unload in 15 minutes. Entry problem with backup. Exiting OK with merge going west on 25A to Barnum (opposite of public opinion).
- East dock better access, west is narrower.
- Two larger ferries have 110-120 car capacity.
- Walk-on – 90 per day per two boats
- Want to extend pier approx. 150' to dock line. Raised loop for pickup & drop off?
- Terminal is in poor condition and inefficient. Blocks new ramp. Could rebuild east at end of pier or build on top of pier at a location to feed directly in. Other uses, such as restaurant lease, pose security problems. Need 10,000 sf for operation? plus ticketing and waiting. Looking at moving some operation to Beach Street site. Would like to accommodate Main Street view-corridor
- Need 30 car parking (17 now) due to overlap of shifts.
- Power plant site could be future terminal if entry could be with Sewer plant road.
- Parking barge could hold 400 cars? (= 500' x 130'?)
- Good opportunities for parking grants with Ferries.

## **Stakeholders Meeting - 05.25.11 - Boat Ramp and Trailer Park, Caraftis Fishing Station, Gudzik's The Boat Place**

Attn: Bob Tumilowicz, Peter Koutrakos, Gary Gudzik, Tim Caraftis, Frances Campani, Michael Schwarting.

BT introduced the objectives of the grant design and changes that have been made from PK and GG comments.

MS presented the latest Design:

Presented Design 1, 2 & 3 of new Village Harbor Park

Relocate boat Ramp to north east corner of the lot

Re- organize the trailer parking with 74 spaces,

- entering at existing west curb cut,
- area for boat prep.
- area in front of trailer ramp is more than twice what it now is and there is space in front of the boat place. Relocate Gudzik ramp and dredge
- Bait and Tackle operation is relocated south with dedicated cove
- exit remains at Barnum light

135 car park spaces added to trailer area, with 117 removed from Brookhaven harbor parking

Discussion was positive about the design.

Trailer parking has not been full even on holidays for past 2 or 3 summers.

Some trailer spaces might be utilized for 2 car parking if demands were studied.

Trailer area could be used in winter for boat storage, operated by Boat Place and Bait and Tackle.

## **Stakeholder Meeting – 05.31.11 – Danfords on the Sound**

Attn: Stuart Weiner, Bob Tumilowicz, Michael Schwarting

BT introduced the objectives of the grant design.

MS presented 3 designs: the existing lot was changed to get more spaces but may not meet standards

- 96 spaces

1. Modify existing to the Quennell Rothschild Harbor Walk Design – 91 spaces
2. Create more public lawn and gathering space to better connect Harbor Park to west. Provide drop off circle for Danfords. Move public access to north side of Danfords outdoor dining – raise dining level to Danfords first floor level for view over pedestrians. – 48 spaces
3. Create more public park and gathering spaces – 24 spaces dedicated to Danfords use.

Discussion: SW liked all the schemes. 1. provides a little more green and 2 & 3 increase the quality of the space, but could only happen if the loss of parking could be accommodated nearby.

## **Stakeholders Meeting - 06.07.11 Commercial Fishing**

Meeting with Celtic Quest, Commercial Fishing Business – Attn: Desmond and Desmond Jr. O’ Sullivan, Bob Tumilowicz, Frances Campani, Michael Schwarting

D. and D. Jr. stated that their needs are critical. They have 3 runs per day in quick succession at peak times. They are not concerned with where their customers find parking but they have needs for customers to drop-off and pick-up coolers and gear. They believed that the use of the amphitheater for the mobile stage that can be combined with the use of their drop-off needs was OK if there is sufficient drop-off spaces and travel lane as a circulation loop. They also thought that a drive in from 25A directly to their operation was better than at present because customers that only want to drop-off get charged at Brookhaven parking.

D. & D. Jr. said that the Osprey business needs were the same as theirs.

## **Meeting – 04.19.11 Waterfront Revitalization Committee - WRC**

**Grant Committee Meeting Presentation – April 19, 2011**

**CPC Presentation April 20, 2011**

To: Bob Tumilowicz – Grant manager

David Berg – Cameron Engineering

Grant committee: Rob Gitto

Fred Hall

Peter Koutrakous

Brian Lenz

Jennifer Sigler

The following are the CASA reactions and thoughts from the two presentations:

#### Phase 1 Plan

- need to address Gudzik's flow concerns and need Caraftis concerns
  - open entry to west and use Barnum as exit only – need lay-by area
- get numbers from Brookhaven & study trailer parking as shared parking for cars
- need better understanding and accommodation of commercial fishing operation
- possible food vendor license to sell fish
- need to accommodate fire boat needs

#### Complete Park Plan

- make an alternate or another phase with more parking convenient to ferry and marina
- exploit the character of the working harbor area into the park--both visual and functional
- kiosks need more study/clarification- provide possible images
  - kiosks built in park that look good (landmarks) when closed?
  - vendor leases space and removes when not in use?
  - make a "kiosk row" as feature in the park? (CASA idea)
- meet DOT about 25A crossings that are not at intersections

#### Creek

- study tidal consequences of lowered area and tidal bridge and invasive plants
- relate Creek maintenance to Mill Creek maintenance program

## Main Street – Broadway – Harbor intersection

- no change to ferry scheme works but doesn't provide new drop-off or make a pedestrian east to west connection.
- existing street w/ drop off scheme only permits east entry and west exit for drop-off
- roundabout moves pedestrians further from Main Street view corridor, disconnecting downtown from harbor? Diagram should be drawn to check functionality of drop-off.
- verify E. Main roundabout functionality. CASA measured 75' max. radius max. M removing new planted areas and no radius possible to expand north because of Danfords.

## What if it is not possible?

- will show ferries docked in plan

## Danfords

- meet with Danfords to review proposals
- how to control use of Village space?

## Main Street – go with the three proposals

- review with DOT

## Arden Lot

- not required by the grant as it does not produce a gain - move to CP?
- Cameron 1 – loses 40 spaces & takes some private property
- Cameron 2 – increases 3 spaces – excessive traffic on E. Main?
- CASA – loses 3, using Arden as feeder with 7 intersections (8 presently)
- Is not acceptable to Cameron
- meet with George Wallis about his property – make alternate plans

## Meadows Lot

- move to the CP or make a design that specifically makes up losses of Harbor Park, Main Street, Danfords and Chandler Square
- Parking needs – only report what relates to grant creating a park and leave larger issues to CP

Shared Parking – refer to CP only as needed to solve Harbor park

- parking behind the Post Office has 4 customer spaces and 5 work spaces, 17 private (posted with 24 hour towing notice) and 8 private (posted)
- there are 36 spaces at the SCNB at Barnum and W. Bway. That the Village might negotiate to lease and meter on non-banking hours (like Chase). Or Charter fishing might work with the bank.

Garages

- simplify presentation on May 18 and compare “apples to apples” i.e. pro’s and cons of each including general conditions (mobilization, bonding insur.) and operation conventional garages are \$ 30,000. + piles and facades?  
automated garages are \$ 28,000. + piles and façade? (structure is pre-engineered, much lighter dead load than conventional as there are no floors, solar requires little more structure).
- automated garage can load 180 to 240 cars per hour (15 – 20 per minute) – retrieval is a few minutes – less than walking through and driving out of a garage.

### **Meeting – 06.01.11 Waterfront Revitalization Committee - WRC**

Attn: Bob Tumilowicz, Brian Lenz, Jennifer Sigler, Rob Gitto, Frances Campani, Michael Schwarting.

BT started the meeting.

MS went through the latest power point:

JS concerned about the Design 2 Parking splitting the park. Can it move closer to 25A?

Discussion about roundabout; provides pedestrian safety but move them away from center.

- Costs .6 – 1 m and takes 6 months construction that can be phased.

To Do:

Take out roundabout at E. B’way. and E. Main

Present the roundabout at B’way and Main Street but remove drop-off/pick-up – not total

Committee support

Take out the Cameron Arden lot design that is minus 40 spaces.

Present the Cameron Arden lot with Arden closed but bring up problems of E. main Traffic, long aisles and deliveries.

Simplify numbers on garage costs.

Present the Cameron Meadows lot designs – JS is opposed to making parking in any green areas.

Summary of parking numbers, slide or just on board – be careful of numbers overload.

### **Meeting - 07.26.11 Village of Port Jefferson and Town of Brookhaven**

Meeting: 26 July 2011, 11:00 am Meeting to present the Public Meeting of 8 June 2011 and the resulting preferred Schematic Design to the Town of Brookhaven

Attending: Councilman Steve Fiore-Rosenfeld, Mayor Margot Garant, Ed Morris, Brookhaven Parks Commission, David Barnes, Brookhaven Planner (for Commissioner Tullio Bertoli), Brian Lenz, Brookhaven Department of Highways and Committee member, Jennifer Segler, Port Jefferson Interim Director of Development and Committee member, Bob Tumilowicz, Chair Waterfront Revitalization Committee, Frances Campani and Michael Schwarting, Campani and Schwarting Architects

Bob Tumilowicz started the meeting with an explanation of the Grant to date and remaining work (see attached).

Michael Schwarting presented the June 8 Power Point and concluded with the Preferred Schematic Design (see attached). Six separate projects of the Scheme were also presented: Park at the west end of the harbor and boat launch area, Main Street parking on one side, Arden lot reconfiguration, Harbor walk at Danfords Marina, Ferry Terminal relocation over extended pier, complete Park to the east with Creek and parking drop-off. These could be 'stand-alone' projects rather than phases as they are dependent on priorities and funding. The Future Possible Schematic Design plan was also presented that had a continuous park and a parking structure in the Arden Lot (see attached). This design will satisfy the requirements of the grant and be a public record, but will not be developed further with the Grant.

Steve Fiore Rosenfeld asked a number of questions;

Parks Department comments are critical since it is primarily under their jurisdiction. Are the commercial tenants, Chamber of commerce and BID ok with the moved parking.

Are the Beach Street residents OK with the parking move, need to accommodate the motorcycle parking.

Would like to see a larger plan of the car and trailer parking that shows parking numbers. That project is probably five years away due to permits.

Ed Morris said that presently Parks does not have the budget to maintain the Preferred Scheme but might be able to do the west end Project. Would need to organize boat traffic with the new ramp location. Need to be sure the floating dock storage works. Concern for parking in relation to marina slips and moorings.

Brian Lenz stated that he has been reviewing the boat trailer ramp designs, NYS will weigh in on the traffic circle issue.

Margot Garant stated that she would like to start the Main Street project as there is some grant money for it. The Arden lot will be tied into the sewer line project and the Harbor walk at the Danfords marina is funded.

Steve Fiore-Rosenfeld approved the work to date and said to continue the process.

# **APPENDIX 2.3-1**

# APPENDIX 2.3-1

## COMMUNITY VISIONING

### First Public Meeting - 09.15.10, held at Village Center

#### Presentation

Mayor Margot Garant opened the meeting, welcoming the audience and participants, and describing the Revitalization Grant. Approximately 75 people attended. She told the audience that it is a matching grant, one half provided by New York State and one quarter provided by the Town of Brookhaven and the village of Port Jefferson. She also discussed the relationship of the Grant to the ongoing Comprehensive Plan process and the Plan itself.

Bob Tumilowicz, the Village Grants Manager, presented the history, status and goals of the Grant (P.P. *plate 1-3*)

David Berg of Cameron Engineering presented a proposed draft Vision Statement (P.P. *plate 4*). He told the audience that this would be discussed at the end of the meeting and that the discussion would inform the final Statement.

Michael Schwarting of Campani and Schwarting Architects, presented the 2006 Plan that was made for the Village and the PJ BID and used in the Grant application. The plan addressed two issues; the potential for a continuous public Harbor Front and the parking problem that has been a concern since the incorporation of the Village in the 60's. This plan has a number of primary components; a Village Square to connect the Village to the Harbor, a park in place of the Brookhaven parking lot, including opening the Creek to the harbor and providing parking structures in the public off-street lots to accommodate removed parking and provide a 50% increase, including a location for employee parking. (see P.P.)

David Berg presented the downtown parking conditions. This included a map indicating the location and number of parking spaces; on-street and off-street, Village, Town, Village Residents and private. He then presented *Parking and Traffic Objectives and Study Tasks* (see P.P.).

Michel Schwarting presented preliminary sketch ideas for the waterfront based on the 2006 Plan. The idea was to investigate a phasing process to relocate the Brookhaven parking in various places in the Village with the study for parking structures as the final phases.

#### Question and Answers

Q The area needs street trees

A Agreed

Q Parking by the marina must be considered

A Agreed - and will be addressed in the Grant study.

Q What will the cost be to build and maintain a garage? How will it be paid for?

A This will be studied in the Grant

Q Boat ramp relocation and traffic flow at Barnum must be studied.

A Agreed. Dredging will likely be required for the relocated boat launch. Regulatory approval from the DEC, Army Corp. of Eng. and possibly EPA will be needed.

Q Who pays to relocate Caraftis Fish and Tackle business?

A This will be addressed in the Gant study.

Q What is the approval process?

A Another public presentation and public hearing before Trustees vote on it.

Q Consider relocating the tennis, basketball and children's park to waterfront.

A This will be addressed in the Gant study.

Q Grandfather out Tilcon gravel company.

A This is outside of the scope of the study.

Q Re-route 25A

A This is outside of the scope of the study.

Q Several statements of support for the plan.

A thank you

Q Bump-outs on Main Street could interfere with snow plowing.

A Agreed and will be taken into consideration.

## **APPENDIX 2.4.3**

## APPENDIX 2.4.3

### *Downtown Buildings and Spaces*

The downtown area of Port Jefferson in the Grant Study Area consists of the following:

#### **Main Street –west side – north to south**

Chandler Square Buildings: (lot 47.11) Chandler Square is a complex on the west side of Main Street between West Broadway to the north, Mill Creek Road to the south and Mill Creek to the west. It consists of three buildings flanking a brick paved inner court named Chandler Square. The North Building is two stories and fronts both the square and West Broadway. It is subdivided into rental commercial shops below, and rental residential apartments. The southern one-story building is subdivided into commercial rental space. The western two-story building faces the square, Mill Creek and Mill Creek Road and the upper floor is presently empty. The northern two-story building also front West Broadway and

#### Addresses- North Building north elevation

98 Main Street	– commercial (Boardwalk Games)
103 W. Broadway	– commercial (Tumi from Peru)
106 W. Broadway	– commercial (Motorcycle store)
107 W. Broadway	– commercial (astrologer)
109 W. Broadway	– commercial (Harbor Corner Kitchen)

#### Addresses- North Building south elevation

30	- commercial (Snow White & 7flavors)
18	- commercial (Soap Box)
-	- commercial (Tumi)
12	- commercial (Not Too Shabby)
104 Main Street	- commercial ( Eat Piada)

#### Addresses- South Building north elevation

106 Main Street	- commercial (Village Way)
25	- commercial (Castaways Pet)
35	- commercial (Frames)
45	- commercial (You Me Tea)

## Addresses- West Building @ Mill Creek

22	- commercial (vacant)
30	- commercial (Port Jeff Brewing Co.)

Mill Creek Road (lot 47.12) connects Main Street to the Meadows Lot public parking on the west side of Main Street.

110 Main Street is a two-story building (lot 45) consisting of rental commercial space on the ground floor and rental residential apartments above. (Ralph's Ice Cream, East End Shirts, Gourmet Burger Bistro, Polanco Cigars). West of this is a two story building (lot 47.100 with ground floor commercial (Home Kingdom) and second story apartment.

There is a walk way with lawn and planting between 110 and 120 Main Street connecting the Meadows public parking lot.

120 Main Street (lot 44) is a one-story commercial building presently occupied by Chase Manhattan Bank.

122 Main Street (lot 43) – two story commercial (Dunkin Donuts) at ground level and apartment above.

124 Main Street (lot 42) – one story commercial (It's Greek to Me)

126 Main Street (lot 41) – one story commercial (Dandelion Boutique)

128 Main Street (lot 40) – one story commercial (Kinkade)

134 Main Street (lot 39.2) – Harbor Square Mall, one story multiple commercial spaces with a pedestrian connection to Meadows public parking lot.

138 Main Street (lot 39.3) – one story commercial (Red Mango)

140 Main Street (lot 39.5) - one story commercial (Old Port Pub)

142 Main Street (lot 39.4) – one story commercial (Salsa Salsa)

Main Street (lot 38) – pedestrian walk way connecting Main Street to Meadows public parking lot

202 Main Street (lot 48) – 3 story; 4 ground floor commercial (Elegant Affairs, Elegant Affairs, Tre Jolie, Men's Room), commercial space on the back side; apartments above.

210-216 Main Street (lot 35) – two story building, commercial ground floor (opening Cheese store, vacant, The Pie), residential above

304 Main Street (lot 34) – three story building, ground floor commercial (Billie's), residential above

306 Main Street (lot 33) – one story commercial (S.C. Legislator Office)

308 Main Street (lot 31) – one story commercial (cigar store)

312 Main Street (lot 30) – Masonic Temple

314 Main Street (lot29) – two story commercial (Harbor Financial)

Wynne Lane – public street

**Main Street – east side – north to south**

107 Main Street (lot 1) – two story, commercial ground floor (Frigate), second floor office (Wallis) and parking lot

Main Street (lot 6.2) Village of Port Jefferson off street parking

Main Street (lot 6.1) exterior walk-way

109 Main Street (lot 7) – one story commercial with attic storage (Lainie's Way, Vincenzo's Pizza, Chris Silver Jewelry, Tommy's)

115 Main Street (lot 8.1) – two story, ground floor commercial (Kimi ), residential above

115 Main Street (lot 9.4) - two story, ground floor commercial (Kimi), second floor residential

117 Main Street (lot 9.3) – two story, ground floor commercial (Pindar), second floor residential

100 Arden Place (lot 10) one story, commercial (GAP)

Arden Place – public street

201 Main Street (lot 1) – one and two story building – ground floor commercial (Tequila Jack's, Starbucks, Chantilly Lace), second story commercial (Port Jazz)

209 Main Street (lot 2) – two story, ground floor commercial (Yogo-delish), second floor residential

213 Main Street (lot 3) – three stories, ground floor (home Art Gallery), second and third floor residential

217 Main Street (lot 4) – two and ½ story, ground floor commercial (Z-Pita), second floor residential

221-3 Main Street (lot 5) – two story, ground floor commercial (Green Touch Nail & Spa, Hairport), second floor residential

225 Main Street (lot 6) – two story, ground floor commercial (Secret Garden), second floor residential

227 Main Street (lot 7) three story, Town of Brookhaven – presently vacant

East Main Street – public street

415 East Main Street (lot 1) – 3 story - office

417 East Main Street (lot 2.1) – 3 story - office

**West Broadway – from Main Street west – south side**

103-9 West Broadway – Chandlers Square – see Main Street

111 West Broadway (lot 8) – two story commercial, second floor with open roof deck (Schafers restaurant)

113 West Broadway (lot 7) one story commercial (Fish & Co.)

Pedestrian Passway

115 West Broadway (lot 6) one story commercial (McDonalds)

121 West Broadway (lot S.D.1) Port Jefferson, Village Hall – two story

125 West Broadway (lot 4) two story, ground floor commercial (La Bonne Boulangerie)

West Broadway (lot 3) – SCNB parking lot

137 West Broadway (lot 1)- one story commercial (SCNB Bank)

Barnum Avenue – public road

West Broadway (lot 5) two story historic Drowned Meadow House, Village of Port Jefferson

**West Broadway – from Main Street west – north side**

118 West Broadway (no lot Town of Brookhaven) - two story, historic Roe House – Port Jefferson

Chamber of Commerce, second floor docent

120 West Broadway (lot 3) one story – vacant- former Suffolk County Water Authority

130 West Broadway (lot 1 – 1.6A (c) – one story, Town of Brookhaven Harbor Master

**East Broadway – from Main Street east- south side**

East Broadway (lot 1) –see 107 Main Street (Frigate)

4 East Broadway (lot 2) – one story commercial (Steamroom)

East Broadway (lot 3) – private parking with Lot 4

14 East Broadway (lot 4) – one and two story, ground floor commercial (Ecolin Jewelry, Best Bargain Books)

East Broadway (lot 27) Mariner Street and public parking

34 East Broadway (lot 16) – two story commercial (Fifth Season)

? East Broadway (lot 17) – 3 story hotel – Danfords Gallery Building and Founders Park

106 East Main Street (lot) – one and two story building, ground floor commercial, second floor residential

**East Broadway – from Main Street east- north side**

East Broadway (lot 5-7) Port Jefferson Ferry terminal including pier

East Broadway (lot 16) Mary Bayles Park – Town of Brookhaven

25 East Broadway (lot 13-) two and three story buildings in Mw-2 zone, Danfords Hotel

East Broadway (lot 13-12 ) entry to public off street surface parking – Village of Port Jefferson and Danfords

101 East Broadway (lot ) two-story, historic Chandlery Building, Village of Port Jefferson, ground floor public Explorium museum, second floor non-profit offices

# **APPENDIX 3.1-1**

## APPENDIX 3.1-1

### Campani and Schwarting Architects

150-3 East Main Street Port Jefferson NY 11777 tel 631 642-0228 fax 631 642-0042

## Waterfront Revitalization Grant

### RE-IMAGINE THE WATERFRONT

#### The Second Community Planning Meeting

June 8, 7- 9 PM Village Center

#### Notes:

Approximately 60 people in attendance.

- A Questionnaire was handed out to everyone and all the images were presented on boards.
- The presentation began with Mayor Garant's welcome and comments.
- Bob Tumilowicz presented the state of the project.
- Michael Schwarting made the following presentation for Cameron Engineering and Campani and Schwarting Architects: (aerial view of PJ)

The images this evening are conceptual Designs with alternatives and we want to get feed back. These are not final. The Grant Committee and we will make a composite design with your feedback. After developing this and providing a cost analysis, the final design will be presented to the Village Mayor and Trustees and the public with a Hearing. The final grant plan must be approved by the Village Mayor and Trustees with input from public hearings. Then grant money would have to be found to do the engineering and implement a design in fundable pieces.

- The first group of plans presented were: **Park designs at the Harbor west of Main Street**

There are presently 302 parking spaces on the Harbor with an 8' wide boardwalk. There is a small park with war memorials and used for summer concerts and events in front of Village Hall.

**Park Design 1 – Phase 1** (slide): The Design proposes an enlargement of the existing park at the western end of the Harbor since there are less cars presently parked in this area. The cars removed are accommodated in a more efficient reconfiguration of the boat ramp and trailer park west of Barnum Street. This Design has been approved by the CPC and supported by Brookhaven. Reviewed with The Boat Place and Crraftis. The Design elements are:

To continue the project to green the harbor as continuous public open space.

More green/less asphalt = sustainability

The elements of this Design 1 are:

1. A formal area to Village Hall
2. War Memorial Monuments are kept in place
3. Amphitheater with mobile stage, lawn and trellised seating at the Harbor
4. Children's playground to complement Rocketship Park
5. Events area for informal fair and gatherings
6. Commercial fishing dock with access and parking (24 cars)
7. Re located bait & tackle and boat rental
8. Relocated boat ramp away from Barnum to proper specs
9. Reconfigured trailer parking in a more efficient functional plan (74 spaces)
10. Brookhaven parking relocate 115 cars from harbor (135 cars)

**Park Design 2** (slide) – Since 44 spaces were gained in Park Design 1, Design 2 builds on this to provide a green park connection from the ferry terminal to Barnum Avenue. Paths are more formal as an alternative or compliment to the Harbor Front Park to the east and would be planted with native, shore line related planting. The elements of Design 2 in additions to Design 1 are:

1. A Village Square to extend Main Street to the Harbor as a civic space for pedestrian gathering.
2. Open the Mill Creek where possible to reveal its connection to the harbor and create a feature.
3. Create hard surface-pervious gathering spaces in the park.
4. Create a sustainable flower garden to beautify Broadway and Main Street.
5. Parking for 124 spaces and a pick up-drop off area near the Marina. All but 18 existing parking spaces are accommodated in Design 1 and 2.
6. Kiosk pavilions or follies for lease to local businesses.
7. Trellises at the new benches on the board walk.
8. Public bathrooms.

**Park Design 3** (slide) – **This Design is for a full green park at the Harbor to make almost everything north of West Broadway into a Harbor related public park. It assumes accommodation of 111 cars in some other suitable location (which will be discussed later). This Design also builds upon Design 1 and 2. In addition to the elements of Design 1 and 2 the elements of Design 5 are:**

- A completely continuous open creek from 25A to the Harbor.
- Parking for 32 cars

Images of what the park might look like from the Campani and Schwarting 2006 Exhibition (slides)

- Presentation some more specific alternative studies of the creek, the amphitheater, the Village Square for you input.

**New Creek to Harbor** – wood bulkhead, bridges and dam to retain water at low tide

Design 2 - Creek partial day-lighting (zoom previously view) (slide).

Design 3 - Creek continuous open with a bridge (zoom previously view) (slide).

Design 3 - Creek with dropped areas for gathering (slide)

Design 3 – Partial open and no creek with alternate gathering spaces.

***Amphitheater*** – *this was reviewed with Commercial Fishing operations*

Amphitheater- trellis seating and portable stage area (zoom previously view) (slide)

Amphitheater with built in stage and demountable band shell – impromptu seating and performing

**Village Square Designs** – from discussions with BPJ Ferry

Design 2 - Village Square (zoom previous view) (slide)

Design 2A -Village Square – with Ferry Terminal relocated to east with extended pier – achieves Main Street view-corridor and more efficient ferry operation. (slide)

Design 2B -Village Square – with Ferry Terminal relocated to extended pier – BPJF preference for efficient passenger loading (slide)

Design 2C – Village Square - with roundabout designed by Cameron for safety (slide)

Design 3 - Village Square – (zoom previous view) no change to ferry operation. (slide)

Design 3A - Village Square – relocated Ferry Terminal to pier – achieves maximum Village Square (slide)

**Village Parking at Danfords Inn and Marina** – has 96 spaces – reviewed with Stu Weiner of Danfords

Green plant strip and benches at bulkhead – reinstate previous design – 91 space (slide)

Reduced parking to 48 space and increase public space – needs an alternative location for 48 spaces (slide)

Reduce parking to 24 spaces and increase public space –needs alternative location for 72 spaces (slide)

- **Main Street** – studies to increase traffic safety and widen sidewalks – 37 existing spaces on

both sides. The lanes and parking spaces are below standard size. Further study should also consider alternatives for the utility poles.

Main Street with bump outs at Broadway, Arden and East Main – 37 spaces (slide)

Main Street with parking on the west side of Main Street (re-center Main to increase both sidewalks) – 19 spaces – the west side was chosen because it is safer for E. Main and Arden turns and there is parking next to Main on E. Main and Arden. Street and parking would be standard dimensions and Increase in sidewalk widths would permit trees. (slide)

Main Street with no parking – Brookhaven concern about calming (slide)

- **Parking structures**

Reorganization of Arden lot – provides an extension of Chandler Square to east and a park on Arden Street. Organized for future automated parking structure. Assumes restructuring of private parking. + 10 spaces (slide)

Parking structure plan in Arden lot – automated: + 335 spaces (slide)

#### **Ways to have a structure with no tax increase to the Village.**

1. Bond Act - \$ 15. m for 20 years @ 4% (varies) paid off by garage revenue.
2. Private company builds, maintains and owns – leasing land from Village.
3. Investors with an interest in a garage – Ferry, Danfords, etc.
4. Grants – transportation and urban development, etc.

An Automated Structure could increase and simplify Village parking and improve the image of the areas behind Main Street.

- Reduce the time to find a parking space - parks up to 240 cars/hour = 4 cars per minute and a few minutes to retrieve
- don't need to search for a space or enter garage to retrieve car
- Less traffic congestion
- Less pollution
- Smaller foot print and facade - over 50% more cars than conventional garage
- Less structure, no floors = less piles
- Operation and maintenance is approx. 50% of conventional structure

- Safer and less damage than conventional garage

View of structure from Chandler Square and Arden – from 2006 plan (slide)

Reorganization of Arden lot: Cameron design to eliminate Arden + 3 spaces – (slide)

Added Parking to Meadows lot – Cameron design + 83 spaces or relocate basketball and reconfigure park + 134 (slide 310)

Parking calculations for the proposals (slide)

### ***Parking***

***The Brookhaven Parking Lot presently has 302 Parking Spaces***

<b>Design 1:</b>	<b>Remove 115 cars from Harbor lot</b>	
	<b>Add 135 cars at Trailer Parking area</b>	
	<b>Add 24 at Commercial Fishing area</b>	
		<b>net change: + 44</b>
<b>Design 2:</b>	<b>Remove 187 cars from Harbor lot</b>	
	<b>Add 125 cars at Marina and Ferry area</b>	
		<b>net change: - 18</b>
<b>Design 3:</b>	<b>Remove 187 cars from Harbor lot</b>	
	<b>Add 32 cars at Chamber area</b>	
		<b>net change: -111</b>
<b>Arden Lot:</b>	<b>Reconfiguration with public spaces</b>	
		<b>net change: + 10</b>
<b>Arden Lot:</b>	<b>Parking structure</b>	
		<b>net change: +335</b>
<b>Arden Lot:</b>	<b>Arden closed</b>	
		<b>net change: + 3</b>

**Meadows Lot: Add parking to south-west lawn**

**net change: +83 or 134**

**Meadows Lot: Parking structure**

**net change: +335**

**Comprehensive Plan – Shared Parking Proposal**

**SCNB @ W.Bway & Barnum – non banking hours + 36 to 48**

**Chase Bank @ Main Street – non-banking hours + 21**

**Private lot behind Post Office- non business hours + 38**

**BOCES + 46**

**High School +204**

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**345 to 357**

**Cost of a Parking Structure**

**98' x 230' x 34' high for 435 car capacity replaces 100 cars = 335 car increase**

**Construction Cost - \$35 - \$38,000. / car = \$ 15.2–16.5 million**

**If \$ 10 M cost defrayed by grants or investors with \$5,000,000.**

**20 yr. 4% bond act; a first year of operation would yield approx. \$ 74,000. revenue**

***Re view slides with questions – images are on boards for review***

## The results of the Questionnaire

Port Jefferson Waterfront Revitalization Grant - Park and Parking Designs

Questionnaire – 8 June 2011

xx responses

yes no

### ***Park designs at the Harbor west of Main Street – two phases of development***

- |   |           |           |
|---|-----------|-----------|
| 1. Park Design 1- Phase 1 west side of Harbor with relocated parking at trailer parking and ramp - remove 115 cars from harbor and add 135 at trailer area and 24 at Commercial fishing = + 44 cars | <u>30</u> | <u>14</u> |
|---|-----------|-----------|

Approved by the Comprehensive Plan Committee and Brookhaven Planning

- |   |           |           |
|---|-----------|-----------|
| 2. Park Design 2 - with Village Square and partial open creek – remove 187 add 124 car parking near the marina and ferry = - 18 | <u>20</u> | <u>18</u> |
| 3. Plan Design 3 - complete Park, open creek to harbor - remove 187 add 32 cars parking near Chamber = - 111 cars               | <u>11</u> | <u>28</u> |

### ***New Creek to Harbor – wood bulkhead and dam to retain water***

- |  |           |           |
|--|-----------|-----------|
| 4. Design 2 - Partial Creek at Harbor and W. Broadway                          | <u>18</u> | <u>16</u> |
| 5. Design 3 - Creek with paths, lawn and south bridge                          | <u>19</u> | <u>19</u> |
| 6. Design 3 variation Creek with steps to dropped gathering area – two bridges | <u>14</u> | <u>22</u> |
| 7. Design 3 variation - Partial creek at north and gathering space at south    | <u>8</u>  | <u>24</u> |
| 8. Design 3 variation - No creek and gathering spaces                          | <u>6</u>  | <u>28</u> |

### ***Amphitheater – at the harbor with grass-crete and seating under trellises***

- |  |           |           |
|--|-----------|-----------|
| 10. Plan of amphitheater with portable stage | <u>25</u> | <u>14</u> |
| 11. Plan of amphitheater with built in stage | <u>12</u> | <u>27</u> |

### ***Danfords Marina – Village property connecting Harbor Front Park to new west parks***

- |   |           |           |
|---|-----------|-----------|
| 12. Complete planting benches and trellises of original design; 91 spaces loose 5 | <u>32</u> | <u>10</u> |
| 13. Events space and gardens with Danfords drop off and 42 parking spaces         | <u>12</u> | <u>24</u> |
| 14. Events space gardens and lawn and 21 parking spaces                           | <u>7</u>  | <u>29</u> |

**Village Square designs** – to connect Main Street downtown to the Harbor with a public place

15. Design 2 - Village Square with no change to existing Ferry operation	<u>8</u>	<u>28</u>
16. Design 2A - Village Square with Ferry Terminal moved east with lengthened pier	<u>17</u>	<u>18</u>
17. Design 2B - Village Square with ferry terminal moved to over lengthened pier	<u>23</u>	<u>17</u>
18. Design 2C - Village Square with <i>roundabout</i> at Main and Broadway	<u>13</u>	<u>22</u>
19. Design 3 - Village Square with no change to Ferry operation	<u>5</u>	<u>28</u>
20. Design 3A – Village Square with Ferry Terminal relocated to east or over pier	<u>19</u>	<u>17</u>

**Main Street** – to enhance pedestrian movement and traffic safety

21. Main Street with <i>bump outs</i> at Broadway, Arden and East Main; 37 spaces	<u>10</u>	<u>27</u>
22. Main Street with wider sidewalks - parking on the west side of Main Street; 19 spaces	<u>29</u>	<u>11</u>
23. Main Street with wider sidewalks -no parking	<u>6</u>	<u>31</u>

**Parking structures** – **this is a study for if and when they might be necessary**

24. Re-organization of the Arden lots for public space and future structure +10 spaces	<u>30</u>	<u>6</u>
25. Automated Parking structure with facades and <i>mews</i> in Arden lot - +330 spaces	<u>15</u>	<u>28</u>
26. Close Arden and re-organize Arden - + 3 spaces	<u>4</u>	<u>32</u>
27. Add parking in open area at south west corner of Meadows lot	<u>20</u>	<u>15</u>

**Comments** – between the lines or on back

# **APPENDIX 3.4-1**

## **APPENDIX 3.4-1**

### **PARKING STUDIES**

The parking structure studies were conducted as part of the grant to determine possible site locations, net number of added parking spaces and cost. The end result concluded that the parking structures were not viable economically and the additional spaces created by the Preferred Design plus the proposed shared parking met Village needs forth present and near future without a parking structure. The parking studies that were made as part of this grant include the following:

1. Arden Lot Automated Garage – Plans and Elevations
2. Meadows Lot Automated Garage - site plan
3. Arden and Meadows Lot Conventional Garage - Cameron study
4. Parking Structure Costs

#### **Arden Lot Automated Parking Structure** Figure 3.4-1-1; 3.1-2; 3.4-1-3, 3.4-1-4, 3.4-1-5

Studies were made for automated parking structures at Arden Lot and Meadows Lot to increase and simplify Village parking and improve the image of the areas behind Main Street. An automated structure can achieve the following:

- Reduce the time to find a parking space - parks up to 240 cars/hour = 4 cars per minute and a few minutes to retrieve
- No need to search for a space or enter garage to retrieve car.
- Less traffic congestion
- Less pollution
- Smaller foot print and facade - over 50% more cars than conventional garage
- Less structure, no floors = less piles
- Operation and maintenance is approx. 50% of conventional structure
- Safer and less damage than conventional garage

The Arden Lot has 189 metered spaces, 30 Village Resident spaces and 74 private spaces, for a total of 293 spaces. The Trader Cove lot has 68 metered spaces and 23 private for a total of 91 spaces. The combined lots total is 384 spaces including the public, residential and private spaces. These lots were reconfigured to be able to accommodate a possible future parking structure- see Figure 3.3.1 Preferred Schematic Design and 3.4-1-1. This reconfiguration provides 394 spaces with 16 accessible spaces or a net gain over the existing of 10 spaces. It also includes a small park in Traders Cove and a public pedestrian space, extending Chandlers Square to the east. The automated structure would provide 435 spaces, replacing 108 spaces. Thus the net total with the reconfigured plan is 729 spaces and the increase from the present situation, with the automated structure, is 345 spaces.

**Capacity** - A structure 98' x 230' x 34' high would have a 435 car capacity powered by a solar energy roof - replaces 100 cars = **335 cars**

**Loading and unloading** – 180 –240 cars per hour = **3 – 4 per minute**

**Construction Cost** - \$35,000.- \$38,000 per car including pile structure and special façade @ \$ 8. / sf and piles at @ 10.50 sf - **\$ 15,225,000. - \$16,530,000.**

**Cost to operate and maintain** = \$400 - \$500. /space / year = **\$ 174,000 - \$217,500./ year**  
incl. 4 kWh hours per car until the solar amortizes.

### **Meadows Lot Automated Parking Structure – Figure 3.4-1-6**

There are presently 273 public and 10 resident spaces in the Meadows lot. The automated structure is the same size as the structure designed for the Arden Lot. The Plan indicates the reorganization of the on-grade parking surrounding the structure. The capacity of the structure is 435 Cars and the on-grade parking is 291 spaces, totaling 726 or a net increase of 443 spaces. The on-grade parking could serve as a designated area for employees with a specific rate. The cost information above can also be used for this structure.

### **Arden Lot Self Park Garage – Figure 3.4-1-7**

Cameron Engineering studied the potential for a conventional self park garage for the Arden Lot.

**Capacity** - 128' x 230' - 264 cars - replaces 118 cars = **146 cars**

**Construction Cost** - \$30,000. per car + façade and piles = \$ 32-35,000. /car =  
**\$ 4,700,000. - \$ 5,110,000.**

### **Meadows Lot Self Park Garages – Figure 3.4-1-7**

Cameron studied several optional sites for conventional garages. One option is to replace the tennis courts, existing parking of 17 spaces, and the Village maintenance building with a garage that could hold 232 spaces, providing a gain of 215 parking spaces. This has the advantage of locating parking close to the waterfront park and Village Hall. It has the disadvantage of losing the tennis courts and is very close to Mill Creek and might negatively impact the Mill Creek Restoration Plan.

A second option is to construct a 442 space garage directly behind Main Street, extending towards the basketball courts and Rocketship Park. This would replace 250 existing on-grade parking spaces of the present meadows lot, providing a gain of 192. spaces.

### **Cost of a Parking Structure**

Ways to have a structure with no tax increase to the Village.

- Bond Act - \$ 15. m @ 4 % paid off by garage revenue.

- Private company builds, maintains and owns – leasing land from Village.
- Grants – transportation and urban development, etc.

**Automated Structure** - 98' x 230' x 34' high for 435 car capacity .

Construction Cost:

**435 cars x \$35,000 to \$38,000. / car = \$ 15.2–16.5 million**

**Projected first year Expenses:**

Bond Act 20 yr. 15 M @ 4% = \$750,000. principle + \$600,000 interest = \$1,350,000.

Operate & Maintain = \$400 - \$500 / car = \$174-\$217,500 / space / year = \$ 200,000.  
**\$1,550,000.**

**Projected Revenue:**

Based on \$1. / hr x 12 hrs./day x 50% occupied **\$ 724,000.**

**1<sup>st</sup> year loss - \$ 826,000.**

**Alternative – \$ 10 M cost defrayed by grants or investors**

*Bond Act 20 yr. 5 M @ 4% = \$250,000. principle + \$ 200,000. interest = \$ 450,000.*

Operate & Maintain = \$ 200,000.  
**\$ 650,000.**

**Projected Revenue:**

Based on \$1. / hr and 12 hrs./day 30% occupied **\$ 724,000.**

**1<sup>st</sup> year profit \$ 74,000.**

**Figures:**

Figure 3.4-1-1 Arden Parking Lot Reconfiguration Plan For A Future Parking Structure

Figure 3.4-1-2 Arden Parking Lot Plan with an Automated Parking Structure

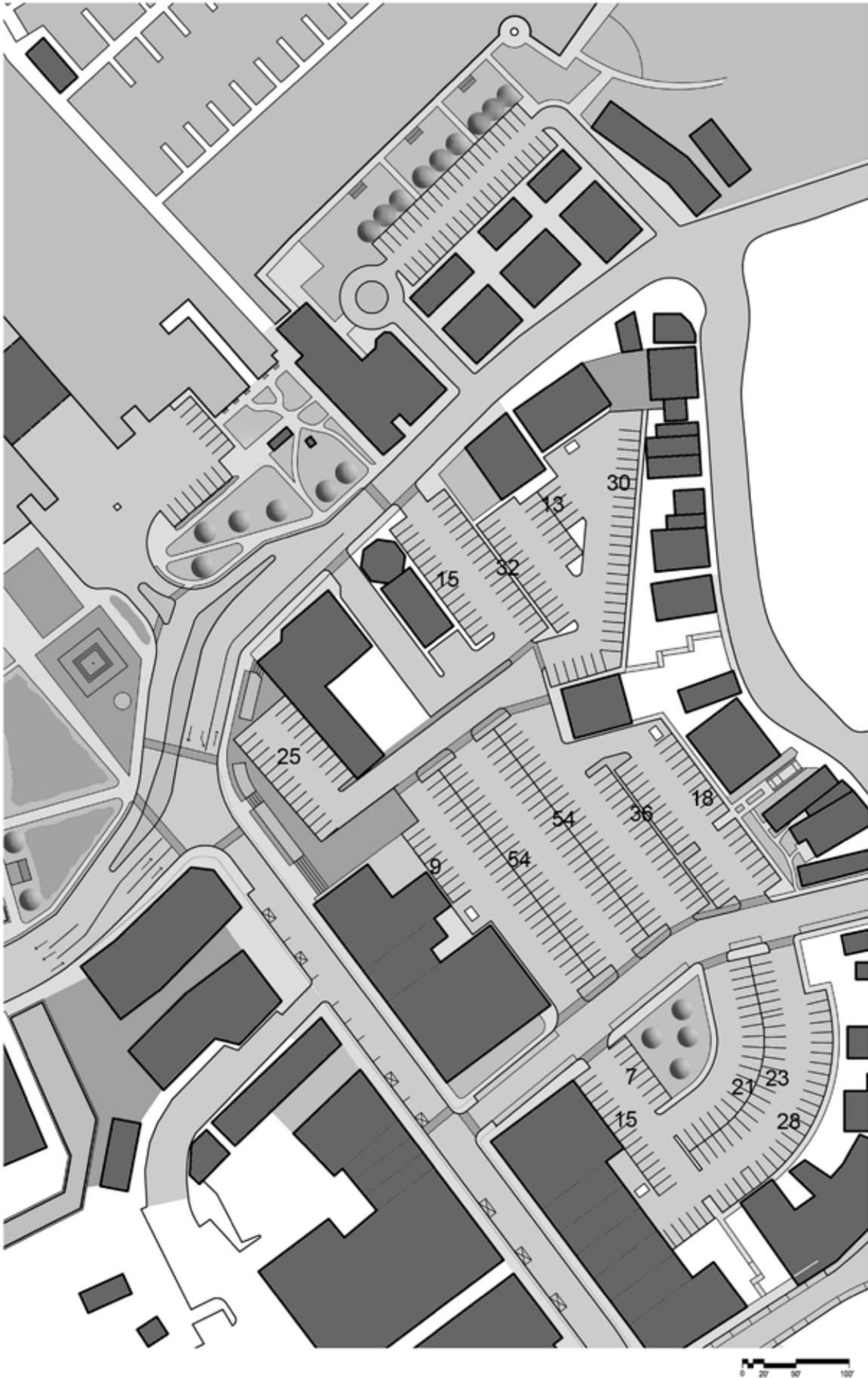
Figure 3.4-1-3 Plans and Sections for an Automated Parking Structure - by Robotic Parking Inc.

Figure 3.4-1-4 Façade studies for an Automated Parking Structure - from Chandler Square

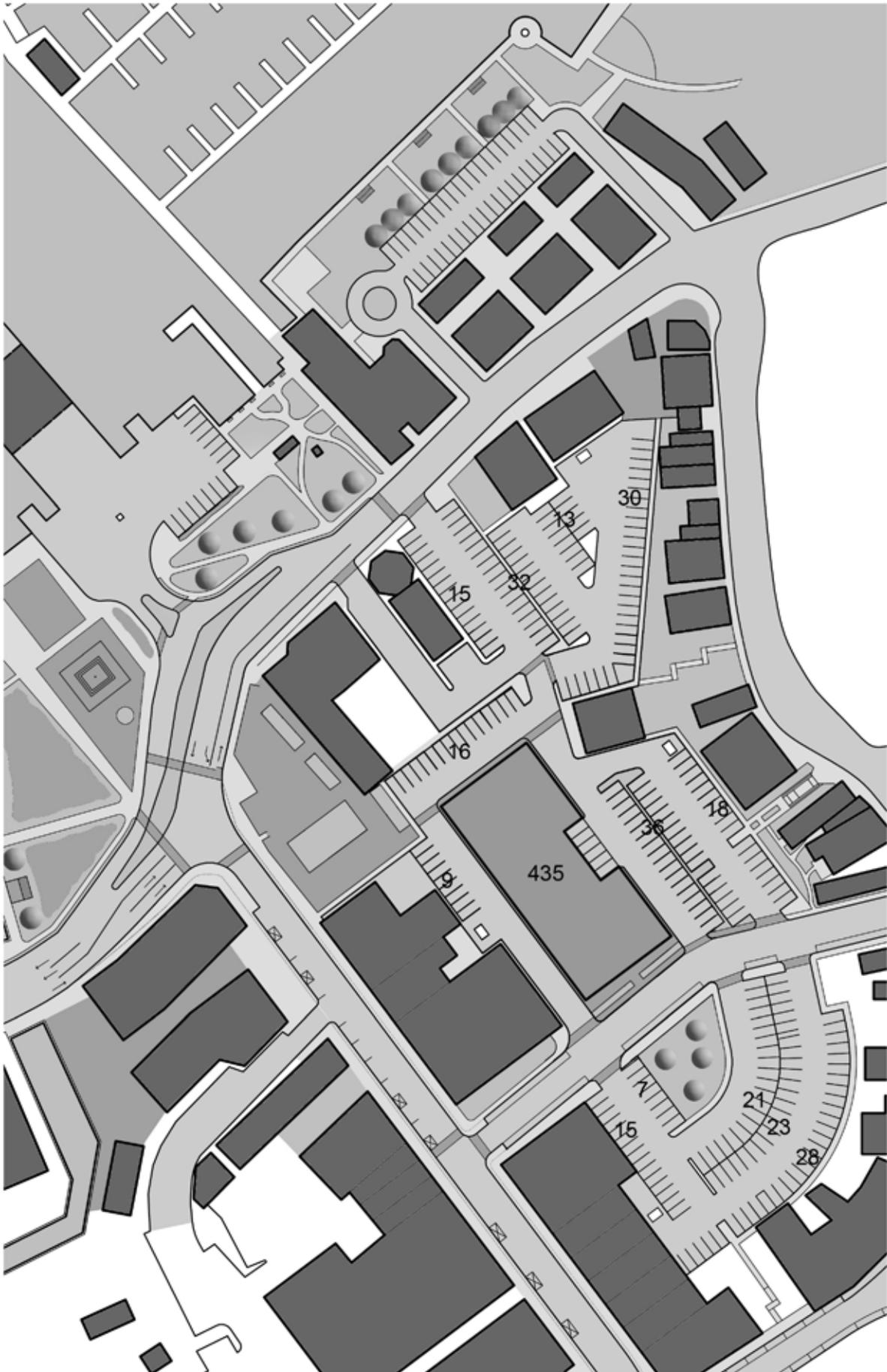
Figure 3.4-1-5 Façade studies for an Automated Parking Structure - from Arden Place

Figure 3.4-1-6 Meadows Lot Plan with an Automated Parking Structure

Figure 3.4-1-7 Diagrams for Self Park Structures in the Arden and Meadows Lots – Cameron Engineering



ARDEN PARKING LOT RECONFIGURATION PLAN FOR A FUTURE PARKING STRUCTURE  
 394 SPACES W/ 8 H.C.                      FIGURE 3.4-1-1



ARDEN PARKING LOT PLAN WITH AN AUTOMATED PARKING STRUCTURE  
718 SPACES  
FIG. 3.4-1-2

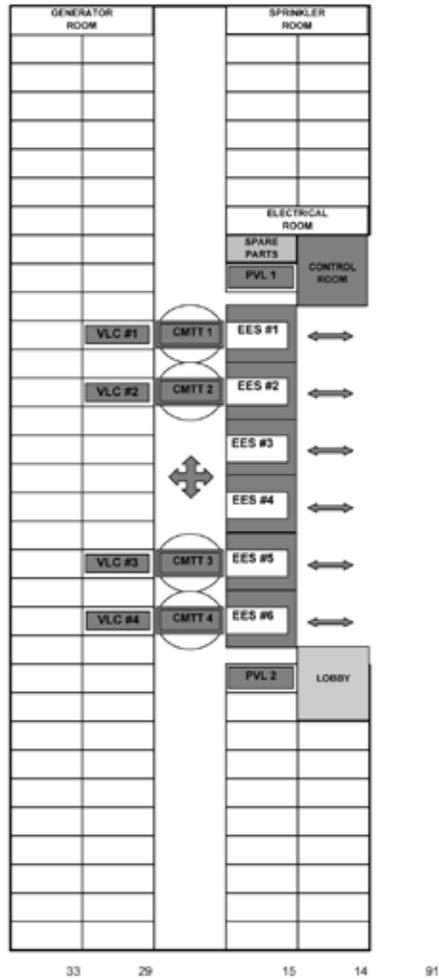
 <b>ROBOTIC PARKING</b> <i>Simply a smarter &amp; safer way to park</i>		
		<b>PORT JEFFERSON GARAGES</b>
<b>Michael Schwarting</b>		Rev: 1.0
<b>Design Proposal</b>	Drawn: HLR	3/17/2008
<small>© Patents Pending Trademark Robotic Parking Systems 1995-2008          Patents Issued # 5669753 # 6502011 # 6662977 # 6851921</small>		

Technical Data	
Vehicle size max:	19' x 7' Pallet - 80" height limit
Parking capacity:	<b>471 Spaces</b>
Throughput:	~ 240 cars / hour
Vehicle Weight:	Maximum 5,500 lbs Average 4,500 lbs
Outside Bldg. Dimensions:	~98' x 260' x 34'
Electrical connections	480 V, 3ph = ___ KVA, ___ Amps
<b>RPS 1000</b>	

KEY	
CM: Carrier Module	
PVL: Pallet Vertical Lift	
EES: Entry Exit Station	
VLC: Vertical Lift Conveyor	
Control Room	
Lobby	
Stairs /Storage / Electrical	
Turntable	
Pallet Shuttle	

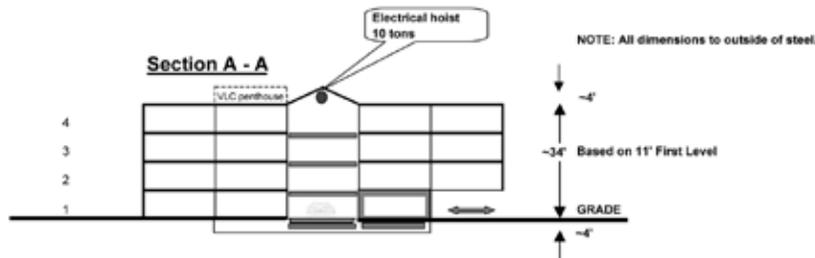
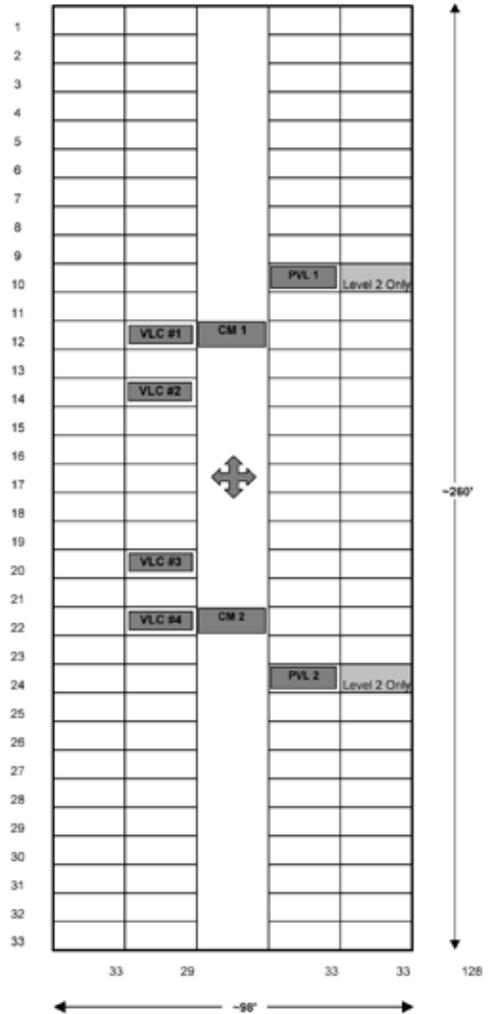
**Entry Level**

91 Spaces



**Typical Upper Level x 3**

128 Spaces



PLAN AND SECTIONS OF AUTOMATED PARKING STRUCTURE  
 FIG. 3.4-1-3



FACADE STUDY FOR AN AUTOMATED PARKING STRUCTURE FROM CHANDLER SQUARE  
FIG. 3.4-1-4



FACADE STUDY FOR AN AUTOMATED PARKING STRUCTURE FROM ARDEN PLACE  
FIG. 3.4-1-5

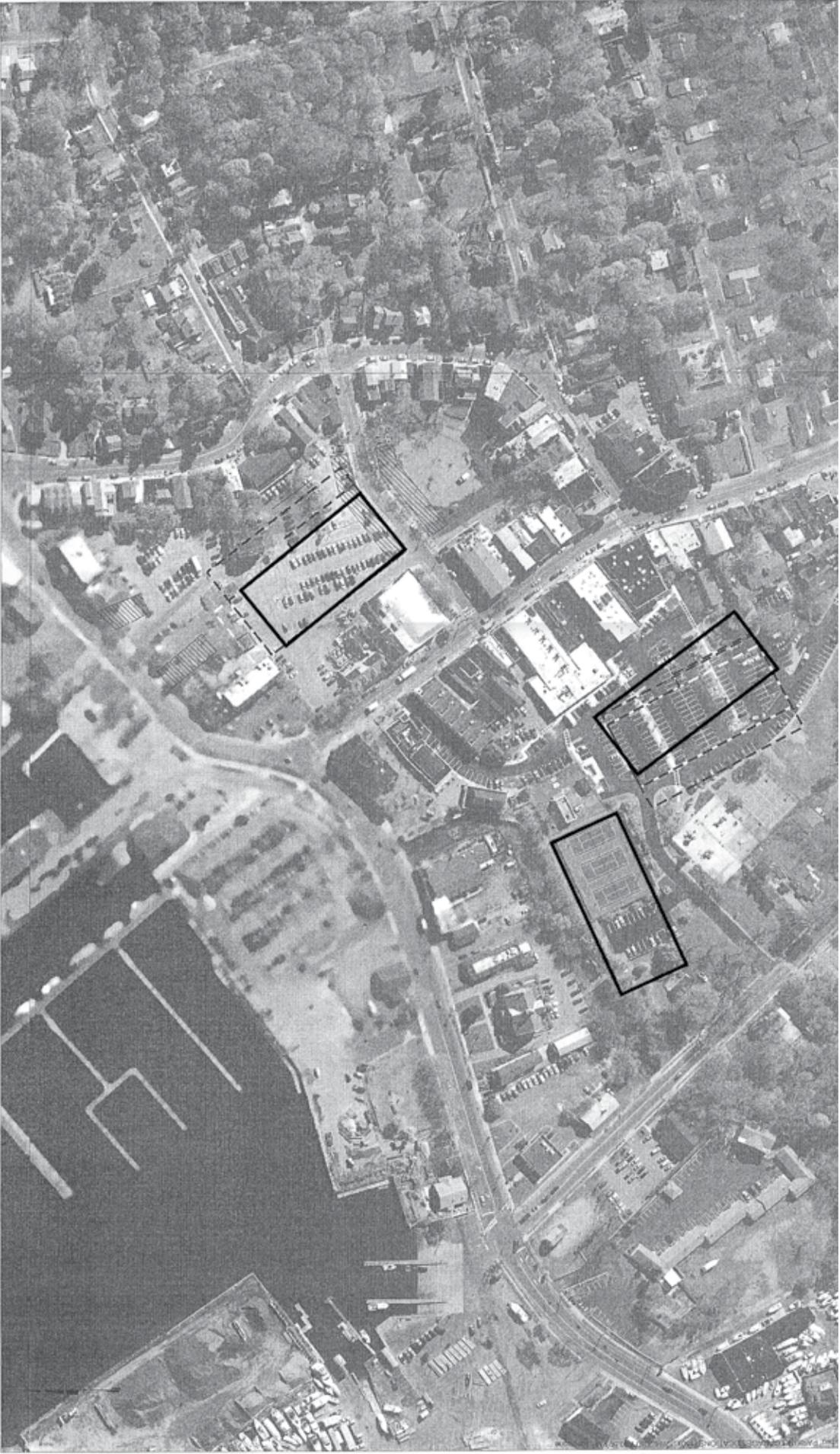


DIAGRAM FOR SELF PARKING STRUCTURES IN THE ARDEN AND MEADOWS LOTS - CAMERON ENGINEERING  
FIG. 3.4-1-7

# **APPENDIX 5.4-1**

APPENDIX 5.4-1

Port Jefferson Waterfront Revitalization Project

Feasibility - Expenses and Revenue Projection

Expenses Projection – Park

Harborfront Park – 2.5 acres – 2012

Harbor Park – 3.8 acres

Summer - Spring/Summer/Fall – 8 months April to November

Labor – estimated for 2012

estimated for 2012

Fertilizing  
Mowing, weeding and pruning  
Removal of dog and geese waste  
Removal of graffiti on pier and fencing  
Replacement of split rail  
Maintenance of lighting with Village  
Electrician  
Painting/repair of skating garage

Fertilizing  
Mowing, weeding and pruning  
Removal of dog and geese waste  
Removal of graffiti  
Repair of railings and fencing  
Maintenance of lighting  
Painting/repair of park elements

**\$ 29,000.**

**\$ 44,000.**

Maintaining hardscape  
Maintaining amphitheater  
Maintaining flower/rain garden  
Maintaining creek is separate

program

Materials – estimated for 2012

estimated for 2012

Gas for mowers etc @ 10 gal./week  
Split rail replacements  
Fertilizer  
Wall repair/maintenance  
Electrical (repair & replacement)  
Mulch  
Mutt Mitts

Gas for mowers etc @ 15 gal./week  
Rail and Fence replacement  
Fertilizer  
Wall repair/maintenance  
Electrical (repair & replacement)  
Mulch  
Mutt Mitts

Garbage Bags, 70/week  
Paint  
Plants/Flowers  
Fibar

Garbage Bags, 110/week  
Paint  
Plants/Flowers  
Fibar – playground

**\$ 38,500**

**\$ 58,500.**

**Winter – 4 months December – March**

**Labor - estimated for 2012**

Snow/Ice removal  
Trash removal  
Fall cleanup of beds etc.  
Preparation of skating rink area

**\$ 2,500.**

*estimated for 2012*

Snow/Ice removal  
Trash removal  
Fall cleanup of beds etc.

**\$ 3,800.**

Maintaining hardscapes  
Winterize flower/rain garden  
Winterize kiosks  
Maintain playground

**Materials - estimated for 2012**

Sand/Salt  
Fall plants

**\$ 2,950.**

*estimated for 2012*

Sand/Salt  
Fall plants

**\$ 4,480.**

**Total \$ 72,950.**

**\$ 110,780.**

***Expenses Projection***

**Car Parking**

Operations –  
Maintenance and repair of surface & infrastructure  
Maintenance and repair of lighting

**Boat Ramp and Trailer Parking**

Operations –  
Maintenance and repair of surface & infrastructure  
Maintenance and repair of lighting

***Total Expense Projection***

***\$ 110,780 +***

**Revenue Projection**

**Car Parking – @ Park: 148 spaces - Metered Parking 10 am–10 pm; 8 months / 244 days per year.**

Assume \$.50 / hour @ 80% occupancy – 118 occupied spaces x 244 days x \$ 6.= **\$ 172,750.**

– @ Trailer Park: 135 spaces - Metered Parking 10 am–10 pm; 8 months / 244 days per year.

Assume \$.50 / hour @ 80% occupancy – 108 occupied spaces x 244 days x \$ 6.= **\$ 158,100.**

**Total** **\$ 330,850.**

Trailer Parking and Ramp – **72 trailer spaces - 6 months May-November**

Residents – seasonal	\$ 75.00
Residents daily	\$ 10.00
Non-residents – daily	\$ 30.00

Estimate – based on observations over past 3 years

Mon.-Thur.	20 trailers x 4 days x 24 weeks =	1,920 trailers
Fri.	35 trailers x 1 day x 24 weeks =	840
Sat.-Sun.	50 trailers x 2 days x 24 weeks =	<u>2,400</u>
		5,160

80% Resident–seasonal	x 5,160 x \$75/12 uses	\$ 25,800.
10% Resident-daily	x 5,160 x \$10.	\$ 5,160.
10% Non-Resident	x 5,160 x \$30.	<u>\$ 15,480.</u>
		<b>\$ 46,440.</b>

Estimate – based on optimum usage

Mon.-Thur.	35 trailers x 4 days x 24 weeks =	3,360 trailers
Fri.	45 trailers x 1 day x 24 weeks =	1,080
Sat.-Sun.	65 trailers x 2 days x 24 weeks =	<u>3,120</u>
		7,560 trailers

80% Resident–seasonal	x 7,560 x \$75/12 uses	\$ 37,800.
10% Resident-daily	x 7,560 x \$10.	\$ 7,560.
10% Non-Resident	x 7,560 x \$30.	<u>\$ 22,680.</u>
		<b>\$ 68,040.</b>

Commercial Haulers – present est. 3 @ \$ 550. fee	<b>\$ 1,650.</b>
- growth est. 5 @ \$ 550. fee	<b>\$ 2,750.</b>

### Commercial Fishing Berth

Present – 3 x 65' x \$ 90./ft	\$ 17,500.
2 x 40' x \$ 90./ft	<u>\$ 7,200.</u>
	<b>\$ 24,750.</b>
Growth + 2 x 40' x \$ 90./ft	<b>\$ 31,900.</b>

**Bait, Tackle and Boat Rental** – annual lease of site est. **\$ 25,000.**

**The Boat Place** - annual lease of ramp and lit site      est. **\$ 25,000.**

**Kiosks** – annual lease \$ 2,000./yr x 4 =                              **\$ 8,000.**

**Other possible Revenues:**

It is possible to use Trailer Parking also for Car Parking when there is not the demand for Trailer Parking. At two car spaces for each trailer space, there are 140 maximum alternate car spaces. This could easily be added to the list of shared parking sites for special events and evenings. This parking would bring in more revenue and possibly metered.

In the off season the Town of Brookhaven uses the Trailer parking for storing docks. This storage utilizes approximately 1/4 of the trailer parking area. Thus 54 of the trailer park spaces are vacant during the off season. These could be rented as Boat Storage. The Boat Place rents boat storage at \$35.00 per foot, including prepping the boat for storage. \$25/ft x average of 25' boat x 54 spaces = \$33,750.00 revenue.

**TOTAL REVENUE PROJECTION      \$459,690. - \$489,540.**