

# **APPENDIX T**

## **Final Generic Environmental Impact Statement**

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# 1 Comments and Responses

This chapter addresses the comments received during the SEQRA public hearing and the public comment period on the Draft Generic Environmental Impact Statement (DGEIS). The comments are grouped by subject matter, summarized, and referenced to the original source. Where multiple comments have a similar theme and/or are repetitive, not every individual comment is listed and they are grouped, summarized, and responded to once. Copies of the public hearing transcript and written comments are provided in ATTACHMENT 1 and ATTACHMENT 2 respectively.

## 1.1 GENERAL COMMENTS

### Comment 1:

Several members of the Comprehensive Plan Advisory Committee (CPAC) commented that the Comprehensive Plan Update (CPU) presented by the Village did not fully reflect the plan authored by the CPAC and presented to the Board of Trustees. Some reflected that it was fundamentally different on some issues. Others noted that there is general agreement on most ideas and goals within the Master Plan, with the desirable level of future growth and density desired as the main point of diversion.

Some requested that the CPAC plan be made available to the public and that a Public Hearing be held on the CPAC plan. Some noted that the responsibility to produce the Plan rests with the Board of Trustees. Some requested that their names be removed from the CPU, with the concern that members of the community would think that they supported everything in the CPU. Some of these issues were also voiced by members of the public who did not serve on the CPAC.

*Virginia Capon, Hearing Transcript 6/24/14, pages 115-120*

*Donald Pawluk, Hearing Transcript 6/24/14, pages 120-124*

*Molly Mason, Hearing Transcript 6/24/14, pages 130-131*

*Mike Francis, Hearing Transcript 6/24/14, page 135*

*Andrea Howard, Hearing Transcript 6/24/14, page 184*

*Mary Bernero, Hearing Transcript 6/24/14, pages 198-199*

*Judy Fischer, Hearing Transcript 6/24/14, page 218*

*Letter from Donald Pawluk*

*Letter from Virginia Capon*

*Letter from Philip Griffith*

*Letter from Mike Francis*

### Response:

The CPAC was established as an *advisory* committee to the Board of Trustees. As such, its *recommendations* were valuable and considered seriously by the Board in crafting the final version of the Comprehensive Plan Update. In fact, the Board of Trustees made a draft version of the Comprehensive Plan Update available to the CPAC in MS Word format so that

the CPAC might make edits and any changes it felt were appropriate. The Board then reviewed those changes and accepted many, but not all. The final version that was made available for the public hearing thus reflected many of the changes requested by the CPAC.

Only the draft Comprehensive Plan Update that was accepted by the Board of Trustees was made available for public comment. That document was the one that the Board agreed reflected the best long-term interests of the Village of Port Jefferson. It contained many, but not all of the recommendations of the CPAC. The Board of Trustees is the sole entity responsible for the adoption of a Comprehensive Plan.

The Board of Trustees is grateful to the members of the CPAC for their commitment and hard work. The names of the CPAC members remain in the document so that the residents of the Village of Port Jefferson can acknowledge the contribution of the CPAC to the Comprehensive Plan. This FEIS makes clear the fact that not all of the recommendations of the CPAC are incorporated into the document.

**Comment 2:**

Was what was available for review at Village Hall, and online the same plan presented at the Hearing? *Ray Calabrese, Hearing Transcript 6/24/14, page 137.*

The Public Hearing was invalid as the some of the Appendices were only available for review online. *Letter from Virginia Capon; Virginia Capon, Hearing Transcript 6/24/14, pages 116-117.*

**Response:**

The hard copy of the Comprehensive Plan Update available at Village Hall was the same as the electronic version available online. All Comprehensive Plan Update appendices were available online.

**Comment 3:**

Several speakers were concerned about communication between the Village and the Town of Brookhaven concerning future development within the Village north of the train station and in the unincorporated area of Port Jefferson south of the train station and Village boundary. The recent Port Jefferson Station Commercial Hub Study was referenced.

*Joan Nickerson, Hearing Transcript 6/24/14, pages 163-164*

*Charlie McAteer, Hearing Transcript 6/24/14, pages 193-195*

*Letter from Philip Griffith*

**Response:**

The Town of Brookhaven was consulted during the development of the CPU and was included in the SEQRA review process. The adopted Comprehensive Plan Update will be made available to the Town of Brookhaven and will be online for public access. The Town and the residents of Port Jefferson Station/Terryville can thus determine to what extent they wish to coordinate the plans.

**Comment 4:**

Several speakers voiced their support of the CPU, noting that it is consistent with the Vision Statement, considers input from a wide cross section of individuals and organized groups within the community, identifies the present and future needs of the Village, provides planning and zoning measures to address those needs in the future, will facilitate the procurement of funding for state and federal agencies, and will carefully manage new growth and development. Others mentioned positive economic impacts. The Long Island Railroad representative strongly endorsed transit oriented development (TOD) plans in the vicinity of the Port Jefferson Station.

*Ray DiBiase, Hearing Transcript 6/24/14, pages 141-145*

*Brigitte Demes, Hearing Transcript 6/24/14, pages 172-175*

*Samir Nizam, Hearing Transcript 6/24/14, pages 175-176*

*Suzanne Velazquez, Hearing Transcript 6/24/14, pages 199-203*

*Dom Famularo, Hearing Transcript 6/24/14, pages 213-214*

*Letter from Ray DiBiase, Chairman of the Planning Board and Mark Brosnan, Chairman of the Zoning Board of Appeals*

*Letter from Elisa Picca, Chief Planning Officer, LIRR*

*Letter from Barbara Sabatino*

**Response:**

The Final Comprehensive Plan Update is the result of an extensive outreach process that reached a variety of stakeholders and reflects a vision of the future of the Village that the Board of Trustees believes is in the best interest of a broad cross section of residential, business, municipal, civic, environmental, and institutional interests.

**Comment 5:**

Several speakers expressed concern that the plan favored developers at the expense of residents, the environment, and quality of life.

*Letter from Philip Griffith*

*Bill Hydek, Hearing Transcript 6/24/14, pages 181-182.*

*Judy Fischer, Hearing Transcript 6/24/14, pages 214-217*

**Response:**

The Comprehensive Plan Update reflects the desire of the residents, as documented in the survey, to revitalize Uptown Port Jefferson and stabilize the overall tax base. The Plan offers incentives to Uptown developers if they provide community benefits. The Plan also recognizes that new business and residential development will add to the tax base, thus helping to slow the rate of increase in taxes. This is especially important in light of the uncertain future of the power plant and the taxes paid by its owner. Numerous

recommendations contained in the Plan will *improve* the natural and built environments as well as the quality of life.

**Comment 6:**

I served for three and-a-half years on the CPC. And the people that were on the CPC were residents just like you who donate their time. We met every single week. The meetings were open. Everybody was welcome. I have learned, during that time that the residents, the businesses, and the trustees, are working from totally different books. My hope for the next 30 years is that the residents, the businesses, and the trustees, will be able to come together, work with each other, and acquire and compromise together. That's the only way things are going to happen. We need more people to serve, who have no personal or political agenda. The only way you can change things, is to participate in the process. *Carol Donegan, Hearing Transcript 6/24/14, pages 152-153.*

**Response:**

The residents, businesses, and trustees all provided important recommendations for their respective areas of interest. The Board of Trustees is satisfied that the Plan represents the interests of a broad cross section of the Village. The Board is grateful to all those that participated in the process.

**Comment 7:**

My only fear about revitalizing Uptown is that, are other residents going to support the businesses that are going up there? People are going to spend a lot of money to put businesses up there, and are we going to support it? *Dennis Mannarino, Hearing Transcript 6/24/14, pages 167-171.*

**Response:**

Developers and their potential tenants may conduct market studies to determine to type of businesses most suited to Uptown. That analysis will consider competition from existing businesses and area demographics. New Uptown businesses will certainly benefit from the patronage of all Village residents.

**Comment 8:**

I would like to talk to Senator LaValle about limiting terms of local government. I would like to talk about transparency. I really wish you would step down. I am glad that, finally, Mr. Rosner is leaving, because I think it is unconscionable that he should be partners with one of the developers of the community. When a developer goes in there, what they do is they promise you everything, and then they do whatever they want. *Jim Eagan, Hearing Transcript 6/24/14, pages 188-189.*

**Response:**

Comment noted.

**Comment 9:**

Northville and Miller Marine should be noted on Figure 7-2 (Waterfront Ownership). *Letter from Lisa Claire Kombrink*

**Response:**

Figure 7-2 has been updated.

**Comment 10:**

We recommend that Northville's remaining two properties (SCTM #0200-7-1-7 and #0200-7-1-6) be reconfigured so that the area along Beach Street can be rezoned to MW-1 and the rear of Lot 6 be rezoned to RB-2.1 (A lot line application for reconfiguration of these parcels is pending before the Planning Board.) *Letter from Lisa Claire Kombrink*

**Response:**

The Comprehensive Plan Update formulates an overall plan for the Village's future and does not include zoning details for an individual property owner, which is appropriately handled at the Village Board level. In addition, as the referenced application is in litigation, it is not addressed herein.

**Comment 11:**

The CPC stands ready to work with the Board to finalize a Plan that has public support, a Plan that carefully manages development and preserves open space, while controlling taxes. *Letter from Virginia Capon*

**Response:**

The CPAC provided significant input to the Comprehensive Plan Update. It is the Board of Trustees responsibility to consider that input, but not necessarily include all of that input, in the adopted plan.

## **1.2 SEQRA COMPLIANCE**

**Comment 12:**

Please add these comments to the record for this matter. I look forward to your response to these comments as required by SEQRA. *Letter from Virginia Capon*

**Response:**

This Final GEIS is the required mechanism to address all of the comments received on the Draft GEIS.

**Comment 13:**

The Full Environmental Assessment Form (FEAF) lacks details regarding proposed development, demand for public water supply, generation of liquid waste, storm water runoff, traffic increase, hazardous material corrective activities, and safety of pedestrians.  
*Letter from Philip Griffith*

**Response:**

The FEAF addresses the additional development and environmental impacts that could occur over and above what is possible under current zoning. As discussed in the DGEIS, the recommended zoning changes will not increase densities over what is currently permitted. There will therefore be minimal *additional* adverse environmental impacts as a result of the recommended zoning changes.

**Comment 14:**

Several people expressed concern about the level of detail in the DGEIS and the conclusion of no adverse environmental impact from 500 additional rental apartments uptown.

*Virginia Capon, Hearing Transcript 6/24/14, page 118*  
*Ms. Bernero, Hearing Transcript 6/24/14, page 199*  
*Letter from Virginia Capon*  
*Letter from Philip Griffith*

**Response:**

See above response. The number of units possible under existing and proposed zoning is approximately the same. Consequently, there will be little if any *additional* adverse environmental impact over and above what is already possible under existing zoning.

**Comment 15:**

There is an absence of quantifiable results of the build out analysis. *Letter from Philip Griffith*

**Response:**

A build out analysis was conducted and was described in section 3.1 of the Comprehensive plan Update. The goal was to determine the number of residential units (apartments) and the retail area that property owners could construct under existing zoning. The numerical results are described in that section.

### **1.3 GEOLOGY, SOILS AND TOPOGRAPHY**

**Comment 16:**

Island Boat and Heritage properties are sited on ground contaminated by the Lawrence Aviation Superfund Site. How can the Village support 180 apartments on deeply contaminated land, which will not be remediated for 30 years, if ever. If cancer clusters

develop on these properties, who will be liable? The Harborfront Park area, this land here, was similarly contaminated, and no residential properties can ever be developed on this site. *Molly Mason, Hearing Transcript 6/24/14, pages 132-133.*

**Response:**

The Lawrence Aviation Superfund Site is actively monitored by the US Environmental Protection Agency. The position of the contaminant plume is well known and remediation has been underway for some time. The developer of those properties must address all potentially adverse environmental conditions on the property as a part of the review process. Adverse environmental conditions must be mitigated to the satisfaction of the SEQRA Lead Agency, the Village.

## **1.4 STORMWATER**

**Comment 17:**

Stormwater management director for the Village of Port Jefferson supports the 2030 Comprehensive Plan's recommendations on stormwater infrastructure improvements, which are to establish Green Streets Program, and to install stormwater structures to infiltrate and treat stormwater discharges to Mill Creek. Over the last decade, the administrative controls implemented by the Village's Stormwater Management Program, such as stormwater management ordinances, inspections, and public education, have coincided with steady improvements in water quality in the harbor. However, administrative controls can only reduce stormwater pollution to a certain extent. Stormwater infrastructure improvements, as engineering controls, will be needed to further improve water quality in Port Jefferson Harbor. Therefore, I am strongly endorsing the 2030 Comprehensive Plan's recommendations for the Village's stormwater infrastructure improvements. *Brian McCaffrey, Hearing Transcript 6/24/14, pages 204-208.*

**Response:**

Comment noted.

## **1.5 LAND USE AND ZONING**

**General**

**Comment 18:**

I want to close with the kind of development that was mentioned by Molly Mason. It shows how urgently we need some guidance, as to our future development. These two properties in the downtown area that are large concentrations of apartment buildings with, slash, parking areas, you will see that if this is allowable -- we had mentioned, other people mentioned, that the mixed commercial and residential development that should be implemented into the plan -- that would not allow that we look along the waterfront for

large parking areas and residential, but only to have business develop there. *Brigitte Demes, Hearing Transcript 6/24/14, pages 174-175.*

**Response:**

The Comprehensive Plan Update sets forth guidance on future development. Mixed use development is encouraged in the Plan. The proposed waterfront revitalization discussed in the Plan adds green space and public amenities.

**Height**

**Comment 19:**

The building height should remain at 35 feet as per present code and not extended to 45 feet. *Letter from Phil Griffith.*

I respectfully request that you reconsider several aspects of the Plan that are incompatible with the small town character of our Village as follows. Do not allow 4-story construction Uptown; *Letter from Virginia Capon*

I, personally, am opposed to four-story buildings. I think, that they will change the theme -- the feel of the Village. *Judy Fischer, Hearing Transcript 6/24/14, page 217.*

I feel that new construction at the current permitted height of 35 feet, can accomplish an attractive business community. *Sandra Swenk, Hearing Transcript 6/24/14, pages 149.*

**Response:**

The zoning recommended in the Comprehensive Plan Update retains the 35-foot height limit. It does, however, make 10 feet of additional height possible in the C-2 commercial district if the developer provides major community benefits. The Plan further requires that the additional height must be set back from the street wall of the building by 12 feet. That requirement will make the additional height scarcely visible from the street. The Board of Trustees believes that the community benefits that could be delivered by developers in exchange for the additional height are in the best interests of the residents of the Village of Port Jefferson.

**Housing:**

**Comment 20:**

From a planning point of view, I always believed that putting housing downtown is good. It legitimizes a lot of year-round businesses. That's good. It produces stability. But to crowd people is not good. I'm afraid that what's proposed here, crowds people in uptown. *Ray Calabrese, Hearing Transcript 6/24/14, page 137.*

**Response:**

The zoning changes recommended in the Comprehensive Plan Update increase property line setbacks and increase minimum unit sizes from 400 to 500 square feet. These changes will *not* increase density over what is currently permitted.

**Comment 21:**

I've lived in Port Jefferson Station for 26 years. I worked at the university for 36. I understand the concepts of what the housing needs are, as was just mentioned. A lot of it is new buildings. We have professional and faculty needs, graduate students. Things we have to look at for the Village, is we have to be able to say, it's not (sic) going to go across the track. It will go across the tracks, whatever happens in the development. The students; yes, they are going to Comsewogue right now. That could be discussed. The other thing is, what is going to be the density? There has to be a proper study. We've worked on that. That's a big piece now. What kind of density is this? Is it studios? Is it one or two bedrooms? Think about that. Whatever you vote in, is going to affect all the areas around the Village. It's an anchor. *Charlie McAteer, Hearing Transcript 6/24/14, pages 196-197.*

**Response:**

See response to above comment. The number of studios, one, two, and three bedroom units would be proposed by each developer. As discussed in the Comprehensive Plan Update, the mix of units is influenced by market conditions and area demographics. Potential Uptown developers indicated that the market they envisioned for new units was for young workers/professionals in the hospitals and Stony Brook University. The other market segment was for so-called 'empty-nesters.' Many of these households prefer studios and one bedroom units. Unit mix is best determined by developers as they respond to the market.

**Comment 22:**

As far as Section 8, our community has more Section 8, on Dark Hollow Road, on Belle Terre Road. They are people, too. You know, what? That's all right. I've been poor. I've been really poor. There is nothing wrong with the people that are already up there. They are afraid they are going to get knifed on 25A. Greed is a bad thing. *Jim Eagan, Hearing Transcript 6/24/14, page 190.*

**Response:**

Comment noted.

**Comment 23:**

I am a realtor in the community, and I deal with people on a daily basis, both as tenants and as landlords. I do encounter, daily, at least one, on a home that's for sale, someone coming to me and saying, "Please, don't let this home turn into a rental. Please, don't sell

this home to someone that's going to turn it into a rental." Then, on the other end, the next phone call I get is, or the next five phone calls I get is, someone looking for a house to rent. In my experience, we do not have enough housing for the growing university that is very much feeding the economy right now. We are very fortunate, I feel, this area, over the last few years, during what was a tremendous downturn, to have a private university and private hospitals. But housing has been an issue, and I do find that on a daily basis. *Amanda Eckart, Hearing Transcript 6/24/14, pages 190-192.*

The texture of the Village must be carefully managed so as to prevent our primarily homeowner community from becoming a majority of rentals. *Letter from Phil Griffith.*

**Response:**

The Comprehensive Plan Update encourages a mix of residents by age and income in the Village of Port Jefferson. Residents at the beginning of their careers may prefer rentals as well as residents near or post retirement. Those in between might rather own. It will be important to the success of the redevelopment of Uptown in particular to offer a mix of ownership and rental units.

**Comment 24:**

Also, I just wanted to mention that there was a comment made about the downtown businesses getting more than they give. In my opinion, the downtown businesses give a lot to this community. Maybe, I am not talking, in terms of, necessarily, tax dollars, but there was a campaign that went around recently to save one of the downtown businesses. Tens of thousands of dollars were raised, not to let it go under. I think, that shows how much people do value having the economy that we have downtown, and that that could even be expanded on. So in order to support the types of businesses that we would like to see downtown, we also need to have the residences. *Amanda Eckart, Hearing Transcript 6/24/14, pages 192-193.*

**Response:**

The Village's businesses are important to the character of the Village. They provide tax revenue, support local families, and provide jobs. Although some businesses specialize in products that appear primarily, but not exclusively, to tourists, there are many others that serve the residents. The businesses do need the support of area residents, particularly in the off season.

**Comment 25:**

I would say you need to take the density from downtown, and make the developers buy the density above the buildings downtown, and transfer them uptown. *Jim Eagan, Hearing Transcript 6/24/14, pages 186-188.*

**Response:**

Redevelopment of Uptown will be more likely and more successful if the Village provides incentives. Existing zoning permits property owners Downtown to build out their properties to the extent allowed by the code.

**Comment 26:**

While there is no question that the Uptown business area needs a complete makeover that would attract good tenants and business, I feel strongly that a corridor of high-rise construction, greater density, and relaxed parking, are not the answers. Progress, in moderation, can achieve many of the goals necessary for a better looking Uptown business/residential community. *Sandra Swenk, Hearing Transcript 6/24/14, pages 148-149.*

The density in our Village is crucial to the quality of life. Too many rentals, cars, traffic tie-ups, tourists, and lack of parking to accommodate such unrestrained growth is detrimental to the environment of the community. *Letter from Phil Griffith*

I was the liaison for the CPC. I had the pleasure of sitting in to, probably, about 40 of their meetings. I was interested to hear that the plan in Port Jefferson Station took one year -- very interesting. The CPC has been working on this plan, since 2009. When I drive through Upper Port Jefferson -- I've lived in the Village for 12 years, but I have been a resident of this area, since 1983. And if I pass by that diner one more time, and see that it's not developed, it tells me -- and I am not a trained planner -- it tells me that the zone of Upper Port Jefferson is not welcoming development. I mean -- is that something we can agree on? Is the zoning up there welcoming development? If it was, we would be developed. So to submit a plan that doesn't allow any additional part -- that ignores transit-oriented development, which has worked all over two counties on Long Island -- I only saw the article in Newsday that talks about Rockville Centre. That's urban density. That's the same density that Upper Port was built, long, long before there was even a Village of Port Jefferson. But this plan encourages development. We need to encourage development up there. The diner has got to go. *Bruce D'Abramo, Hearing Transcript 6/24/14, pages 218-221.*

**Response:**

The Comprehensive Plan Update recommends that building height remain the same at 35 feet, but that an additional 10 feet be permitted for the provision by the developer of major community benefits. That additional 10 feet would need to be set back 12 feet from the street wall.

The development density that would result from the changes recommended in the Comprehensive Plan Update is similar to or less than what could be built under existing zoning. The proposed C-2R residential overlay district would increase setbacks and the minimum unit size has been increased. These changes allow for less density. This would

be balanced to some extent by the change in the onsite parking requirement (see below) and the potential for additional height.

There is a modest relaxation of parking requirements and recommendation that parking could be provided offsite in a public lot or structure through payments in lieu of parking.

Growth in Uptown is and will continue to be controlled by zoning. The traffic study conducted as part of the Uptown Study found that provision of up to 500 additional units would generate additional traffic, but provided mitigation to reduce potential impacts. Additional public parking would be provided with funds generated through payments in lieu of parking and a new Uptown managed parking system.

The survey conducted by the Comprehensive Plan Advisory Committee found that a majority of respondents supported Uptown redevelopment. The Comprehensive Plan Update provides modest incentives for such redevelopment.

**Comment 27:**

Our firm represents Northville Industries Corp. ("Northville"), the owner of properties located on Beach Street in the Village. The 2030 Comprehensive Plan Update ("CPU") recommends the amendment of the Village Code to recognize additional conditional uses in the MW-1 Zoning District (see CPU 7-1). The uses include, but are not limited to, certain types of retail sales, the unloading and sale of finish and shellfish, and recreational fishing boat, sailing, and maritime sightseeing operations. However, the current use of Northville's Marine Facility is not listed as a proposed additional conditional use. The CPU's failure to recognize existing water-related and water-dependent commercial uses such as Northville is inappropriate, especially considering the long-standing and important nature of these uses. Specific inclusion of such uses would not only recognize them, but also provide the Village with an opportunity to better regulate them in the future. To accomplish this, we recommend that Northville's operation be included as a conditional use in the MW-1 District.  
*Letter from Lisa Claire Kombrink*

**Response:**

A response to the requested change to the Comprehensive Plan Update cannot be addressed as it is the subject of current litigation.

## **1.6 ECOLOGICAL RESOURCES**

**Comment 28:**

Several speakers want the Village to designate the six-acre, Village-owned property on Highland Boulevard as parkland, and preserve it for all the residents of the Village of Port Jefferson to enjoy as open space in perpetuity. The current document's wording leaves the six acres unprotected.

*Kathleen Riley, Hearing Transcript 6/24/14, pages 153-158.*

*Joe Dessi, Hearing Transcript 6/24/14, pages 158-159.  
Letter from Kathleen M. Riley  
Letter from Phil Griffith*

**Response:**

The Comprehensive Plan Update was amended to include the following additional language and action item:

*This parcel was dedicated to the Village by the developer of the Highlands Condominium project in the 1980s to be used for recreational purposes. It was critical to study the highest and best use of this property for the Village as it currently is situated within the C-2 commercial zone and was therefore included in the Upper Port Revitalization Plan study.*

**ACTION ITEM**

- *The Board of Trustees should rezone the parcel restricting it for passive and active recreational use only, preserving it for years to come as open space and recreational space to support the residential populations throughout the Village.*

**Comment 29:**

Also, keeping our harbor front protected, and not continuing to have this gigantic parking lot on the west side. *Brigitte Demes, Hearing Transcript 6/24/14, page 173.*

**Response:**

The Comprehensive Plan Update includes a detailed waterfront plan that recommends removal of a large portion of the parking on the waterfront. That parking would be replaced elsewhere in the Village as described in the Plan.

## **1.7 TRANSPORTATION – TRAFFIC AND PARKING**

**Traffic and Transportation:**

**Comment 30:**

The over development of these two properties, the potential increase to three or four stories, 180 units, will create enormous traffic gridlock. It's extremely difficult to take a left turn on Beach Street, right now, onto Broadway. I own a house on Beach Street. There will be extraordinary air, water, soil, and noise pollution from runaway -- increased density built into the plans for the adjacent Heritage and Islander sites. The development of these two sites should be vastly scaled back. Village taxpayers do not want to pay for extensive support services, such as parking, infrastructure for development, and for the Business District. *Molly Mason, Hearing Transcript 6/24/14, pages 133-134.*

In my opinion, it should not be the focus of our elected officials to provide hundreds of apartments for our neighboring university students and staff and other professionals, nor to create a hub that will overshadow the intent of revitalization. With two major hospitals,

numerous medical facilities, and three schools within a mile of the railroad area, the traffic will become unbearable for local residents. *Sandra Swenk, Hearing Transcript 6/24/14, page 149.*

The traffic study is flawed. It is incomprehensible that if you add 500 rental units plus retail shops, it will have no impact on the present traffic problems in upper port. *Letter from Phil Griffith*

**Response:**

The proposed development on West Broadway is not specifically addressed in the Comprehensive Plan Update and is the subject of its own environmental review.

The Village of Port Jefferson determines the zoning that ultimately regulates the type and intensity of development in Uptown and the rest of the Village. As discussed above, the changes proposed by the Comprehensive Plan Update will not significantly increase the intensity of development in Uptown over and above what is permitted under current zoning. If Uptown is to be revitalized, there will be new apartments per the new and existing zoning code.

The traffic study does identify an impact from future development, but also provides mitigation of that anticipated impact.

**Comment 31:**

I am not a resident of Port Jefferson. I live in Poquott. When you talk about over development here in Lower Port, I worry about the effects it is going to have on us being able to get out of Washington Street. It's the closest exit to getting out of the village for us. The fact that we always, as your neighbors, use Port Jefferson as our downtown. We come here to eat. We come here to play. We come here to go to doctors, and to lawyers, and to businesses and shop. And the difficulty already to try to get out of Washington Street -- to make a left-hand turn on 25A, is almost impossible. Tonight it took me almost five minutes sitting there, and the cars go whizzing by me. Trying to make a left-turn over there is almost taking your life in your hands. So I don't think any consideration has been made, as to what the increase in traffic will be, because of the over development of Lower Port. I am hoping that that would be taken into consideration, even though we don't have a say of what happens. It will affect the business of Port Jeff. I think it could be more effective, in terms of other things to get here. We support you. We want to see Port Jefferson do well, because Poquott depends on you, also. So, please, take into consideration not doing over development. Let's do it as smart development. *Kathleen Matthews, Hearing Transcript 6/24/14, pages 178-180.*

**Response:**

The proposed development on West Broadway is not specifically addressed in the Comprehensive Plan Update and is the subject of its own environmental review. Traffic

conditions would be included in such a review. All other significant Downtown development proposals will also be subject to environmental review.

The Comprehensive Plan Update acknowledges the need for sustainable economic development in the Village to support existing and new businesses and to stabilize the tax base for all property owners.

**Comment 32:**

If we could convince the 7bus network to move this end of the line a mere 3.7 miles from Stony Brook to Port Jefferson Village-thus connecting the Village directly to New York City-it would cost little or nothing but would have great advantages:

- Real estate. It would make the Village much more attractive for people who want a suburb but with an easy urban connection.
- Local business. Village businesses would be much more accessible to New York residents. The increased business would help the Village achieve the critical mass it needs to support its downtown businesses.
- Local institutions. Port Jefferson's schools, clubs, the Village Center, and the library could take advantage of a direct connection for field trips to New York
- City and its museums, parks, theater, etc.

*Letter from Todd L. Pittinsky, Ph.D*

**Response:**

The following language was added to section 5.5.2 (Transform the Station into a Transit Hub for the Area) of the Comprehensive Plan Update:

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

**Parking**

**Comment 33:**

There were several comments about potential changes to the parking ratio, with the concern that two people with cars could live in a one bedroom apartment, exacerbating parking issues and allowing greater density.

*Don Pawluk, Hearing Transcript 6/24/14, pages 121-124.*

*Molly Mason, Hearing Transcript 6/24/14, page 131*

*Sandra Swenk, Hearing Transcript 6/24/14, pages 149-150.*

*Joe Dessi, Hearing Transcript 6/24/14, page 159.*

*Letter from Philip Griffith*

*Letter from Virginia Capon*

**Response:**

The Comprehensive Plan Update has been amended to recommend the following parking requirements for Uptown: 1 space per efficiency plus 0.5 spaces for each additional bedroom.

Some portion of the one bedroom apartments would be acquired by single occupants with one car. As those units would be supplied with 1.5 spaces, an additional 0.5 spaces would be made available for others.

The Comprehensive Plan Update also anticipates that some portion of the residents that would occupy new development in Uptown would take advantage of its location near large employers, such as the two hospitals and medical offices. Such residents could walk or bicycle to work. They and others could also take advantage of transit opportunities recommended elsewhere in the Plan, such as shuttles to the university and Brookhaven National Lab. Additionally, new surface and structured parking will be provided as Uptown revitalization progresses. Such parking would be paid for with developer payments in lieu of parking and by the managed parking system proposed in the Plan.

**Comment 34:**

Parking Committee would have liked greater involvement in CPU process. The Committee has not discussed needing a parking garage. Meter money goes into a parking fund which pays for improvements to the lots. (*e.g* Traders Cove, new lights in the Meadow lot, etc.). Committee meetings are open to all the residents. *Dom Famularo, Hearing Transcript 6/24/14, pages 209-213.*

**Response:**

The Parking Committee had the opportunity to review early drafts of the Plan. Plan authors also contacted the Committee directly for their input. Comments were received and the Plan adjusted accordingly. See the response to the comment below regarding a Village garage.

**Parking Garage****Comment 35:**

There were many comments about parking garages, is there a demand, whether they were viable, where they should or should not be located, the expense of constructing and operating parking garages, how they should be paid for (public/private partnership, taxpayer, developer, etc.), whether they would increase traffic, encourage rentals, accommodate more tourists, create more density, urbanize the downtown area, have a negative impact on the Village and firemen, limit the views of the harbor, increase pollution, noise, litter, graffiti, vandalism, and loitering, etc.

*Phil Griffith, Hearing Transcript 6/24/14, pages 125-128.*

*Molly Mason, Hearing Transcript 6/24/14, pages 131-132*  
*Marge Tumilowicz, Hearing Transcript 6/24/14, pages 139-141.*  
*Joe Dessi, Hearing Transcript 6/24/14, pages 159-160.*  
*Andrea Howard, Hearing Transcript 6/24/14, page 184.*  
*Bruce D'Abromo, Hearing Transcript 6/24/14, pages 221-222.*  
*Letter from Phil Griffith*  
*Letter from Mike Francis*  
*Letter from Virginia Capon*

**Response:**

The Comprehensive Plan Update does not recommend a parking garage. An evaluation of the type, size, and costs of a potential garage is included as an appendix to the Plan. That was required by the portion of the project that was financed by a State grant (the Waterfront Study). Section 11.2.7 of the Comprehensive Plan (Conduct Periodic Parking Needs Evaluation) has been amended to the following:

**ACTION ITEM**

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

**Comment 36:**

There were comments about allowing developers to pay a fee in lieu of parking which would then be used by the Village to build and operate parking. Concerns included whether that should or should not be allowed, what the fee would be and whether the fee and meter revenue would be adequate to cover the entire cost or whether some of the cost would be borne by the taxpayers.

*Letter from Mike Francis*  
*Letter from Virginia Capon*  
*Letter from Philip Griffith*

**Response:**

The dollar amount of the payments in lieu of parking would be based on the area average cost of constructing and operating a structured parking space. The Village would utilize anticipated revenue from managed parking plus the payments in lieu of parking to fund parking improvements over the long term. Improvements would likely be funded initially by a combination of developer payments and municipal bonds. Managed parking revenue from on street and structured parking meters would be applied to bond payments.

## 1.8 COMMUNITY CHARACTER

### **Comment 37:**

Several speakers spoke about the need to revitalize Upper Port, but also expressed concerns about gentrification and affordability. *Andrea Howard, Hearing Transcript 6/24/14, pages 183-184.*

I am also concerned about what happens in terms of gentrification. What happens to the Latino community up in Port Jefferson? Can those residents be involved in the planning process? *Judy Fischer, Hearing Transcript 6/24/14, page 217.*

### **Response:**

Any redevelopment of Uptown, with or without the changes recommended in the Comprehensive Plan Update (CPU), may result in some displacement of residents. As detailed in the CPU, state law requires that developers of five or more units must make 10 percent of the new units affordable as defined in the law.

## 1.9 CULTURAL RESOURCES

### **Historic Impacts:**

### **Comment 38:**

As per the aforementioned survey of the residents, every attempt must be made to preserve the character of our historic maritime village. *Letter from Phil Griffith.*

Another personal concern is the impact on our historic downtown and waterfront, in the event of greater building heights and parking easements are permitted uptown in the C-2 District. Can you imagine the reaction of the local realtors and property owners, as they clamor to the Village Building Department to seek third stories on existing buildings on Main Street and East Main Street? *Sandra Swenk, Hearing Transcript 6/24/14, pages 150-151.*

And the (Comsewogue) Historical Society is, also, very interested, because prior to 1960, Uptown was echo, and there were some important buildings up there. And so we would, certainly, like to see some preservation, if at all possible. *Joan Nickerson, Hearing Transcript 6/24/14, page 165.*

### **Response:**

Section 10.6.1 of the Comprehensive Plan Update addresses the need for architectural review of development proposals to maintain the character of the Village. It recommends that the Village's Architectural Review Committee (ARC) continue to confirm that development applicants meet the requirements of the Village's Architectural Design Standards and should take an active role in protecting historic neighborhoods. The Uptown Report that is appended to the Comprehensive Plan Update recommends that the Village adopt specific architectural standards for the area's redevelopment. The Plan makes

recommends that the ARC review development applications for conformance with Architectural Design Standards and that the Village offer development 'credit' for designs that exceed the standards.

## **1.10 COMMUNITY SERVICES**

### **Schools**

#### **Comment 39:**

Upper students and [school] taxes will go to the Comsewogue District -- not the Port Jefferson School District.

*Molly Mason, Hearing Transcript 6/24/14, page 130.*

*Charlie McAteer, Hearing Transcript 6/24/14, pages 195-196*

#### **Response:**

That is correct.

#### **Comment 40:**

And the school budget for next year, by the way, for 1,100 students is 40 million dollars.  
*Molly Mason, Hearing Transcript 6/24/14, page 134.*

We are extremely concerned about the impact of larger apartments on our school district.  
*Joan Nickerson, Hearing Transcript 6/24/14, page 164*

So if you have more students in your district -- -- your taxes are going to go up. If the Long Island power plant is not repowered, we're dead. *Molly Mason, Hearing Transcript 6/24/14, pages 134-135.*

Has there been any coordination with the Comsewogue School District? *Jerry Maxim, Hearing Transcript 6/24/14, pages 160-163)*

#### **Response:**

Discussions were held with the Comsewogue School District during the formulation of the Comprehensive Plan Update. The District indicated that their enrollment was so low that there was consideration given to closing one of their schools. New development will result in additional school children in the Comsewogue District. New development will also generate new school tax revenue that will offset the additional cost for their education making an increase in school tax rates unlikely. It is also noted that apartments generate far fewer school-aged children than single-family homes.

#### **Comment 41:**

My last comment is, I believe, if you live on this side of the railroad track, you should deserve to go to Port Jefferson Village School District. We are picking and choosing who

goes where, and I don't think that's right. And, I think, that we have to be inclusive, rather than exclusive. *Dennis Mannarino, Hearing Transcript 6/24/14, page 171.*

**Response:**

The Village does not control school district boundaries.

**Taxes**

**Comment 42:**

The survey mentioned earlier clearly cites taxes as the number one concern. *Letter from Phil Griffith*

**Response:**

The Village of Port Jefferson has an older population than Suffolk County or Long Island as a whole. Tax increases are a concern especially for senior members of the community that are typically on fixed incomes. As costs increase over time for all municipalities and school districts, both must seek additional revenue. The Village can realize additional revenue to cover escalating costs by increasing tax rates on existing property owners. Alternatively, it can encourage limited new development to expand its tax base and preserve rates for its existing residents. The Village of Port Jefferson has been fortunate that the taxes on the power plant have contributed approximately 30 percent of the Village's tax revenue.

**Comment 43:**

The commercial area really isn't paying its own way. So any way of enhancing that is good. *Ray Calabrese, Hearing Transcript 6/24/14, page 138.*

**Response:**

The estimated market value of all properties in the Village (from section 10.7 of the Comprehensive Plan Update) is \$1,358,058,990 of which \$1,070,063,708 is attributed to residential properties and \$287,995,280 to the commercial sector. Property assessments are based on estimated market value that is determined by tax assessors following commonly accepted practices. Residential taxes in the Village are reduced by the diverse commercial tax base as well as by the power plant.

**Comment 44:**

Taxes must be strictly controlled. The taxes collected from developers must offset the cost of services provided by the Village. Any tax abatements should not be subsidized by tax increases for homeowners. *Letter from Phil Griffith.*

**Response:**

New development in the Village will increase tax revenue to the Village above what is currently collected from parcels proposed for development. New development in the commercial or office districts would likely occur on parcels that are already receiving

services from the Village. New structures are less likely to require certain types of Village services (*e.g.*, fire, code enforcement) than existing older structures. Tax abatements, if considered, would be in exchange for some form of public benefit.

**Comment 45:**

Hundreds of new rental apartments won't make up the taxes that would be lost if our power plant is shut down because the cost of services to the new families in these apartments would far exceed the taxes collected and all of the school taxes would go to Comsewogue, which means that the rest of the residents will bear the costs. *Letter from Virginia Capon*

With the possible loss of our power plant, taxes must be stringently controlled. *Letter from Phil Griffith*

We will probably lose the tax benefits of the Power Plant over the next few years. This could mean that Village taxpayers may see their tax bills double or triple within a decade if present, projected and future bonded expenses are to be paid. We may also lose the ability to acquire bonds if the loss of the power plants tax input lowers our bond or credit rating. *Letter from Mike Francis*

Lastly, as the sun was setting over the smoke stacks, it, also, is setting over this Village. My greatest fear is that if they demolish it, they will abolish it. *Ray Calabrese, Hearing Transcript 6/24/14, page 139.*

**Response:**

Section 14.1 (*Prepare for Change in National Grid Power Plant Property Taxes*) of the comprehensive Plan Update recommends that the Village conduct a land use study of the power plant property should the utility decide to decommission the plant and sell the property. The Plan recommends that the study investigate residential, commercial, and industrial land uses as well as the possibility of expanding the wastewater treatment plant.

Redevelopment of the power plant property would generate tax revenue. It is unclear whether the revenue from a redeveloped power plant property would equal that currently paid by National Grid. New development elsewhere in the Village is important precisely because of the uncertainty associated with the future of the power plant and the taxes it pays. New development can help offset a potential tax revenue shortfall associated with a power plant tax revenue decline.

## 1.12 UTILITIES

### **Sewage Treatment:**

#### **Comment 46:**

One of the speakers tonight mentioned that there would have to be sewage treatment for the increased density and development of the station. *Judy Fischer, Hearing Transcript 6/24/14, page 218.*

There has been an investigation of the use of the Port Jefferson Station sewage treatment plan, which has a capacity of 250,000 gallons per day. Developments north and south of L.I.R.R. will impact that capacity. *Letter from Philip Griffith*

#### **Response:**

Section 12 (Infrastructure – Wastewater) of the Comprehensive Plan Update references a study conducted for the Suffolk County Department of Public Works (SCDPW) on the capacity of the Port Jefferson wastewater treatment plant (WWTP). The study reported that the Port Jefferson WWTP has 300,000 gallon per day (gpd) of excess capacity. 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.

#### **Comment 47:**

The Village can't afford to create a new department and hire personnel for the sole purpose of inspecting cesspools and septic tanks. Don't compel homeowners to install septic systems when they sell their homes or even before they sell until technology catches up. *Letter from Barbara Sabatino:*

#### **Response:**

The Comprehensive Plan Update references only those systems that do not currently meet Suffolk County Health Department requirements for onsite wastewater disposal systems. The Plan recommends an inspection of these systems as part of real estate transfers or as a condition of issuing building permits for 'major' projects. There would be a fee associated with the inspection to cover the cost of the inspection. Replacement would be required for cesspools (rather than approved septic systems) for inadequate and especially non-functional systems.

### **1.13 THRESHOLD REQUIREMENTS FOR A SITE-SPECIFIC EIS**

The Village of Port Jefferson will receive development applications for projects in areas discussed in the Comprehensive Plan Update (CPU). The accompanying Generic Environmental Impact Statement (GEIS) discusses potentially adverse significant environmental impacts associated with the recommendations contained in the CPU. The Lead Agency associated with SEQRA review of future 'actions' (likely the Village) will need to evaluate the action to determine if there is a need for additional environmental review. If significant adverse impacts of the future action are identified, and the Lead Agency determines that they were not adequately addressed in the GEIS, then a site- or project-specific supplemental EIS must be prepared.

The entity preparing an application for a proposed action would submit an Environmental Assessment Form (EAF) to the Village for its review. Depending on the proposed action, the EAF might include one or more supplements describing the proposed conditions and mitigation for: traffic; architecture, building form, aesthetics; noise; stormwater collection, treatment and disposal; and wastewater collection, treatment and disposal, community services, or other potentially adverse significance environmental impact. If these issues are not adequately addressed in submissions, the Village may require the preparation of a supplemental EIS.

## **ATTACHMENT 1. HEARING TRANSCRIPT**

1 BOARD OF TRUSTEES PUBLIC HEARING

2 PORT JEFFERSON VILLAGE CENTER

3 101 EAST BROADWAY

4 PORT JEFFERSON, NEW YORK

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8 June 24, 2014

9 7:00 P.M.

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24 ACCURATE COURT REPORTING SERVICE, INC.

6 FRANCES LANE

25 PORT JEFFERSON, NEW YORK 11777

(631) 331-3753

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2

1 A P P E A R A N C E S :

2 MARGOT GARANT, Mayor

3 ADRIENNE KESSEL, Trustee

4 BRUCE D'ABRAMO, Trustee

5 LAURENCE LAPOINTE, Trustee

6 LEE ROSNER, Trustee

7 DON PEARCE, Village Treasurer

8 BOB JULIANO, Village Clerk

9 BRIAN EGAN, Village Attorney

10 BARBARA SAKOVICH, Mayor's Assistant

11

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1                   MAYOR GARANT: I would like to  
2                   start the public hearing with everyone rising  
3                   for the Pledge of Allegiance.

4                   (WHEREUPON, the assemblage recited  
5                   the Pledge of Allegiance to the flag.)

6                   MAYOR GARANT: I would like to

7                   Hearing Trans. pj 6-24-14 cpc  
call the public meeting to order at 7:12.

8                   Okay. I can speak really loud,  
9                   but I really don't want to speak really loud.

10                  But I can, if you are going make me speak  
11                  really loud.

12                  The first part of this evening's  
13                  presentation is about 50 some-odd slides,  
14                  because, I think, that for those of you that  
15                  have not been a part of this four and-a-half  
16                  year process, we are going to tell you a little  
17                  bit about how we got here this evening.

18                  I really want to thank everyone  
19                  for coming, because this is a really important  
20                  village-wide issue. It is great to see so many  
21                  people in the building involved in getting as  
22                  much information as possible about the

23 direction of where we're going.

24 Basically, how did we get here?

25 Back in 2009, January, the Board

♀  
4

1 of Trustees, then, began the process of forming  
2 an advisory committee, and there was a  
3 Resolution passed by the Board of Trustees back  
4 in January of 2009.

5 In March of that same year, that  
6 Board of Trustees appointed a committee.  
7 Basically, that is the Comprehensive Plan  
8 Advisory Committee, that has been working with  
9 all of the respective consultants and  
10 committees throughout the village of Port  
11 Jefferson, and helping to put together the plan

12 that we are reviewing tonight and it is up for  
13 public hearing.

14 Don.

15 TREASURER PEARCE: (Advances  
16 slide.)

17 MAYOR GARANT: Thanks, Don.

18 The Committee put together a  
19 vision, which, I think, is really important to  
20 review. By the way, by tomorrow morning, this  
21 PowerPoint presentation will be up on the  
22 website. This document is available up on the  
23 website, and it's part of Cameron's PowerPoint  
24 presentation. The Committee's Vision Statement  
25 is all encompassing.

1                   I don't want to read through every  
2                   single slide, because, I think, that would be,  
3                   sort of, boring, this evening. But, I think,  
4                   that they touched on every single aspect of the  
5                   village; preserving the character, civic pride,  
6                   quality of life enhancing, carefully managing  
7                   growth and development.

8                   Please, don't go that fast. Go  
9                   back.

10                   TREASURER PEARCE: (Complies.)

11                   MAYOR GARANT: B: Carefully,  
12                   manage new growth and development for  
13                   protecting the integrity of our village into  
14                   our districts, neighborhoods, its up and  
15                   downtown business districts, homegrown civic

16 Hearing Trans. pj 6-24-14 cpc  
institutions, public parks, and natural

17 resources.

18 C: Preserve the historic

19 building, open-space environment, a vibrant

20 business community, and scenic vistas to and

21 from the harbor.

22 Next slide, Don.

23 D: Enhance pedestrian access to

24 services and facilities within a walkable

25 community.

♀

6

1 E: Provide public infrastructure

2 and services to meet growing community needs in

3 a cost effective manner, create a range of

4 housing types and opportunities for different

5 household incomes.

6 G: Set quality time standards to  
7 ensure that new growth and redevelopment  
8 enriches the esthetics of and is in harmony  
9 with the existing fabric of the Village of Port  
10 Jefferson.

11 That's the Mission Statement.

12 Don.

13 TREASURER PEARCE: (Complies.)

14 MAYOR GARANT: So, basically, the  
15 Comprehensive Plan Committee starts to convene,  
16 begins the preparation of the village-wide  
17 survey. That started happening after we took  
18 into office in the fall of 2009. They sent out  
19 that survey in early 2010. That is, also, an  
20 exhibit up on the Village of Port Jefferson's

21 website. They created the Vision Statement,  
22 which we just reviewed, and they started  
23 holding keynote meetings with a lot of  
24 stakeholders; Suffolk County Planning  
25 Department, Town of Brookhaven Planning

♀

7

1 Department, New York State Department of  
2 Transportation, Long Island Rail Road, Suffolk  
3 County Department of Public Works, Dr.  
4 Koppelman, the Center of Regional Policy  
5 Studies at SUNY Stony Brook, various village  
6 boards, communities, planning, parking,  
7 Conservation Advisory Committee, Economic  
8 Development Committee, Business Improvement  
9 District, and the Port Jefferson Station

10 Civics, who are, also, here this evening.

11 Thank you for coming.

12 Next slide.

13 Next process was selecting our

14 consultant. Who are we going to work with? We

15 are not professional planners. We hire

16 professional planners to help us give

17 professional statements to help implement. So

18 the Comprehensive Plan Advisory Committee, the

19 Village of Port Jefferson, we put out an RFQ, a

20 Request For Qualifications.

21 We interviewed several of the

22 planning agencies on Long Island, and this is

23 one of the key things that we said, "We want a

24 qualified consultant, should have planning and

1 involvement, visioning, downtown planning,  
2 transportation-oriented development,  
3 sustainability, green building design,  
4 affordable housing, transportation, and  
5 parking." That is the number one thing we are  
6 looking for.

7 We selected Cameron, and David  
8 Berg, could you, please, stand up -- from  
9 Cameron.

10 MR. BERG: (Complies.)

11 MAYOR GARANT: He has worked with  
12 this community for four years. He's a fine  
13 gentleman. Thank you so much for everything

14 you have done for us.

15 (Applause.)

16 MAYOR GARANT: Interesting enough,

17 that same document talks about fast tracking

18 the recommendations for Upper Port. We want

19 Phase I. We need Upper Port revitalized.

20 we've got to help Upper Port. Phase II is the

21 remainder of the Village.

22 so we started looking at things,

23 and by formal Resolution by the Board of

24 Trustees, we enter into a contract with Cameron

25 Engineering on April 14, 2010. On April 26th,

♀

9

1 we took Cameron on a bus trip.

2 Do you remember that, Dave?

3 MR. BERG: Yes.

4 MAYOR GARANT: Next.

5 And then we got the results of the  
6 survey. It is a very important document. So  
7 the survey says, 3117 direct mail surveys sent  
8 to every household, not every resident, but  
9 every household, 18 percent of which replied  
10 with 575 surveys returned.

11 we asked people, "why did you move  
12 here?" Small town, character, beaches and  
13 parks, schools, low taxes, those are the top  
14 reasons; lesser reasons, commute, to live by  
15 family.

16 Next slide.

17 Some of the top questions, "How  
18 would you rate your village?" People were very

19 satisfied with the public amenities. They felt  
20 Port Jefferson was a great place to live. They  
21 love the appearance of downtown. They felt  
22 Port Jefferson was a great place to raise their  
23 children, and they felt the fire protective  
24 services were great. Those were the top five.

25 Things they were not satisfied

♀

10

1 with: Number one, appearance of uptown,  
2 condition of our streets and roads, condition  
3 and adequacy of the roads, public  
4 transportation, building code enforcement.  
5 Those were your top five things that people  
6 were most unsatisfied with in the village.

7

8

TREASURER PEARCE: (Complies.)

9

MAYOR GARANT: The next question:

10

"In your view, how much should the village

11

authorities encourage the following?"

12

Strongly, meaning most things that you want to

13

see more of, arts and theatre, real business,

14

that services everybody, outdoor athletics,

15

historic districts, and number five is further

16

development uptown.

17

Next, slide.

18

"What are the most important

19

issues facing our village, as a community, in

20

the next ten years?" Controlling taxes,

21

quality of schools, our infrastructure,

22

soil/groundwater contamination, maintenance of

23 beaches, water quality/environment, and  
24 preservation of open space, and illegal  
25 dumping, those are your top seven concerns.

♀

11

1 I will tell you that the beach  
2 looks a heck of a lot better than that picture  
3 that we took last year. That used to be the  
4 cul-de-sac (indicating). It's not there  
5 anymore.

6 So the Comprehensive Plan  
7 Committee starts working with the community and  
8 with Cameron, and they start looking at the  
9 existing conditions. They need to assess what  
10 we have so far. So the uptown, mid-town,  
11 downtown, at the harbor, residential,

12 village-wide, they look at the opportunities,  
13 and they look at the geographical and other  
14 constraints. They have some public charettes.  
15 The first one was on June 30th of 2010, July  
16 24, 2010, and then September 15th of 2010.  
17 Many of the people in this room, actually,  
18 attended one of those several open-public  
19 charettes.

20 The focus areas, again, were the  
21 downtown waterfront, uptown, residential,  
22 overall, village-wide parking, parking garages,  
23 open space and others. Those were the focus  
24 areas that we were looking at.

25 Next slide.

1                   And let me tell you, we had a lot  
2                   robust discussions.

3                   So with downtown alone, some of  
4                   the issues that were identified were waterfront  
5                   uses, west of the ferry, primarily, parking.  
6                   That is the Town of Brookhaven's side of the  
7                   harbor; offer connections between downtown and  
8                   the harbor, the traffic on Main, particularly,  
9                   on the high season.

10                  So we were talking about all the  
11                  issues that we know we deal with every single  
12                  day, and we had a discussion. "what should  
13                  west Broadway look like? what should Main  
14                  street look like? what should the waterfront  
15                  look like? How should the Village address

Hearing Trans. pj 6-24-14 cpc  
16 inadequate parking? "

17                   These are the types of questions  
18 that were asked, during these public charettes,  
19 and that's the kind of information we were  
20 pulling in from those public input sessions in  
21 2010.

22                   The Master Plan is a document that  
23 gives broad stroke recommendations. It tells  
24 us what we should do, shouldn't do. But it  
25 doesn't, actually, give us the plan. It

♀

13

1 doesn't give us the perspective forward. It  
2 doesn't give us the solution. It tells us what  
3 they would recommend that we should do.

4                   So, for instance, an example of

5 that is the Downtown C-1 Business District  
6 housing; permit residential over the retail  
7 first floor, promote mixed use. Every antique  
8 building on Main Street has a retail space on  
9 the main floor. It has apartments above.  
10 That's called "mixed use."

11 Downtown it is throughout. They  
12 are saying we should permit more of that. It  
13 exists. It preexists, and our code, currently,  
14 does not allow that. So we have to do  
15 something about the code to catch up with  
16 what's happening downtown; revise code to allow  
17 for limited off-site parking for redevelopment.

18 You had Mr. Zinna before the  
19 Zoning Board of Appeals. He wanted a CEU, a  
20 Certificate of Existing Use, for his building

21 that has been there for the whole -- ever since  
22 I have been here for 40-something years. He  
23 has a plumbing store. He has apartments above,  
24 but he doesn't have a CO. I said, "Oh, he has  
25 to certify all those uses. He doesn't have two

14

1 parking spots on his property." All those  
2 buildings were built a hundred years ago.  
3 There is no parking on site. So we have to do  
4 something to allow a person that comes in to  
5 update that building, and revitalize that  
6 building to help them, instead of just going to  
7 the Zoning Board and getting relief from the  
8 property.

10 affordable, encourage seasonal outdoor dining,  
11 exclude drive-thrus, simplify process for  
12 change of use. These are all recommendations.

13 The Master Plan doesn't tell us how to get  
14 there. It just says what we should do.

15 we talked about vehicular and  
16 traffic mobility, and the waterfront  
17 revitalization study.

18 Don.

19 TREASURER PEARCE: (Complies.)

20 MAYOR GARANT: Around the same  
21 time -- well, actually, do you see on the  
22 bottom corner there (indicating)? There is a  
23 study that was completed by Campani &  
24 Schwarting in 2002. It was entitled, "Putting

Hearing Trans. pj 6-24-14 cpc  
25 The 'Park' Back In 'Parking." It talks about

♀

15

1 greening the westerly side of the harbor the  
2 way we did with this piece of property right  
3 here. It's a really great plan. And Mr.  
4 Schwarting and Mr. Tumilowicz came up to me,  
5 when I first took office, and they said,  
6 "Mayor, there is money available for New York  
7 State for us to continue to look at this study.  
8 Could we, please, make that grant application?  
9 And could we, please, look at further greening  
10 of the harbor, so we could better utilize this  
11 area?" I said, "Yes, let's do that."

12 Don.

13 TREASURER PEARCE: (Complies.)

14                   MAYOR GARANT: Now, I am going to  
15                   hand the microphone, carefully, over to Mr.  
16                   Tumilowicz, because I was screaming that to  
17                   everybody.

18                   I am not getting fresh, Marge. I  
19                   am just putting his mic on.

20                   MR. TUMILOWICZ: Okay, the  
21                   Waterfront Revitalization Plan. As Margot said  
22                   before, "How did we get here?"

23                   I like to think of two major  
24                   events that got us to where we are today.  
25                   Number one, purchasing the Mobil property in

♀

16

1                   1997. And number two, Campani & Schwarting  
2                   made a proposal back in 2002 to "Put The 'Park'

3 Back In 'Parking."

4                   Once we bought the property in  
5 1997, we created the Harborfront Park, the  
6 pier, the ice skating rink, the Village Center.  
7 If you look outside, what do you see besides  
8 the water? It's green. We greened the  
9 waterfront.

10                   Now, these projects that happened  
11 back in the last 15 years, costs,  
12 approximately, ten million dollars; of which,  
13 seven million dollars was derived from New York  
14 State grants and legislative underwrites  
15 through Senator LaValle.

16                   So the bottom line is, the village  
17 taxpayer paid 30 percent of the costs of what  
18 we see outside. I don't know anybody that

19 doesn't love our park. It's one of the jewels  
20 of our village.

21 Don.

22 TREASURER PEARCE: (Complies.)

23 MR. TUMILOWICZ: Now, having  
24 greened the eastern half of the park, an  
25 opportunity came up in 2009, to submit a grant

♀

17

1 application to the New York State Department of  
2 State Local Waterfront Revitalization. We  
3 submitted a grant to write a Waterfront  
4 Revitalization Plan. As it turned out, we were  
5 awarded this grant in January of 2011, I  
6 believe -- 2010. That's when we got the review

Hearing Trans. pj 6-24-14 cpc  
7 board.

8 Don, could you switch?

9 TREASURER PEARCE: (Complies.)

10 MR. TUMILOWICZ: At that point,

11 the Mayor appointed a nine-member advisory

12 committee. And I think it's important that I

13 mention who was on it, because it will give you

14 an appreciation of the fact that we covered a

15 lot of stakeholders. The grant that was

16 awarded -- we partnered with the Town of

17 Brookhaven. And we partnered with the Town of

18 Brookhaven, because a lot of the property that

19 we were studying, was owned by the Town.

20 The Town also shared in -- there

21 were some action grants, so the grant was

22 47,500. The village had to match 47,500. We

23 split that with the Town of Brookhaven.

24 So on this nine-member committee,

25 we had for the Town of Brookhaven, Tullio

♀

18

1 Bertoli, Director of Planning, Brian Lenz,

2 Traffic and Safety. On the waterfront, we had

3 Fred Hall, the Manager of the ferry operation.

4 we had Jennifer Ziegler from the Village

5 Planning Board and a resident. We have David

6 Berg. We have Rob Gitto, our local Village

7 businessman. We Pete Koutrakos the Harbor

8 Master, Michael Schwarting, and myself as the

9 Chair.

10 we started off with public

11 meetings. One held in September of 2010, in

12 which we presented to the public the goals of  
13 the grant. And, also, we solicited from the  
14 people, at that meeting, what their ideas were  
15 for revitalization, what they like, what they  
16 didn't like. We took these ideas back, and we  
17 created three designs. We came back to the  
18 public on June of 2011, with three designs,  
19 presented these designs, and then we had a  
20 survey, written survey, 24 questions, where we  
21 asked the public what they liked, and what they  
22 disliked.

23 we took all the elements that they  
24 preferred from the three different plans, and  
25 then we coordinated those best elements of

1 three, and we created the preferred plan, and  
2 that is what I am going to present to you  
3 tonight.

4 Along the way, we had meetings  
5 with the Comprehensive Plan Committee, during  
6 this process, to keep them abreast of what  
7 we're doing on the waterfront. We had two  
8 people, David Berg, overlap both committees,  
9 and, also, Rob Gitto overlap both committees.

10 Now, the grant study requirements  
11 included reclaiming the harbor front as a  
12 greener and more public open space. We,  
13 actually, intended to continue what we did on  
14 the east side -- continue that through the rest  
15 of the waterfront.

Hearing Trans. pj 6-24-14 cpc  
We were studying to relocate

16

17

parking away from the water's edge. I think,

18

the worst use a piece of waterfront property is

19

for parking. Along with relocating the parking

20

away from the water's edge, we also proposed

21

other possibilities for parking in other

22

places, so that we didn't lose a lot when we

23

moved the parking back from the water.

24

Another goal was to create new

25

streetscapes. Now, the study area for the

♀

20

1

grant went from Harborfront Park to the boat

2

launch area on the west side, including their

3

trailer parking lot. It went from the water's

4

edge to Maple Street, and from Barnum to East

5 Main. That was the area encompassed by the  
6 study area for this grant.

7 Interesting enough, it, also,  
8 included a piece of Upper Port. The piece of  
9 Upper Port was Main Street to the railroad  
10 station down to Sheep Pasture Road. The upper  
11 part, that we are talking about now, that was  
12 encompassing inside the Upper Port  
13 Comprehensive Plan.

14 We started with a traffic and  
15 parking study, which was accomplished by  
16 Cameron, and we identified the number of spaces  
17 that we presently have. This study goes back  
18 to 2009-2010, and the study was taken in the  
19 deep summer period in August. We found out  
20 that on the street, we have 185 spaces. In the

21 parking lots, both public and private, we had  
22 1,383 spaces, for a total of 1,568 spaces.

23 Now, from a traffic engineer's  
24 prospective, they like to have at least 10 to  
25 15 percent overage, in the max that's being

21

1 used, to try to cut down on people traveling,  
2 looking for a spot, increasing congestion. So  
3 we added additional spaces, ten percent, would  
4 be 174 spaces. So we were shooting for 1,742  
5 spaces. That would satisfy what that traffic  
6 study and parking study says.

7 what I would like to do now is run  
8 through the preferred plan that was proposed in  
9 the Waterfront Revitalization report. I am

10 going to start with the numbers that are

11 identified on the left-upper side.

12 So number one, relocated boat

13 ramp. The boat ramp was relocated to the north

14 corner of this lot, and the reason for the

15 relocation was -- there were several reasons.

16 Number one, the current boat ramp location in

17 this area, right off Barnum, right next to the

18 road, the slope of that ramp was not built to

19 the correct slope. It's a ten percent slope,

20 and it's too shallow. You wind up having

21 difficulty getting your boat, when it's off the

22 trailer, without getting your car half

23 submerged in the water. So the new ramp would

24 be built at a 15 percent grade.

25

22

1 right now, today, is very inefficient in the  
2 way that it is layed out. By moving this ramp  
3 over to this side, facing west, you have a much  
4 more efficient operation. And with re-stripping  
5 the parking lot, item two, we were able to keep  
6 the same number of trailer spaces, and, I  
7 believe, it's 76. But we, also, gain space for  
8 additional car parking. The number of spots on  
9 that is 138 car parking spots in area three  
10 (indicating).

11 The third reason for moving it  
12 around, the last ten years or so, we have had  
13 two accident where people traveling on Barnum,

14 north, for some reason continue to cross the  
15 street, down the ramp, into the water. We had  
16 two fatalities in two different incidences. So  
17 this plan eliminates that problem, also.

18                   Continuing with the Waterfront  
19 Revitalization Plan, item four, the bait and  
20 tackle store, right now, way in the back, in  
21 the corner, in the trailer, is relocated pretty  
22 near West Broadway. It's a much more  
23 accessible spot. We plan to have five  
24 transient spots right by that to allow people  
25 to drive in, get their bait and tackle, drive

♀

23

1 out, and park in one of the lots.

2                   This over here (indicating) is the

3 harbor master's building, as it exists today.  
4 This parking lot exists today. If you look at  
5 five and six, five is this area here along the  
6 bulkhead (indicating). It's where the fishing  
7 boats tie up, and where people go out and fish.  
8 so we have made access to that area. People,  
9 now, drive in, drop off their coolers, drop off  
10 their bait and tackle and their passengers,  
11 someplace else. In the nighttime, it, also,  
12 allows this to be used for the shows with these  
13 two sitting walls for concerts and other public  
14 events (indicating).

15 Now, you will notice, now, that we  
16 have greened up this whole harbor front. We  
17 have moved back the parking. We have moved  
18 back the parking to 124 spots. We have

19 provided for a pickup and dropoff of ferry  
20 passengers. we have motorcycle parking in this  
21 area (indicating). we have daylighted the  
22 creek, and we have a nice green space along the  
23 harbor front.

24 Now, moving on, we, also, created  
25 the village center -- the Village Square, I

♀

24

1 meant. If you'll notice, the ferry building is  
2 removed. Now, you have a nice clear view, as  
3 you drive down Main Street, of the waterfront.  
4 The ferry building is relocated to on top of  
5 the pier. It allows the ferry to load  
6 passengers, foot passengers on the ferry, with

Hearing Trans. pj 6-24-14 cpc  
7 an air stair, right from the top floor of the  
8 building. We, also, extended the pier a 150  
9 feet, which allows more space for cars, which,  
10 hopefully, eliminates most of the backup on  
11 busy days of the cars waiting for the ferry on  
12 East Broadway.

13 The Village lot at Danfords -- it  
14 remains as it was reconfigured last year. We  
15 looked at the Arden lot, and designed a more  
16 efficient parking design, which does involve  
17 getting permission from the homeowners and the  
18 landowners that own the parking on this new  
19 side. The village would have to get an  
20 agreement with them.

21 Okay, so on that preferred design  
22 parking summary, we lose 18 spots on the

23 waterfront by greening the waterfront. We have  
24 proposed to expand the Meadow lot, plus 83  
25 spots south of the basketball courts. We

25

1 reconfigured Arden lot -- gives us plus ten.

2                   Recently, we added Caroline Field  
3 space, which is plus 22, and eliminating 18  
4 spots on Main Street on each side (indicating).  
5 we have a net change of plus 79 spots.

6                   Now, the preferred plan provides,  
7 now, 1,647 spaces. We proposed shared parking.  
8 Shared parking is where you have private lots  
9 that aren't used on the weekends, especially,  
10 in the summertime; the high school lot, the  
11 BOCES lot, and two bank lots give us 373 shared

12 spaces for a total of 2,020 spaces available on  
13 peak summer weekends.

14 Now, provided these plans are  
15 implemented, then the revitalization plan  
16 states, and I quote, "The need for a parking  
17 lot structure is not warranted."

18 We, also, did an economic study of  
19 the parking structure. Economically, it turned  
20 out not to be viable. It just didn't pay for  
21 itself with all the expense.

22 Okay, as I mentioned earlier, the  
23 streetscapes, also, go along with the grant.  
24 In particular, this is a slide of Main Street.  
25 We proposed eliminating parking on the east

1 side, which gave us the real estate then to  
2 widen the sidewalks on both sides, and, also,  
3 widen the travel lane. Right now, the travel  
4 lane doesn't meet the DOT standards. So we  
5 added another foot to each travel lane. It  
6 meets DOT standards, and it allows us to put  
7 some trees in and landscaping -- all brand new  
8 sidewalks.

9 We had an opportunity last year to  
10 submit a grant application to DOT, and we were  
11 awarded a grant for a million dollars. We are,  
12 currently, in discussions with the DOT, getting  
13 started on this project, and we are very  
14 enthusiastic to get this piece accomplished.  
15 That would run between East Main and the

16                   Hearing Trans. pj 6-24-14 cpc  
blinking light.

17                   The Waterfront Revitalization  
18                   Plan, as I presented tonight, was approved by  
19                   the Board of Trustees July 1, 2013. And, also,  
20                   it was subsequently approved by the New York  
21                   State Department of State in satisfaction of  
22                   the grant.

23                   (Applause.)

24                   MAYOR GARANT: So you can see what  
25                   happened there is we took a much deeper study,

27

1                   started peeling away the skins of the onion to  
2                   start looking at how we would possibly get to a  
3                   place where we are using our downtown more  
4                   efficiently, so hence the deeper study, which

5 was encompassed and brought into the Master

6 Plan.

7 Don.

8 TREASURER PEARCE: (Complies.)

9 MAYOR GARANT: The Plan, also,

10 talks about our PO, Professional Office, and

11 Residential Districts. We had some not so

12 major recommendations to look at within the PO

13 and Residential. Their main recommendation to

14 the Master Plan was to modify the Professional

15 Office Zone.

16 Again, that would be where we

17 would have to change the code and look at the

18 uses, as they exist, in the Professional Office

19 by permitting uses within that zone as a

20 residential. I am not really sure somebody

21 wants to live on North Country Road in the  
22 middle of the Mather Hospital, DPW corridor.

23 We require permits for rentals.

24 The Board of Trustees implemented a new code,  
25 whereby, we are requiring rental permits in the

28

1 Village. So a lot of these, sort of, general  
2 recommendations we are beginning to implement.

3 Provide a buffer between  
4 residential and non-residential districts.

5 Again, changing the code to provide more green  
6 space.

7 An improved pedestrian access by  
8 increasing bike paths. We are working with DOT  
9 to bring a bike lane right through the village

10 on 25A.

11 Revise residential designs

12 standards, making our residential streets,

13 perhaps, wider, so we can put more bike paths

14 and sidewalks in residential streets.

15 Again, general broad stroke, as

16 far as the Master Plan or Comprehensive Plan

17 update.

18 Don.

19 TREASURER PEARCE: (Complies.)

20 MAYOR GARANT: We then start to go

21 into our midtown and RO. It's your Residential

22 Office District. This is Main Street going

23 from Upper Port to Lower Port. Issues that

24 were discussed in the charettes and by the

♀

1 districts are encroaching into the midtown  
2 section, preservation of the historic  
3 structures and the midtown character,  
4 non-occupied offices on Main Street, poor  
5 connectivity uptown to downtown.

6 So, again, some of the general  
7 recommendations in the Master Plan or  
8 Comprehensive Plan -- revised permitted uses.  
9 Again, changing the code. Protect steep  
10 slopes, improving stormwater runoff,  
11 reconfigure 25A, and reduce speed, widen the  
12 sidewalks, and have bike lanes. Most  
13 importantly, connect Lower Port to Upper Port.

14                   And this is where we begin our  
15                   discussion of the tale of two cities.

16                   One more back, Don.

17                   TREASURER PEARCE: (Complies.)

18                   MAYOR GARANT: Clearly, everybody  
19                   sees a dramatic change between our C-1 and C-2  
20                   Districts. There is a drastic difference. I  
21                   think, it would be good if I -- some of the  
22                   documents that we referenced earlier -- one of  
23                   those is the Vision 2010. It was done by a  
24                   committee of volunteer members and residents,  
25                   and adopted by the Board of Trustees. Andy

♀

30

1                   Freleng was the lead Village Trustee. He is  
2                   now with the Suffolk County Planning

3 Commission.

4 I just want to read to you, back  
5 in 2002, what that committee had to say about  
6 Upper Port. "Uptown has seen revitalization in  
7 recent years, primarily, to the establishment  
8 of antique shops. However, we must realize  
9 that all this is subject to economic change.  
10 Redevelopment has always been a solution to old  
11 obsolete buildings. New structures could take  
12 advantage of uptown strengths, such as its  
13 gateway location, close proximity to mass  
14 transit, and the hospital and professional  
15 corridor, potential water views, and the  
16 terrain's ability to support underground  
17 garages.

18 Projects targeted for open spaces,  
Page 51

19 such as the proposed YMCA near The Highlands"

20 -- 2002, folks.

21 (Continuing) -- "Might be

22 evaluated with respect to the business

23 corridors of the C-2 District, while using the

24 whole depth of the Uptown, to the east and the

25 west, will add value to the area.

♀

31

1 Uptown streets and sidewalks are

2 wider than those downtown, therefore, the

3 visual impact of buildings in excess of 35

4 feet, would have less impact than it would, one

5 of the same height, in downtown.

6 The committee agrees that tax

Hearing Trans. pj 6-24-14 cpc  
7 incentives, lower parking restrictions, and the  
8 ability to build higher than the current  
9 35-foot limit, might be ways to attract  
10 developers and redevelop new codes, or freedom  
11 from restrictive codes, that might address the  
12 C-2 District's needs, at this time."

13 2002.

14 Don.

15 TREASURER PEARCE: (Complies.)

16 MAYOR GARANT: So back with  
17 Cameron in 2010, we start talking about Upper  
18 Port. I don't know how much we need to talk  
19 about Upper Port. You just have to drive  
20 though it to look at it and see what it looks  
21 like today. And I don't know about you folks,  
22 but I really can't drive through Upper Port too

23 much longer.

24 Next slide.

25 Poor condition, inappropriate

†

32

1 building stock with little or no historic  
2 significance, difficult for retail to compete  
3 with downtown, several pending large building  
4 applications. That was four years ago.

5 Everybody, but Mr. Gitto and Rail Realty has  
6 pulled out.

7 Thanks, Tony, for sticking with  
8 us. We love you.

9 The role of the train station  
10 needs to be defined. Traffic on Route 112 and  
11 North Country Road -- it's the gateway to our

12 village, development, density, and the  
13 discussion, "what should uptown look like?  
14 what kinds of business and residential are  
15 appropriate there?" Those are the questions  
16 posed to us.

17 Next slide.

18 Right now, that's your C-2  
19 District; okay (indicating)? North Country  
20 Road to the train tracks, Columbia, and Upper  
21 sheep. If you look at that district, you have  
22 a hodgepodge of uses. You have mixed use  
23 buildings in red. You have commercial. You  
24 have light industrial in the pink. You have  
25 professional office buildings here. This is

♀

1 open space. That's our six-acre vacant lot  
2 (indicating). It's zoned commercial. Guess  
3 what? We need to seek change of zone of that  
4 real quick. That's The Highlands (indicating).  
5 This is our village-owned parcel here  
6 (indicating). The six acres -- that's in the  
7 C-2 Business District. That is why we are  
8 doing this study.

9 so, right now, the C-2 District is  
10 a hodgepodge of different uses, and it needs  
11 our help. The State needs assistance.

12 Next slide.

13 Buildings are obsolete, and not  
14 suited to most market-supported uses, poor  
15 condition, difficult for retail to compete, no

Hearing Trans. pj 6-24-14 cpc  
16 central definition, and it might even be

17 defined as a blighted area by professional

18 planners.

19 So I was at one of these

20 discussions where you go and listen to all the

21 planners talk about the rest of Long Island,

22 that will help introduce our next speaker, Mr.

23 Samer Saliba from Parsons Brinckerhoff. He's

24 going to talk to us about TOD, because, I

25 think, TOD -- well, our Port Jeff station could

‡

34

1 be a project for TOD.

2 MR. SALIBA: How is everyone doing

3 tonight? I hope you are doing all right.

4 So my name is Samer Saliba. I am

5 an Urban Planner with Parsons Brinckerhoff, and  
6 I come to Port Jefferson for the first time  
7 today. The Mayor asked me to, sort of, look at  
8 the plans, especially, as it relates to  
9 transit-oriented development and the  
10 opportunities that exist in Upper Port.

11 My recent experience is in Nassau  
12 County in an area, that most of you know as the  
13 16-mile stretch, that you drive through to get  
14 home. I looked at 21 station areas with Nassau  
15 County. I have Sean Sallie, of Nassau County,  
16 here with me this evening. We looked at 21  
17 Long Island Rail Road stations, and selected  
18 three that we thought were ready for TOD  
19 development. And there were a number of  
20 factors and things that went into this. But

21 really, what the big lesson of that was that  
22 all of these substations are ready for  
23 transit-oriented development, while some  
24 aren't.

25 Looking at the Comp. Plan and

35

1 Looking at the plans that you guys have worked  
2 so hard to put together for Upper Port, I  
3 really do believe, it is in my experience, that  
4 Upper Port is ready. I am going to explain to  
5 you why that is, and exactly what TOD is.

6 So one point I want to emphasize  
7 is that TODs are very different. When you look  
8 at things like medium to higher density, that  
9 might scare people. But really all that means

10 is that you have higher density around the  
11 train station then you have right now. So  
12 transit-oriented development -- the main goal  
13 is not development. It's not density. It's  
14 not so much building, building, building.

15                   What it is, is, it is promoting  
16 livability by orienting land use development to  
17 respond to and support increased mobility  
18 options. So it's really not the building  
19 aspect, but it's targeting the benefit of the  
20 train station by maximizing the benefit of  
21 having a train station there, bringing other  
22 uses around it, and really creating a sense of  
23 place that you can be proud of, and that the  
24 Mayor can drive through without (in audible).

25

‡

36

1 next slide, please.

2 TREASURER PEARCE: (Complies.)

3 MR. SALIBA: The other point that

4 I really wanted to bring home is that TOD is

5 about replanning station areas -- actually, I

6 am kind of curious.

7 How many people here ride the

8 train?

9 (WHEREUPON, there was a show of hands.)

10 MR. SALIBA: How many of you just

11 drive to the station, park your car, and get on

12 the train and go?

13 (WHEREUPON, there was a show of hands.)

14 MR. SALIBA: So about the same

15 number.

16 what TOD does is it creates a

17 place around the station where you don't want

18 to just get out of your car there, get on the

19 train and go. What it does is it creates a

20 sense of place that you can be proud of, with

21 mixed uses around it, and a number of modes and

22 ways of getting around. So it's really an

23 anchor to Upper Port.

24 Next slide.

25 So in the Nassau County Infill

♀

37

1 Redevelopment Feasibility Study, which after

2 three years, I can't say that it's approved.

3 we developed principles of TOD. Now, these are  
4 just the generic principles of TOD, that may or  
5 not apply to every station area. For instance,  
6 these are really linked to each other. It is  
7 really the preference of the village of what  
8 they might want to focus on.

9 what I am going to call attention  
10 to is infill and re-purposing. So it's not  
11 sustainable and equitable residential  
12 development, although that may come later.  
13 It's not pedestrian safety, although that may  
14 come. But in Upper Port, the real opportunity  
15 is infill and re-purposing. Mayor Garant spoke  
16 to that on some of the previous slides. It's  
17 taking those parcels that are undervalued and  
18 underused, and making them more valuable, and

19 really making them their own fabric of the  
20 community.

21 Next slide, please.

22 Those are the principles we  
23 developed outside of the confines of your plan.  
24 But even within the confines, there are many  
25 different principles of TOD that appear and I

‡

38

1 am going to put forth to you tonight. So  
2 effectively managing growth, enhanced  
3 pedestrian access, transformation into a place  
4 for the people, providing parking alternatives,  
5 all of these is really the core of transit  
6 development. It what makes the sense of a

Hearing Trans. pj 6-24-14 cpc  
7 place. It's not just one thing. It's not just  
8 one thing standing on its own. It's not  
9 putting an apartment building next to the train  
10 station, and wiping our hands clean, saying,  
11 "Oh, look, we have TOD." That's not what it's  
12 about.

13 It's about creating a sense of  
14 place. It's about creating -- enhancing the  
15 livability of Upper Port, so that you guys can  
16 be proud of it, and really walk through it. It  
17 is about getting people to the train station,  
18 and getting them to ride the train, and  
19 increasing the ridership of what is an  
20 underused train station right now.

21 Next slide.

22 which brings me to my main point,

23 that Port Jefferson is really TOD ready. I  
24 mean -- I spent countless hours driving around  
25 both Nassau County and Suffolk County looking

♀

39

1 at station areas, and it goes back to what I  
2 was saying earlier that not every train station  
3 should have TOD. If you go into some of the  
4 more rural areas, or some of the places where  
5 there is much more of a suburban area, are the  
6 train station. Maybe it's not appropriate  
7 there. But driving through Upper Port today,  
8 and I was driving with Sean, and I was saying  
9 to him, in all sincerity, "This is a perfect  
10 place for transit-oriented development."

11 This is where we can reconnect the

12 Upper Port and the Lower Port. We can bring  
13 people around here. We can take advantage of  
14 the urban fabric that is already there without  
15 needing to create anything new. You have the  
16 parcels, and you have the vacant lots scattered  
17 here and there. We need to create something  
18 that you people can be proud of.

19 Next slide, please.

20 Another reason that Port Jefferson  
21 is, clearly, ready is that you guys have Stony  
22 Brook station and SUNY University just four  
23 miles away. So there is really this regional  
24 draw that we create between Port Jefferson  
25 station and the Stony Brook station. Maybe

1 bringing some new types of residents, maybe  
2 some students from Stony Brook or some  
3 professors, and really bring the types of  
4 residents that you would want to be neighbors  
5 with.

6 Also, there are opportunities for  
7 the professional corridor and the hospitals to  
8 create residences for the hospitals and the  
9 people working there, as well. If you go to  
10 the next slide, it's not just a regional thing,  
11 but it's, also, a local thing. It's creating  
12 one anchor, that you already have in Lower  
13 Port, and then supplementing that anchor with  
14 Upper Port. That could not only work as an  
15 anchor, but really work as a gateway.

16 This is the first thing I saw when  
17 I came to Port Jefferson, coming down here,  
18 passing the train station, and seeing all of  
19 the opportunity that you have along Main Street  
20 and this corridor (indicating), and the views  
21 that you have coming from Main Street looking  
22 over.

23 It's not saying develop  
24 everything. Create a note, that you already  
25 have, and support that with a note in Upper

41

1 Port. Take advantage of the train solution,  
2 and redevelop around that.

3 Next slide, please.

4 This one is, sort of, saving the

5 best for last. This is that studies have shown  
6 that TODs generates economic value. So the  
7 economic benefits are it increases your tax  
8 base. It increases investment, both from the  
9 developer's side and from the municipal side.  
10 From the developer's side, new development and  
11 new residences, and the type of business, and  
12 buildings that you want to see. And on the  
13 municipal side, the infrastructure investments,  
14 and the roads, and bike lanes, and things that  
15 the Mayor mentioned earlier.

16 Lastly, it increases real estate  
17 values. So studies have shown, as I was saying  
18 earlier, that the closer you are to a train  
19 station, the greater your own property is going  
20 to increase, and that, sort of, steps down from

21 there. Once you couple that increase in real  
22 estate value with the high real estate value  
23 that you have by the waterfront, then you are  
24 really creating what is really a perfect  
25 economic situation of two anchors on either end

♀

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1 of your Village, and going from there.

2 Next slide, please.

3 Thank you for bearing with me

4 while we get another slide.

5 So in the Comp. Plan there are

6 action items that are not, exclusively, called

7 TOD action items. So I don't want this to seem

8 like TOD is this dragon, fairytale word that is

9 coming off a list. That's not it. So in

10 parking improvement districts, transform a  
11 station area to a transit hub, rework the  
12 connection of the railroad to Main Street,  
13 which is something that could easily be done  
14 and, sort of, bring the station closer to Main  
15 Street, and then mixed-use housing and  
16 mixed-use developments.

17 Something that I thought was  
18 interesting, that the Mayor had mentioned, was  
19 that this was, actually -- when you say going  
20 back to a mixed-use development, it really is  
21 going back. It is not something that is a  
22 pre-1960s in the Port Jefferson Code. It's  
23 something that you see along Main Street  
24 already, and bringing it to Upper Port would

25                   Hearing Trans. pj 6-24-14 cpc  
really be a great benefit.

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1                   And then the provision of public  
2 amenities, and doing this all with established  
3 appropriate density and infill. So it's not  
4 veering away from the character of Port  
5 Jefferson. It's maintaining the character of  
6 Port Jefferson, and bringing everything you  
7 love from the Lower Port to the Upper Port.

8                   Next slide, please.

9                   I thought this was interesting,  
10 reading through the Comp. Plan. So of the top  
11 five most important issues facing Port  
12 Jefferson, as determined by its citizens, the  
13 residents' opinion, controlling taxes,

14 infrastructure, and maintaining small town

15 character, all go hand in hand with TOD.

16 And of the 25 that you guys

17 listed, all of these, as well, with TOD. So,

18 again, this is not a strange concept. This is

19 bringing the character of Port Jefferson to

20 Upper Port, and we would be beautifying the

21 village to have that character be on each

22 anchor.

23 With that, I am going to pass it

24 to Sean Sallie, for the next slide, to briefly

25 talk about just different ways that Nassau

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1 County, in particular, has worked to implement

2 this kind of redevelopment and revitalization.

3                   So thank you.

4                   (Appause.)

5                   MR. SALLIE: Thank you, Sam.

6                   My name is Sean Sallie. I am a  
7                   planner with the Nassau County Department of  
8                   Public Works.

9                   I will be very brief, but as Sam  
10                  mentioned, Parsons Brinckerhoff and, actually,  
11                  Cameron Engineering, worked with the County to  
12                  develop plans for local municipalities that  
13                  were already in the desires of moving forward  
14                  with transit-oriented development and downtown  
15                  initiatives.

16                  One of the communities that we  
17                  worked with happened to be the village of  
18                  Valley Stream. The Village of Valley Stream

19 is, actually, the south-western portion of  
20 Nassau County. It is a very different  
21 community. However, there were a few  
22 similarities. One being the downtown, sort of,  
23 grew up around the Long Island Rail Road  
24 station, and the community is over a hundred  
25 years -- you know -- over a century old. There

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1 are historic buildings all throughout the  
2 village. So, again, some similarities.

3 So the County partnered with the  
4 village, in particular, the ex-trustee, Vinny  
5 Ang, who is a part-time consultant now with the  
6 Village. He worked hand in hand with us. He

Hearing Trans. pj 6-24-14 cpc  
7 really brought us in and said, "Sean, our  
8 village, our downtown, is dying. We have a  
9 high vacancy rate. We are losing businesses.  
10 We're losing tax ratables. How can you help  
11 us?"

12 vinny, actually, goes down to  
13 Florida every year, several times a year. So  
14 when he comes back, he kind of a unique  
15 perspective. He looks at the village. He,  
16 kind of, sees it in timestamps. And, sort of,  
17 notices that the businesses are leaving and  
18 just that downturn. So he looked for our help.

19 we said, "Look, we need new  
20 housing in the village. We need to bring back  
21 that level of vibrancy back to the downtown.  
22 we want the coffee shop. We want the small

23 businesses that really make a community run and  
24 tick." And so with that focus on housing, we  
25 were really able to work with the village. And

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1 much like what was undertaking here in Port  
2 Jefferson in the waterfront analysis, we looked  
3 at existing zoning. We looked at traffic,  
4 parking, and pedestrian accessibility, and we  
5 were able to identify two sites adjacent to the  
6 railroad, and that's the railroad station.  
7 That would be conducive or feasible for most  
8 family development, again, within the character  
9 and scale of the historic village.

10 So as part of the plan, we were  
11 task with, sort of, putting forth the next

12 steps. And as part of that, we are, currently,  
13 working with the village to apply for grants,  
14 to move forward with the necessary  
15 infrastructure improvements, parking,  
16 streetscape, all of these are the ancillary  
17 programs that need to come about to make that  
18 development a real -- basically, a success.

19 So it's been a good process, and I  
20 just wanted to say, again, that there is a lot  
21 of opportunity in there. And, again, a real  
22 opportunity to bring back the central business  
23 district.

24 Thank you.

25 (Applause.)

1                   MAYOR GARANT:  So, I don't know  
2                   about you, but all this general talk about what  
3                   we could do, or what could happen, is still not  
4                   good enough for me.  So what we did was, we  
5                   started to peel the onion again.  So the Board  
6                   of Trustees authorized a deeper study, and we  
7                   had put together an Upper Port Revitalization  
8                   Study that was done by Campani & Schwarting and  
9                   Dr. Koppelman, who is the author of our 1965  
10                  Comprehensive Plan.

11                  what we wanted to do is, we really  
12                  wanted to look at this section of the Village  
13                  of Port Jefferson.  It deserved a deeper look.  
14                  And what I want to do is introduce Mr. Michael  
15                  Schwarting to walk you through the elements of

Hearing Trans. pj 6-24-14 cpc  
16 the Comp. Plan, as shown, reflected in the  
17 Upper Port Revitalization Plan. Here is your  
18 meat and potatoes for Upper Port.

19 People if you can't get in the  
20 room, just come on in. There is plenty of room  
21 on the sides. Make your way in.

22 MR. KOPPELMAN: Thank you, Mayor  
23 Garant, and good evening.

24 We were selected for the RFP  
25 proposal to do a detail study for Uptown in

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1 August of 2011. We presented existing  
2 conditions, documentation, and a multi-level  
3 discussion in October of 2011. We, also, made  
4 presentations to the public in December of 2011

5 and January 2012.

6 We stopped, at that point, to do a

7 traffic study, which became a separate project.

8 And then we completed our project, after

9 further meetings with other committees, the

10 CPU, and made a final presentation at the end

11 of 2012.

12 The site is six blocks. It's very

13 small, from the Long Island Rail Road station

14 and tracks to North Country Road, and from

15 Texaco over to Oakland. So it's a small area,

16 and as I said, it's only six blocks.

17 The next...

18 TREASURER PEARCE: (Complies.)

19 This is plan that we proposed.

20 It's based on, as mentioned in the previous

21 discussion -- it's based on infill of what's  
22 possible with the developers' proposals. There  
23 were several proposals that have been submitted  
24 to the Planning Board, right before we began  
25 this plan, and we worked to try to integrate

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1 those into the plan. But, also, using vacant  
2 buildings and lots, we then did a Phase II,  
3 suggestions with other potential developments,  
4 expanding on the first phase.

5 The next...

6 A key to the transformation of  
7 Uptown is what's already been discussed. It's  
8 called Gateway Plaza or Station Plaza, a way to  
9 connect the historic train station to Main

10 Street, and to create a gateway from the south  
11 into the village.

12 The next...

13 The concept for the plan is quite  
14 simple. It's to develop a pedestrian friendly,  
15 revitalization of Main Street, and to develop a  
16 kind of cross to that, abutting the middle of  
17 the street, from Linden and Perry. Texaco Park  
18 revitalized at one end, and a another park at  
19 the other end at Old Town.

20 The next...

21 Informed of that is the  
22 development of the public realm, the  
23 streetscape. This is, I hope you can see it,  
24 Main Street with the sidewalks enhanced with

Hearing Trans. pj 6-24-14 cpc  
25 special paving, tree planting, some planting to

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1 deal with the fact that on the western side  
2 there is a step between the curb and the  
3 sidewalk midway. But, also, to add trees,  
4 Dickens lights from downtown, to coordinate  
5 downtown and uptown. And, hopefully, there are  
6 recycling containers that are being used  
7 downtown.

8 The next...

9 when we did our traffic study, VHB  
10 responded to the proposal and did the traffic  
11 study. A number of things were done to  
12 coordinate the issue of Route 25A, which is a  
13 traffic street with the idea of a main street

14 -- pedestrian character. The basic ideas from  
15 the traffic study were that you create, like  
16 downtown, parking on only one side, on the same  
17 side that's there now (indicating). With that  
18 create a center, left-hand turning lane  
19 throughout the whole length of the street. That  
20 allows for turning onto the side streets, and  
21 it's most important at North Country Road.

22 The other things we were doing is  
23 creating a new, what we call, "station street,"  
24 on the north side of the railroad station  
25 parking, to connect Main Street to Oakland,

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1 and, also, to realign Highland Boulevard to  
2 that intersection, so that a simpler

3 intersection will be created, and some of the  
4 traffic that goes down to North Country, might  
5 be diverted to this new street. I think, there  
6 are clear issues that we can see.

7 One other thing that's mentioned  
8 is we work with and met with the Long Island  
9 Rail Road to talk about their concerns and the  
10 issue of parking. We, also, met with Suffolk  
11 County Bus Transit to work on coordination of  
12 train to bus, and to have a hub, a bus and  
13 train, and some connection to the ferry, which  
14 are all intermodal concerns.

15 The next...

16 we, also, looked at parking in  
17 Upper Port. We realized that we could get more  
18 on-street parking with adjustments to Linden

19 and Perry. We liked the recommendations from  
20 Cameron Engineering. We applied the same  
21 Uptown, as they had, actually, suggested -- the  
22 Parking District, amended parking, permit  
23 payments in lieu of parking, try to shift the  
24 commuter parking to other places, which I will  
25 talk about. But, also, the underutilized

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1 parking lot on the south side of the tracks,  
2 and consider the location of a parking garage.

3 This is the one they added.

4 We did a study, and, I believe,  
5 Cameron, also, looked at the possibility of a  
6 garage where the Village parking is at the end

7                   Hearing Trans. pj 6-24-14 cpc  
of Oakland, as a garage at the train station.

8                   The shape of the property would -- with the  
9                   necessary ramps, made it very difficult to be  
10                  able to propose an efficient garage. However,  
11                  we did look at the possibility of a public,  
12                  private partnership that would allow parking at  
13                  the surface for the village -- parking below  
14                  for development and residential above.

15                                 The next...

16                                 In our attempt to, sort of,  
17                                 rationalize the parking, in order to get the  
18                                 cars up in front of the train station, we  
19                                 reorganized the parking without any loss, a  
20                                 substantial lose, to the parking in front of  
21                                 the train station. This is the area that I was  
22                                 talking about that we were studying for a

23 garage. But with Rail Reality as a partner,  
24 there is a possibility of parking -- shared  
25 parking -- possibility, down at the western

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1 side of Texaco -- and, also, to make a much  
2 more efficient parking system along the  
3 railroad tracks.

4 We, also, on the upside of the map  
5 here, designed a little more than 50 spaces for  
6 a kiss-and-ride drop off at the railroad  
7 platform, which connected this spot to the  
8 overhead pass to the parking of the south of  
9 it, with the possibility of ticket machines at  
10 that place (indicating).

11 This, also, shows the potential

12 reconfiguration of Highland, in line with the  
13 station street, and that would provide the  
14 possibility of a small park in response to the  
15 other one, the existing one, on Texaco.

16 The next...

17 We, as I mentioned, proposed to  
18 move the parking off of one side of the street,  
19 and that allows us to create the egress -- the  
20 center end to facilitate better traffic  
21 movement (indicating).

22 we, also, look at density --  
23 increase of density along Main Street, and then  
24 studied the possibility of being able to go up  
25 to four stories. It is interesting that we

1 were talking about that so many years back.

2 However, if four stories is accepted by the

3 Village Planning for projects, it would have to

4 be set back, or not visible with the slope of

5 the roof. So, in fact, the three story present

6 limit, would be able to be seen.

7 we, also, proposed an increase in

8 the current size of apartments for studios, and

9 some suggestions for one, two, three bedroom

10 sizes.

11 The next...

12 The Village Code does not call for

13 any mandated affordable housing requirements.

14 There is a State requirement, but this would

15 play out over time. We are not changing that

Hearing Trans. pj 6-24-14 cpc  
16 portion of the code at all. The current  
17 projects are all market rate apartments. Rail  
18 Realty is our first, and very substantial entry  
19 into the site. We are not proposing Section 8  
20 housing, county subsidized housing, or  
21 affordable/workforce housing, which is, also,  
22 highly subsidized with income requirements and  
23 rental rate controls. The rents permitted for  
24 workforce housing are, actually, quite  
25 substantial.

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1 we developed some form based  
2 codes. In fact, when we started the project,  
3 the committee only decided to approach the  
4 whole design, as a form based code, which means

5 you design the project first, and then you look  
6 at the zoning to implement it, rather than the  
7 other way around, which has been a standard  
8 planning procedure for a long time.

9 with this, we looked at how to  
10 treat new facades with issues such as awnings,  
11 percentage of glass for the ground floor shops,  
12 setbacks for entrances and so forth. There are  
13 a variety of stalls that could occur, but,  
14 also, a number of common elements to create  
15 some degree of uniformity was desired.

16 After the form based decisions,  
17 and we had an image of what Uptown should look  
18 like, we then went to the zoning. The present  
19 six-block area is all C-2 District, and C-2 is  
20 almost half of the C-1. We felt the

21 differences between downtown and uptown, in  
22 terms of the commercial requirements -- we  
23 didn't change the C-2 area with zoning  
24 requirements, that much, from what existed.  
25 However, we changed the area where we thought

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1 C-2 should exist.

2 We did agree and propose for  
3 downtown that it should be mixed-use zoning.  
4 It should permit residential over commercial,  
5 and, perhaps, go up to the four stories, as  
6 suggested in the section that I showed you with  
7 the possibility of larger developments being  
8 able to have that possibility.

9 There is a little bit of  
Page 95

10 adjustment to the area requirement. There is a  
11 change in the FAR from 2 to 2.5, and there are  
12 some changes in the parking requirements for  
13 the amount of area for the commercial parking,  
14 and, also, for office parking. And like the  
15 downtown recommendation, a change in the  
16 parking requirements for residential to one car  
17 for every studio, or one-bedroom apartment, and  
18 point five over that for increase in bedrooms.

19 The next...

20 It's the same diagram on the left,  
21 but we created what is called "zoning  
22 overlays," and the pinkish color is the C-2  
23 District that we want to maintain. The yellow  
24 is what we call a "residential overlay," and

25                   Hearing Trans. pj 6-24-14 cpc  
that's C-2R, up here (indicating). It proposes

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1           that -- Main Street already has a large amount  
2           of square footage for commercial, much more  
3           than is needed for a small neighborhood, which  
4           brings in more traffic from outside.

5                               so we felt that the main street  
6           should be the area for commercial development  
7           and revitalization, and the areas to the sides.  
8           The east and west of it should become  
9           residential and create a neighborhood. In that  
10          neighborhood and on Main Street, there would be  
11          a concern with a walkable, pedestrian  
12          orientated development.

13                               so the two yellow spaces developed

14 a code for residential development, similar to  
15 other residential codes in the village with  
16 setbacks in the front (indicating). Only three  
17 stories in this area. But, also, the  
18 possibilities that there could be  
19 commercial-conditional use, so that the corner  
20 store might be able to happen in this area.

21 And the next...

22 The third overlay is the purple  
23 one, which is a C-2PO Office Overlay, where we  
24 felt Oakland could, also be developed in a  
25 particular way that related to the offices

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1 across the street to the east and the medical  
2 development to the north. This code allows for

3 commercial office on the ground floor. Mostly,  
4 office going in with residential above, so that  
5 there is a possibility for people to live and  
6 work in the adjacent existing area.

7 so there is a special overlay for  
8 that use, as well. And this overlay permits  
9 the possibility of going to the four stories  
10 with the setbacks that I've shown you.

11 The next...

12 This is a wish list. We  
13 developed, at the end of our study, all of the  
14 things that would be needed to achieve the  
15 important part of the plan, which is to  
16 revitalize the public realm, to create a  
17 walkable neighborhood that we want to create.

18 so we took each street, and we  
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19 listed the kinds of needs; sometimes  
20 refurbishing curbs, the need for new sidewalks  
21 in places, a desire to get the new special  
22 paving, lights, trees, and so forth. And each  
23 of these is labeled with ways to fund them,  
24 realizing that we are not recommending an  
25 increase in taxes, or for any of this to be

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1 paid in taxes. It would have to be paid for by  
2 grants, or the developers of projects in the  
3 area, so that there might be a bonus incentive,  
4 or bonuses for the developer, or every  
5 developer would have to improve the site around  
6 their development.

7                   So this list is important. Each  
8 street is identified, as I said. Parking,  
9 parks, and plazas, are also part of the needs,  
10 and forming drainage and sewers is an important  
11 issue. Only half of the area is serviced by a  
12 sewer downtown.

13                   The next...

14                   So this is an image of the final  
15 build out. It's the Phase II, which has more  
16 that just infill. This is the station street,  
17 along side the plaza from the train station to  
18 Main Street. The new Real Realty project.  
19 This is before they came up with their plan.  
20 The developers that were always looking in the  
21 areas over on this side of Main Street --  
22 building them into the possibility, and then

23 suggesting other things. Particularly, on  
24 oakland -- that any new development we have  
25 built at the street with the parking being

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1 behind, which is exactly the opposite of the  
2 way it is today.

3 The hope is that with this new  
4 community with its own section of Main Street,  
5 its own neighborhoods, and the walkability, and  
6 the potential that it is right next to the  
7 train station. So TOD is in the cards, we  
8 might have, some day, have a new Uptown.

9 Thank you.

10 (Applause.)

11 MAYOR GARANT: Two more slides.

12 we are almost done.

13 The Board of Trustees approved  
14 this plan January 28, 2013.

15 MR. KOPPELMAN: Sorry.

16 MAYOR GARANT: It's okay.

17 Michael, you, also, just recently  
18 finished the Port Jeff Station Civics study,  
19 which goes from 25A, basically, by the Greenway  
20 parking lot is, up to our train station;  
21 correct?

22 MR. SCHWARTING: Correct.

23 MAYOR GARANT: So that area is  
24 being studied by the Port Jefferson Civics. We  
25 would love to partner with you guys to continue

1 to revitalize both north and south of the  
2 tracks. It's important.

3 Two more slides, folks. Thank you  
4 for being so patient. You are a great  
5 audience.

6 Chapter 16 of the plan, is more or  
7 less the Draft Generic Impact Statement that  
8 goes through chapter by chapter of the overall  
9 plan. It talks about whether the broad stroke  
10 recommendations of the Master Plan will have a  
11 positive or a negative impact. Basically, the  
12 action of simply adopting the plan doesn't lead  
13 to any environmental impacts. But its  
14 implementation, the plan's implementation,  
15 could lead to land use changes, that could

16                   Hearing Trans. pj 6-24-14 cpc  
create environmental impacts.

17                   Further statement, many changes,  
18                   however, would cause positive, rather than  
19                   adverse impact, such as additional open space,  
20                   improved stormwater collection techniques and  
21                   standards, greening our streets and waterfront,  
22                   and improved pedestrian vehicular mobility.

23                   These changes will be analyzed, as  
24                   each project comes forward, individually, and  
25                   vetted out, at that time.

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1                   Mr. Berg, do you want to say  
2                   anything further to that slide?

3                   MR. BERG: Just one note about the  
4                   Generic Environmental Impact Statement, it's

5 important to recognize that it looks at the  
6 difference between what is permitted today by  
7 existing zoning, and what is proposed in the  
8 Comprehensive Plan.

9 so, for example, today, the C-2  
10 code provides for 35-foot elevation in Uptown  
11 -- three stories. I heard from Michael, that  
12 the Comprehensive Plan, Uptown Plan, proposes  
13 the same three stories with a potential bonus  
14 of a fourth story. But the other thing that is  
15 important, again, along the lines of preparing  
16 what's permitted with what's in the plan,  
17 Michael, also, mentioned that unit sizes are  
18 being increased. So in the past, it was 400  
19 square feet for a studio apartment. Now, it's  
20 500, and each size apartment above that is an

21 additional hundred. So the apartments will be

22 bigger, and it's only a bonus of the four.

23 So you are looking at the

24 difference between today and what's being

25 proposed.

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1 Thank you.

2 MAYOR GARANT: And the final

3 slide.

4 Moving forward, the next step is

5 the public comment period, which, obviously, is

6 part of this evening's presentation and public

7 hearing. We will hold the meeting open until

8 August 1st. We will then have all of the input

9 from this evening and formal statements sent to  
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10 Cameron Engineering, and we will incorporate  
11 some of the proposed changes into the document  
12 -- not all -- finish the Strategic Action Plan,  
13 which is, actually, a 25-page task list, that  
14 is a result or product of the Master Plan.

15 So adopting the plan is one step.

16 Then, we have the 25-page task list of how to  
17 get there. And, hopefully, we've accomplished  
18 some of that with the Upper Port Jeff  
19 Revitalization and Waterfront Revitalization  
20 studies.

21 In the interim, we are going to  
22 continue to work on the TEP grant, which is to  
23 widen the sidewalks on East Main Street to the  
24 three-way intersection. We are moving forward

Hearing Trans. pj 6-24-14 cpc  
25 with revitalizing Bakers Alley, which is the

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1 easement between East Main Street and the Fifth  
2 season parking lot, which will, also, be  
3 reconfigured; ongoing road repair and paving  
4 projects.

5 check online. We just announced  
6 that we were paving about three or four more  
7 roads starting July 7th. Our East Beach steel  
8 and rock revetment wall is in place. They are  
9 pouring the concrete walkway. The beach will  
10 be open for the 4th of July.

11 Mill Creek Restoration grant, Town  
12 parking lot and marina. We are studying  
13 various code revisions. Improving our tennis

14 courts, basketball courts. We are meeting with  
15 Senator LaValle and the MTA, hopefully, to  
16 discuss reconfiguration of that parking lot to  
17 bring forward our gateway for Upper Port to  
18 start, and assist Rail Realty in their major  
19 investment in Upper Port. And, of course, we  
20 will continue to work on LIPA and PSE&G.

21 So at this point, what I would  
22 like to do, is to accomplish stuff that we do  
23 during the daytime all around with planning  
24 rules. We are going to close the presentation  
25 portion, and open it up for the public comment

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1 portion. If you want to make a public comment,  
2 you must fill out a comment card. We are going

3 to call the first three commenters to sit at  
4 the table across (indicating), and read their  
5 statement into the record. We have a  
6 three-minute cap on statements, unfortunately,  
7 people, because we want to give everybody an  
8 opportunity to express their opinion or  
9 interest this evening.

10 So, Bob, the first three, and then  
11 we are going to call the next three, who are on  
12 deck. You will be sitting in the three chairs  
13 where the Board of Trustees are going to come  
14 up. So we will get this done pretty quickly.

15 THE PUBLIC: Could you turn on the  
16 light?

17 MAYOR GARANT: The lights will be  
18 turned on, just give me a minute.

19 The first three comments, Bob.

20 MR. JULIANO: The first three that

21 will be sitting at that table are Virginia

22 Capon, Don Pawluk, and Phil Griffith.

23 The three people on deck are going

24 to take those three seats (indicating). They

25 will be in the bullpen, so to speak. Once

♀

66

1 those three people are done, we will be asking

2 the three people from the bullpen to move over

3 to the table. That will be Nancy Griffith,

4 Molly Mason, and Annette Dickerson (phonetic).

5 So at the table, we have Virginia,

6 Don, and Phil.

Hearing Trans. pj 6-24-14 cpc  
I would like to call your

7

8

attention over here (indicating). We are going

9

to be keeping time here; okay? You have three

10

minutes.

11

I want to call your attention over

12

here (indicating). When you have one minute

13

left, Barbara will hold up a sign that says

14

"one minute left."

15

MS. SAKOVICH: (Indicating.)

16

MR. JULIANO: And likewise, when

17

you have 30 seconds left, the sign will say "30

18

seconds."

19

MS. SAKOVICH: (Indicating.)

20

MR. JULIANO: We have 40 people

21

that have requested to speak, so do the math.

22

Forty people, three minutes a piece, we are

23 looking at over two hours. So, please, we want

24 you to adhere to the three minute rule; okay?

25 So, Virginia.

♀

67

1 MS. CAPON: I would like to make a

2 point of order, before I begin my remarks.

3 As the chairwoman of the Master

4 Plan Committee, which has dedicated over three

5 years collecting all of the ideas and views of

6 the community and developing this plan to guide

7 us through the year 2030, I, respectfully,

8 request that you allow me to make a statement

9 on behalf of the CPC, that will run over the

10 three minutes allotted to members of the

11 general public.

12                   MAYOR GARANT: Your request is,  
13                   respectfully, denied.

14                   The record remains open --

15                   (WHEREUPON, there was a reaction from the  
16                   assemblage.)

17                   MR. JULIANO: Please, let's keep  
18                   the comments of the crowd down.

19                   MS. CAPON: Well, as you can  
20                   imagine, I have not been part of this  
21                   presentation, and the reason is that the CPC  
22                   does not support the plan, as proposed by the  
23                   Board of Trustees.

24                   I am not going to go over the  
25                   history with you, because the history is,

1 actually, correct on the slides. The plan  
2 before the public tonight, is not the plan the  
3 CPC recommended to the Board of Trustees. It  
4 is a fundamentally different plan. I implore  
5 Mayor Garant and the Trustees to do the right  
6 and lawful thing, by adjourning this hearing  
7 and following State law, which requires you to  
8 hold a hearing, that will allow the public to  
9 review and comment on the plan the CPC  
10 recommended to you, back in February of 2013.

11 I, also, respectfully, submit that  
12 this hearing needs to be adjourned, because the  
13 plan expressed tonight was not made available  
14 to the public, at least ten days before this  
15 hearing, as required by State law.

Hearing Trans. pj 6-24-14 cpc  
Just yesterday, I went to Village

16

17

Hall, and only the body of the plan is there --

18

not many documents attached to the plan. It is

19

not enough that the attachments are posted on

20

the website. State law says that a Master Plan

21

shall be made available for public review,

22

during this ten day period, in the office of

23

the Village Clerk. The only subsistent

24

attachment that is there was added after the

25

CPC submitted its plan, and it contained an

♀

69

1

extensive justification for a parking garage

2

downtown. But, I may not be able to address

3

that later, because as you can see my committee

4

is being limited to, basically, being a member

5 of the public.

6 The public really has no idea how

7 problematic the plan is because of the missing

8 attachments, such as Campani & Schwarting's

9 Uptown Plan. And I will give you just one

10 example. Campani & Schwarting's plan

11 recommends at least 500 additional rental

12 apartments uptown. And the plan, that is the

13 subject of this hearing, concludes that this

14 level of development will have no adverse

15 environmental impact -- not even on traffic.

16 I am not going to go into the

17 details of the CPC Plan, because I am being cut

18 off. But if you were able to see it, you would

19 see how different it is. All I can say is that

20 the CPC adamantly disagrees with this plan.

21 And what's makes it worse, is that when the  
22 public reads it, they believe that the CPC  
23 supports it, which they do not.

24 And I am, respectfully,  
25 requesting, I will not allow my name to be on

70

1 this plan, and I must insist that you remove  
2 all mention of me, or the CPC from your plan,  
3 should you decide to adopt it.

4 In closing, this hearing should  
5 not proceed any further. Mayor Garant, you  
6 have to comply with the state law, and hold a  
7 hearing on the CPC's plan. The public has a  
8 right to know what the CPC produced, and it is  
9 only fair to the CPC, which exercised great

10 care on every issue and detail of the plan.

11 So, please, don't suppress the CPC's plan.

12 MR. JULIANO: Thank you, Virginia.

13 (Applause.)

14 MR. JULIANO: Don.

15 Please, members of the public, keep it

16 low. Don Pawluk, your three minutes is starting.

17 Go ahead, Don. Your three minutes

18 is starting.

19 MR. PAWLUK: As there is order in

20 the room, please start the time, please.

21 I, Donald Pawluk, have been a

22 member of the CPC since its inception. I have

23 been a Port Jeff resident for 42 years. The

24 Comprehensive Plan, which I and my other

Hearing Trans. pj 6-24-14 cpc  
25 committee members spent many hours, and just

71

†  
1 under 100 meetings on, is not the plan which is  
2 being presented to the community this evening.

3 We always knew that the Mayor and  
4 the Board of Trustees had the final say, as to  
5 what goes into the plan. They should take the  
6 credit and/or blame for the changes that they  
7 have endorsed.

8 The residents of Port Jeff Village  
9 were very concerned with the revitalization of  
10 the uptown area, with respect to controls on  
11 density. The present code, with 35-foot max  
12 height, and requiring on-site parking of 1.5  
13 cars per one-bedroom apartment, did just that.

14 The Uptown Revitalization Plan with Campani &  
15 Schwarting calls for 35 feet with another ten  
16 feet as a bonus, and reducing it to one-car  
17 parking space per unit.

18 When the Mayor and the Board of  
19 Trustees hold public hearings to change these  
20 codes, they will say so, because the 2030  
21 Comprehensive Plan recommends them to do so.  
22 Our plan does not. Their plan does.

23 The code changes will create many  
24 more problems, such as allowing the developers  
25 to build more units and provide less parking,

♀

72

1 which increases density. When two people come  
2 to rent a one-bedroom apartment, and they both

3 have cars, where will they park? This problem  
4 will then be falling on the village, and guess  
5 who will be paying for the parking problems  
6 created by the code change and the developers?  
7 The residents of Port Jefferson Village. The  
8 cars will come, and they will have no place to  
9 park?

10 To give an example, if the  
11 developer builds 100 rental units, they are  
12 required, at this time, to provide 1.5 parking  
13 spaces, okay, per one-bedroom, or 150 parking  
14 spaces. Under the proposed code changes, they  
15 will have to only supply one parking spaces per  
16 one bedroom. There is already -- starting with  
17 a deficit of 50 parking spaces. And, again,  
18 where will those people park?

19                   As early as last week, Mayor  
20           Garant, in a Newsday article, said the  
21           Comprehensive Plan recommends code changes.  
22           Her plan -- not the CPC's plan -- is what is  
23           recommending those changes.

24                   Parking has been a problem in our  
25           village for many years, and will continue to be

♀

73

1           so. The CPC recommended an uptown parking  
2           garage at the Perry Street lot, paid for and  
3           maintained by the developers, with no cost, now  
4           or in the future, to the Village residents.  
5           This was removed from the plan.

6                   MR. JULIANO: Thank you.

7

8

MR. JULIANO: Phil Griffith.

9

MR. GRIFFITH: My name is Phil

10

Griffith. I am a resident of Port Jefferson

11

for over 20 years, and I served for three

12

years, as a volunteer, on the Comprehensive

13

Plan Committee.

14

The Mayor and Trustees' plan

15

permits a garage -- make no mistakes about it.

16

In their plan, they indicate that if the

17

downtown parking spaces are saturated, a garage

18

is a distinct possibility. Our committee

19

opposed a garage, and we opposed it for the

20

following reasons.

21

The Mayor approved a plan, and the

22

Trustees agreed, that there would be three

23 possible parking garages in the downtown area

24 -- anywhere from 290 to 338 to 422 parking

25 spaces. At an estimated cost of \$30,000 to

‡

74

1 \$50,000 per space, the cost would be, from a

2 low, 8.7 million to a high 21.1 million.

3 In addition, there are the

4 increased costs of maintenance, operation,

5 security, lighting, cleaning, employees, and

6 liability insurance. The Board and the Mayor

7 will not eliminate a parking garage from their

8 plan. Our committee did eliminate a parking

9 garage. The parking garage is not needed, nor

10 wanted by the residents. Not a single response

11 to our survey indicated a desire for a parking

12 garage in the downtown area.

13 The third reason, the parking  
14 garage will increase traffic, encourage more  
15 rentals, accommodate more tourists, create more  
16 density, and urbanize the downtown area.

17 A multi-story, high-rise parking  
18 garage would result in a negative impact on the  
19 village and firemen, by limiting the views of  
20 our harbor, increasing pollution, noise,  
21 litter, graffiti, vandalism, and loitering.

22 The possibility of the construction of a garage  
23 is real.

24 If you read the Port Times Record  
25 last week, you saw that Campani & Schwarting

1 and the Parking Committee, still hold a parking  
2 garage as a credible and viable solution to  
3 downtown parking. If we get a parking garage,  
4 your taxes will skyrocket, especially, if we  
5 stand to lose the Long Island power plant.

6 Thank you.

7 (Applause.)

8 MR. JULIANO: Thank you.

9 Next, three up at the table Nancy  
10 Griffith, Molly Mason, and Annette Dickerson.

11 And the next three people in the  
12 seats, waiting to come up, Mike Francis, Ray  
13 Calabrese, and Marge Tumilowicz.

14 Nancy, Molly, and Annette.

15 MS. GRIFFITH: My name is Nancy

Hearing Trans. pj 6-24-14 cpc  
16 Griffith, and I am seating my time to Phil

17 Griffith.

18 MR. JULIANO: I'm sorry. That's

19 not allowed.

20 MS. GRIFFITH: why not?

21 MR. JULIANO: That is not allowed.

22 MS. GRIFFITH: who says so? who

23 said so?

24 MR. JULIANO: I am telling you

25 right now. You cannot give your time to

♀

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1 somebody else. You have three minutes allotted

2 to you, and you can feel free to use those

3 three minutes, if you wish.

4 MS. GRIFFITH: It's allowed.

5 MR. JULIANO: Okay, Molly, your  
6 next.

7 MS. MASON: One thing, I think, is  
8 important for you all to hear is that none of  
9 the people that presented for this Master Plan,  
10 that the Village Trustees devised -- they are  
11 not telling you that all the Uptown Rail  
12 apartments, their taxes will go to the  
13 Comsewogue District -- not the Port Jefferson  
14 School District.

15 The trustees should not be putting  
16 forth their severely altered version of the  
17 CAC's Master Plan, without the ability for the  
18 villagers to logically compare the two plans.  
19 If the trustees believe they have better  
20 solutions, why did they deny the taxpayers the

21 ability to compare the two versions of the  
22 Master Plan? In doing so, the trustees  
23 infantilized the electorate, and the taxpayers  
24 that they are sworn to serve.

25 I want to talk about the Islander

♀

77

1 Boat property and the Heritage Motel downtown  
2 -- 180 units downtown. They are planning  
3 development, and no one addressed that at all  
4 -- on West Broadway.

5 The one parking spot per unit --  
6 this is absurd. Most households have two cars.  
7 Evidentially, the village wants to provide  
8 builders an incentive to provide only one  
9 parking spot, and has changed the original CPC

10 document to allow for a downtown parking garage  
11 on a floodplain at taxpayers's expense. As  
12 Phil Griffith said, it costs \$35,000 to \$50,000  
13 per parking space -- maybe for 500 cars.  
14 That's 25 million dollars for the taxpayers to  
15 bear of our 7,000 plus residents. This is  
16 insane. And taxpayers have never advocated the  
17 concept of 12 plus years, that certain vested  
18 interests have tried to force it on to the  
19 taxpayers' backs.

20 Further, Island Boat and Heritage  
21 properties are sited on ground contaminated by  
22 the Lawrence Aviation Superfund Site. How can  
23 the Village support 180 apartments on deeply  
24 contaminated land, which will not be remediated

Hearing Trans. pj 6-24-14 cpc  
25 for 30 years, if ever. If cancer clusters

‡

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1 develop on these properties, who will be

2 liable?

3 The Harborfront Park area, this

4 land here, was similarly contaminated, and no

5 residential properties can ever be developed on

6 this site. The over development of these two

7 properties, the potential increase to three or

8 four stories, 180 units, will create enormous

9 traffic gridlock. It's extremely difficult to

10 take a left turn on Beach Street, right now,

11 onto Broadway. I own a house on Beach Street.

12 There will be extraordinary air,

13 water, soil, and noise pollution from runaway

14 -- increased density built into the plans for  
15 the adjacent Heritage and Islander sites. The  
16 development of these two sites should be vastly  
17 scaled back. Village taxpayers do not want to  
18 pay for extensive support services, such as  
19 parking, infrastructure for development, and  
20 for the Business District.

21 And the school budget for next  
22 year, by the way, for 1,100 students is 40  
23 billion dollars.

24 MR. JULIANO: Time.

25 MS. MASON: So if you have more

♀

79

1 students in your district --

2 MR. JULIANO: Thank you, Molly.

3 MS. MASON: (Continuing) -- your  
4 taxes are going to go up. If the Long Island  
5 power plant is not repowered, we're dead.

6 MR. JULIANO: That's three  
7 minutes. Thank you, Molly.

8 (Applause.)

9 MR. JULIANO: Annette Dickerson,  
10 are you here, please?

11 (WHEREUPON, there was no response heard.)

12 MR. JULIANO: Is Annette Dickerson  
13 here?

14 (WHEREUPON, there was no response heard.)

15 MR. JULIANO: Okay, next three  
16 people, Mike Francis, Ray Calabrese, Marge  
17 Tumilowicz, please, at the table.

18 MR. FRANCIS: They said everything  
Page 135

19 I needed to say. You can pick somebody else.

20 MR. JULIANO: Okay.

21 Ray Calabrese, Marge Tumilowicz,

22 and Nick Acampora, at the table, please.

23 (WHEREUPON, only two people were seated.)

24 MR. JULIANO: All right, we are

25 going with Ray, Marge, and Ray DiBiase.

‡

80

1 Ray, are you here?

2 MR. CALABRESE: I'm here. Thank

3 you.

4 Ray Calabrese, former Chairman of

5 the Port Jefferson Planning Board. I am now a

6 member of the committee.

Hearing Trans. pj 6-24-14 cpc  
Yesterday, I went to Village Hall

7

8 to look at the plan. It was quite lengthy, so

9 I went home and looked on the computer and

10 studied it. It was well done. I came today,

11 and I saw something different. I'm confused.

12 what are we looking at? The

13 community's plan -- the plan that is in the

14 library in our Village Hall, or what we saw

15 today? So I am a little confused.

16 From a planning point of view, I

17 always believed that putting housing downtown

18 is good. It legitimizes a lot of year-round

19 businesses. That's good. It produces

20 stability. But to crowd people is not good.

21 I'm afraid that what's proposed here, crowds

22 people in uptown.

23                   Thirdly, the goal is to make the  
24                   commercial property more valuable. That's a  
25                   good goal. I was shocked to see, in the report

‡

81

1                   that's down at Village Hall, that residential  
2                   taxes -- the commercial area pays only 6.7  
3                   percent of the revenues from the commercial.  
4                   Whereas, we residents -- our share is 24  
5                   percent. LIPA's is 30 percent. So you have  
6                   LIPA at 30, residents at 24 percent, Lombardi's  
7                   came in higher than the commercial area. So  
8                   the commercial area isn't really paying his  
9                   way, because the increased services that it  
10                  needs, code, cleanup. So I was a little  
11                  surprised and shocked to see that the

12 commercial area really isn't paying its way.

13 So any way of enhancing that is good.

14 Lastly, as the sun was setting  
15 over the smoke stacks, it, also, is setting  
16 over this village. My greatest fear is that if  
17 they demolish it, they will abolish it.

18 Thank you.

19 (Applause.)

20 MR. JULIANO: Thank you.

21 Marge Tumilowicz.

22 MS. TUMILOWICZ: Good evening.

23 I am a real lightweight in this  
24 crowd, because I don't have an engineering  
25 background. But I have a lot of prejudices,

1 because everybody knows Bob is my husband,

2 so...

3 But I do want to say this, I did

4 sit on the CPC in the beginning. Quite

5 honestly, the work that was done was very

6 detailed, and they did work very hard.

7 However, my real concern, and I

8 don't understand this, is the constant beating

9 on the parking garage downtown, because my

10 husband and others here have said there will be

11 no parking garage. And the reason is, because

12 exactly what Virginia said, and what Phil

13 Griffith said. It's not viable.

14 So can we get passed that point,

15 and get on to the rest of very important

16                   Hearing Trans. pj 6-24-14 cpc  
things, because it's Village wide.

17                   (Applause.)

18                   MR. JULIANO: Thank you.

19                   Ray.

20                   MR. DiBIASE: Good evening,

21                   everybody. I'm Ray DiBiase, Chairman of the

22                   Planning Board.

23                   I have two letters to read in, if

24                   time permits.

25                   The first letter is addressed to

♀

83

1                   the Mayor and the Board of Trustees, dated June

2                   12th.

3                   "The Village's Draft Comprehensive

4                   Plan Update's only issue is the process has

5           been standing for more than four years. It is  
6           truly comprehensive in that it considers input  
7           from a wide cross section of individuals and  
8           organized groups within our community, and  
9           addresses a wide variety of needs of the  
10          village.

11                               New York statutes define a  
12          comprehensive plan as materials written and/or  
13          drafted, including, but not limited to: maps,  
14          charts, studies, Resolutions of the courts, and  
15          other descriptive material, that identify the  
16          goals, objective, principles, guidelines,  
17          policies, standards, advices and instruments,  
18          with the immediate and long-range protection,  
19          enhancement, growth, and development of the  
20          locality.

21                   Comprehensive plans are not rigid  
22                   sets of specifications, but toolboxes of ideas  
23                   and recommendations, that we can use to shape  
24                   our community. The Draft Comprehensive Plan  
25                   will, as it already has, facilitate the

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1                   procurement of funding for state and federal  
2                   agencies to help the proposals become  
3                   realities. It is dynamic, because it has the  
4                   flexibility to adapt to changes in growth and  
5                   development that will occur from now until  
6                   2030; clearly, identifies the present and  
7                   future needs of the Village, and provides  
8                   planning and zoning measures to address those  
9                   needs in the future, as well as, assesses

10 potential environmental impacts of its  
11 recommendation.

12 It should, also, be noted that the  
13 plan is not to relieve future developers of the  
14 obligation that their individual projects  
15 address and mitigate potential environmental  
16 impacts.

17 The Draft Plan is consistent with  
18 its own Vision Statement. It states, in part,  
19 that it should carefully manage new growth and  
20 development. Judged by this criteria, the  
21 Draft Plan exceeds the objectives. While all  
22 the words may have some specific comments of  
23 the plans in the near future, I strongly  
24 support the adoption of the Comprehensive Plan

♀

1                                   And this letter was signed by Mark  
2                   Brosnan, Chairman of the Zoning Board of  
3                   Appeals, on behalf of the Zoning Board and  
4                   myself, as Chairman of the Planning Board.

5                                   I am not going to have time to  
6                   read the second letter in its entirety, but  
7                   it's a letter from the Long Island Rail Road,  
8                   dated today, and the opening sentence is: "The  
9                   MTA Long Island Rail Road, strongly supports  
10                  transit-oriented development plans in the  
11                  vicinity of the Port Jefferson station." And  
12                  it's signed by Elisa Pica, Chief Planning  
13                  Officer of the Long Island Rail Road.

14 I will leave these copies with the  
15 village clerk.

16 Thank you.

17 (Applause.)

18 MR. JULIANO: Thank you.

19 The next three people up at the  
20 table are Kevin Appel, Sandra Swenk, and Carol  
21 Donegan -- three people. And waiting, Kathleen  
22 Riley, Joe Dessi, and Jerry Maxim.

23 MR. APPEL: I am not going to  
24 speak. Kevin Appel.

25 MR. JULIANO: Okay.

♀

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1 Then, at the table we have Sandra,  
2 Carol, and Kathleen with Joe, Jerry, and Joan

3 Nickerson.

4 Kathleen, you are at that table.

5 Kathleen, Sandra, and Carol.

6 Sandra, you're first.

7 MS. SWENK: Revitalization is not  
8 a new word in Port Jefferson and surrounding  
9 areas. In fact, there are many small hamlets,  
10 villages, and towns, that have long striven to  
11 take a hard look at their business areas, in  
12 terms of architecture, design, beautification,  
13 and attraction of upscale retail shops that  
14 would provide an economic boost and benefit to  
15 residents and businesses alike.

16 Our village is now faced with a  
17 Master Plan proposal of the Board of Trustees  
18 to drastically change building heights and

19 parking requirements for new construction in  
20 the C-2 District, familiarly known as "Uptown."  
21 This is contrary to the original CPC plan, that  
22 many dedicated residents worked on for the past  
23 few years. while there is no question that the  
24 uptown business area needs a complete makeover,  
25 that would attract good tenants and business, I

♀

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1 feel strongly that a corridor of high-rise  
2 construction, greater density, and relaxed  
3 parking, are not the answers.

4 Progress, in moderation, can  
5 achieve many of the goals necessary for a  
6 better looking uptown business/residential

7 community. In my opinion, it should not be the

8 focus of our elected officials to provide

9 hundreds of apartments for our neighboring

10 university students and staff and other

11 professionals, nor to create a hub that will

12 overshadow the intent of revitalization. With

13 two major hospitals, numerous medical

14 facilities, and three schools within a mile of

15 the railroad area, the traffic will become

16 unbearable for local residents.

17 I feel that new construction at

18 the current permitted height of 35 feet, can

19 accomplish an attractive business community.

20 Parking requirements on site are essential, and

21 should not be reduced for developers and

22 entrepreneurs to allow greater use of square

23 footage, and thus greater financial gains.

24 Take a look at existing apartments

25 in the village, downtown in particular, and you

♀

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1 will find that there are two cars for most

2 rentals, studio, or larger. The current code

3 requirements for parking cannot be relaxed.

4 Another personal concern is the

5 impact on our historic downtown and waterfront,

6 in the event of greater building heights and

7 parking easements are permitted uptown in the

8 C-2 District. Can you imagine the reaction of

9 the local realtors and property owners, as they

10 clamor to the Village Building Department to

11 seek third stories on existing buildings on

12 Main Street and East Main Street?

13 In recent years, there have been  
14 tentative applications for similar ones.

15 Preservation of the heart of our community is  
16 critical, as modifications to the code are

17 considered here tonight. The proposed Master  
18 Plan modifications are massive and

19 overwhelming. I repeat that progress and  
20 revitalization can be achieved in moderation,

21 but not at great sacrifices to the resident who  
22 live or retire here.

23 (Applause.)

24 MR. JULIANO: Thank you.

25 Carol.

1 MS. DONEGAN: Carol Donegan.

2 I served for three and-a-half  
3 years on the CPC. And the people that were on  
4 the CPC, were residents, just like you, who  
5 donate their time. We met every single week.  
6 The meetings were open. Everybody was welcome.  
7 I have learned, during that time, that the  
8 residents, the businesses, and the trustees,  
9 are working from totally different books.

10 My hope for the next 30 years, is  
11 that the residents, the businesses, and the  
12 trustees, will be able to come together, work  
13 with each other, and acquire and compromise  
14 together. That's the only way things are going  
15 to happen.

Hearing Trans. pj 6-24-14 cpc  
We need more people to serve, who

16

17

have no personal or political agenda. The only

18

way you can change things, is to participate in

19

the process.

20

Thank you.

21

(Applause.)

22

MR. JULIANO: Thank you.

23

Kathleen.

24

MS. RILEY: Kathleen Riley, Port

25

Jefferson Citizens for Open Space.

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1

Good evening, Mayor Garant,

2

Village Trustees, my fellow citizens, and the

3

press.

4

For those of you that don't know

5 me, I was honored to be an elementary music  
6 teacher here in the Village for 37 years. I've  
7 had many of your children, and I, also, had  
8 Mayor Garant. But this evening, I am glad to  
9 be here concerning another passion of mine, the  
10 promotion and preservation of open space.

11                   Regarding the purpose of this  
12 evening's meeting, a public hearing for the  
13 Village's Master Plan, I must state for the  
14 record that I appreciate how difficult it is to  
15 produce such a document with the technical  
16 difficulties and the potential political  
17 pitfalls. In the same spirit of respect,  
18 please accept my disagreement on the record for  
19 the Village's deletion in the Master Plan of  
20 the CPC's astute and explicit recommendations

21 directed towards The Highlands' six acres, and  
22 I quote, "Consequently, the CPU envisions the  
23 Highlands Park as passive open space, which  
24 supports wildlife, and would be the lowest cost  
25 to the Village. Action Items: One, dedicate

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1 Highland Park as parkland. Two, maintain  
2 Highland Park as passive open space."

3 Thanks to Mayor Garant for her  
4 inspiring sentiment and statement in the Port  
5 Times Record on February 2, 2012, to paraphrase,  
6 if a substantial majority of the residents of  
7 Port Jefferson want it, The Highlands six  
8 acres, to be parkland, then it will be  
9 designated parkland. More than 1,500 Port

10 Jefferson registered voters' signatures have  
11 been collected in support of preserving The  
12 Highlands six-acres open space and parkland  
13 designation on this petition to date.

14 We are well on our way to  
15 collecting 3,000 signatures with an early  
16 summer rally canvas. At which time, we intend  
17 to present an audited and certified edition of  
18 these petitions to the press and to the Mayor.  
19 The first 1,500 signatures were gathered by 12  
20 diligent residents. And I am happy to report,  
21 that our next round will have between 20 and 30  
22 village residents. Our numbers have grown.

23 As an alternative to the great  
24 effort mentioned above, I, respectfully,

Hearing Trans. pj 6-24-14 cpc  
25 request that you, Mayor Garant, and the Village

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1 Trustees, take all the necessary, legal, and  
2 procedural steps forthwith to designate the  
3 six-acre, Village-owned property on Highland  
4 Boulevard as parkland, and preserve it for all  
5 the residents of the Village of Port Jefferson  
6 to enjoy as open space in perpetuity.

7 Accordingly, I, also,  
8 respectfully, request that the Mayor and the  
9 Village Trustees reinstate the CPC's original  
10 citizens-based action items, which I have  
11 mentioned before, and ensure that those items  
12 are followed through until completion.

13 MR. JULIANO: That's time.

14 MS. RILEY: The current document's  
15 wording leaves the six acres unprotected.

16 MR. JULIANO: That's time.

17 Thank you.

18 (Applause.)

19 MR. JULIANO: Next at the table,  
20 Joe Dessi, Jerry Maxim, and Joan Nickerson.

21 Joe, you're first.

22 MR. DESSI: My name is Joe Dessi.  
23 I am a village resident, since 1975. I didn't  
24 expect to speak tonight. I came here to hear  
25 what was going on, but I would like to make a

♀

93

1 couple of comments.

2 The first one is in support of  
Page 158

3 Kathleen Riley, and the presentation of open  
4 space land. I am noticing all the schematics  
5 on the board, it appears that both has open  
6 space, and I am very pleased that that is going  
7 to continue to be open space.

8 Also, I am finding myself in  
9 agreement with our first three speakers,  
10 particularly, the people from the CPC, that  
11 creating a very dense community up in Upper  
12 Port is crazy. The notion that we can get by  
13 with 1.5 parking spaces is just ridiculous. I  
14 live in a condo community, and in our condo  
15 community, we don't have enough parking spaces,  
16 or barely enough. Most people have two cars.  
17 You can't get by with 1.5 spaces.

18 Further, I just wanted to say my  
Page 159

19 personal opinion that, I think, a parking  
20 garage is not in the best interest of our  
21 community.

22 Thank you.

23 (Applause.)

24 MR. JULIANO: Jerry.

25 MR. MAXIM: Good evening.

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1 My name is Jerry Maxim. I am a  
2 member of the Port Jeff Station Civic  
3 Association, and I live in Port Jeff Station.

4 I have been a fringe attendee at  
5 the CPC meetings, just because I want to stay  
6 informed as to what's going on. Repeatedly,

Hearing Trans. pj 6-24-14 cpc  
7 during those meetings, I've asked if anybody  
8 has reached out to our school district, because  
9 as one the speakers said previously, those  
10 residential areas fall in our school district,  
11 which means there are going to be some children  
12 coming out of those residential areas. I  
13 repeated spoke with Dr. Rella. To this day, as  
14 recently as last week, he has informed me that  
15 nobody has formally reached out to him to let  
16 him know about the plan.

17 The bottom line is, with the  
18 Environmental Impact Statement, somebody has to  
19 -- the school is required to submit a portion.  
20 Nobody has reached out to the Comsewogue School  
21 District to do that. The bottom line is, I am  
22 asking somebody, formally, from the Port Jeff

23 village Board, government, to pay Dr. Rella a  
24 courtesy call, and let him know what they are  
25 looking at, in terms of units up there. I have

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1 heard numbers going out, attending the  
2 meetings, 70, 350, 500. As you know, as that  
3 number goes up, that means more children coming  
4 into our school district. I am sure things are  
5 just as tight up at Comsewogue School District  
6 as they are down here.

7 So, if somebody from the Port Jeff  
8 village could pay Dr. Rella a courtesy call,  
9 and let him know what he's looking at, so he  
10 can make an informed decision and an informed  
11 comment, as far as the Environmental Impact

12 Statement, we would really appreciate it; all  
13 right?

14 Thank you.

15 (Applause.)

16 MR. JULIANO: Thank you.

17 Joan.

18 MS. NICKERSON: Hi. My name is

19 Joan Nickerson. I am the Recording Secretary

20 for the Port Jeff Station/Terryville Civic

21 Association, and the founding member of the

22 Comsewogue Historical Society.

23 We did reach out to the Mayor a

24 few years ago. We had her come to our Civic

25 Association, because we heard rumor that there

1 was a plan going on for Uptown. It's really  
2 important that there is some official line of  
3 communication between the Village, and the  
4 planners, and the committees, and our Civic  
5 Association, because, you know, we share the  
6 train station. I am, also, the Design  
7 Committee Chairperson for the Commercial Hub  
8 study that was recently accepted by the Town of  
9 Brookhaven. And while we both have a vested

10 interest in a beautiful Uptown, on both sides  
11 of the tracks, we are extremely concerned about  
12 the impact of larger apartments on our school  
13 district.

14 so we would really appreciate  
15 direct and progressive communication between

Hearing Trans. pj 6-24-14 cpc  
16 the planner, and the civics. And the  
17 Historical Society is, also, very interested,  
18 because prior to 1960, Uptown was echo, and  
19 there were some important buildings up there.  
20 And so we would, certainly, like to see some  
21 preservation, if at all possible.

22 Thank you.

23 (Applause.)

24 MR. JULIANO: Thank you.

25 Next three people at the table,

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1 Thomas Kristich, Dennis Mannarino, and Gerard  
2 Gang. The next three people on the bullpen,  
3 Samir Nizam, Linda Wicks, and I can't read this  
4 handwriting. This person lives at 722 Pine

5 Tree Court.

6 MS. NALBANTIAN: Isabelle

7 Nalbantian.

8 THE PUBLIC: Gerard left.

9 MR. JULIANO: Okay.

10 The first three names I read are  
11 up at the table, Thomas, Dennis, and I  
12 understand Gerard left. Linda Wicks, at the  
13 table.

14 THE PUBLIC: She just left.

15 MR. JULIANO: Okay. How about  
16 Samir? Are you still here, Samir?

17 MR. NIZAM: Yes.

18 MR. JULIANO: Okay, Samir, you are  
19 at the table with Thomas and Dennis.

20 Is Dennis here?

21 MR. MANNARINO: I am here.

22 MR. JULIANO: What about Thomas?

23 (WHEREUPON, there was no response heard.)

24 MR. JULIANO: 3 Settlers Path,

25 Port Jefferson. Thomas?

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1 (Whereupon, there was no response heard.)

2 MR. JULIANO: No, okay.

3 Brigitte.

4 MS. DEMES: (Indicating.)

5 MR. JULIANO: Go take your place

6 at the table.

7 Dennis, go ahead.

8 MR. MANNARINO: Okay. My name is

9 Dennis Mannarino, and I live on High Street.

10 I am going to talk about the human  
11 side of what's going on. I have been living on  
12 High Street for the last eight years. I've  
13 been involved in Port Jefferson for 31 years.  
14 I own Pasta Pasta, for anyone in this room who  
15 has not been there.

16 (Applause.)

17 MR. MANNARINO: Which has been in  
18 business, since 1991, and I have owned salsa  
19 salsa, since 1995.

20 (Applause.)

21 MR. MANNARINO: Okay. The other  
22 day -- actually, I don't own salsa salsa  
23 anymore, but my friend Chris, who was my  
24 partner back then, still owns it. And we had

Hearing Trans. pj 6-24-14 cpc  
25 breakfast, and we were talking about -- he said

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1 to me, "You know, there are still people in the  
2 Village of Port Jefferson that have never been  
3 into salsa salsa, that didn't even know it  
4 existed.

5 The other day, he had somebody  
6 come in and say, "How long has this place been  
7 here?"

8 (Laughing.)

9 MR. MANNARINO: And he said,  
10 "Since 1995." He goes, "Where do you live?"  
11 He goes, "Oh, I live right down the street from  
12 here in Port Jefferson." And have never been  
13 in, or even known that it existed. To me,

14 that's sad.

15 I, also, think that when the  
16 residents of this village don't participate in  
17 the village, it's sad. Me, I have never been  
18 to Lombardi's On The Sound -- never; okay?  
19 Maybe I have no interest, maybe -- whatever it  
20 is, but I just have never been there. But I  
21 have been to the bodega across the street from  
22 Tara's several times. And I talk to the people  
23 there, and I love the fact that they want to  
24 have a viable business there. I can respect  
25 that. And yet, my only fear about revitalizing

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100

1 Uptown is that, are other residents going to  
2 support the businesses that are going up there?

3 People are going to spend a lot of money to put  
4 businesses up there, and are we going to  
5 support it?

6 My last comment is, I believe, if  
7 you live on this side of the railroad track,  
8 you should deserve to go to Port Jefferson  
9 Village School District.

10 (Applause.)

11 MR. MANNARINO: We are picking and  
12 choosing who goes where, and I don't think  
13 that's right. And, I think, that we have to be  
14 inclusive, rather than exclusive.

15 Thank you.

16 (Applause.)

17 MR. JULIANO: Brigitte.

18 MS. DEMES: Good evening.  
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19                   My name is Brigitte Demes. I am a  
20                   Port Jefferson Village resident for 20 years.  
21                   I live in the Downtown District on the west  
22                   side of the harbor, and I looked at the plan,  
23                   and studied it. It's posted on the web page.

24                   I, also, listened to the  
25                   presentations today, and I must say overall I

♀

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1                   like what I read and what I saw. I think this  
2                   plan is a good compromise between what people  
3                   want, when they asked them the questions like I  
4                   saw in the questionnaire and in the  
5                   Comprehensive Plan -- where people want  
6                   everything. They want good quality schools.

Hearing Trans. pj 6-24-14 cpc  
7 They want infrastructure. They want to  
8 maintain the small town character. They want  
9 the maintenance of the beaches, quality of  
10 pedestrian safety. They want parking. But  
11 they, also -- number one, they want low taxes.  
12 This plan seems to find a comprise between what  
13 you asked. It's like a kid in the candy store,  
14 "Do you want this? Do you want that, or do you  
15 want the other?"

16 There are some doable solutions  
17 that could bring us good, especially, in the  
18 Uptown region that needs it so badly. Also,  
19 keeping our harbor front protected, and not  
20 continuing to have this gigantic parking lot on  
21 the west side.

22 So I am happy with our plan,

23 overall. I think, it provides vision, and I  
24 think it provides some realistic solutions. I  
25 am glad that professional planners were

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1 involved in this, and guided us and the Village  
2 along the process.

3 I want to close with the kind of  
4 development that was mentioned by Molly Mason.  
5 It shows how urgently we need some guidance, as  
6 to our future development. These two  
7 properties in the downtown area that are large  
8 concentrations of apartment buildings with,  
9 slash, parking areas, you will see that if this  
10 is allowable -- we had mentioned, other people  
11 mentioned, that the mixed commercial and

12 residential development that should be  
13 implemented into the plan -- that would not  
14 allow that we look along the waterfront for  
15 large parking areas and residential, but only  
16 to have business develop there.

17 Thank you.

18 (Applause.)

19 MR. JULIANO: Thank you.

20 Samir.

21 MR. NIZAM: Good evening.

22 My name is Samir Nizam. I have  
23 been living in the area for the last 42 years,  
24 graduated from Stony Brook University. For 22  
25 years, I have been living in Port Jefferson.

1 My kids went to school here, and I own the  
2 Heritage Inn. I am a past president of the  
3 Port Jefferson Chamber of Commerce, past  
4 president of the Business Improvement District.  
5 Most of these subjects have been discussed, at  
6 length, in the past.

7 I want to support the plan for  
8 what is presented today. It is very  
9 encouraging. It has a lot of economic impact  
10 on the community. As a business owner and  
11 stakeholder, I have a plan coming in front of  
12 the village, that is not part of the Master  
13 Plan, but with the zones and restrictive  
14 requirements of the Village. So I do want to  
15 support, fully, all of the levels presented

Hearing Trans. pj 6-24-14 cpc  
16 here today. It will have a lot of economic

17 impact on our community.

18 Thank you.

19 (Applause.)

20 MR. JULIANO: Thank you.

21 The next three people up at the

22 table, Maria Pawluk, Kathleen Matthews, and

23 Bill Hydek. On deck, is Sandra Reynolds,

24 Andrea Howard, and James Eagan.

25 Maria, Kathleen, and Bill, at the

♀

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1 table, please.

2 MR. PAWLUK: You can take off

3 Maria Pawluk.

4 MR. JULIANO: Okay.

5                   So at the table, you have

6                   Kathleen, Bill, and Sandra Reynolds.

7                   Is Sandra Reynolds here?

8                   THE PUBLIC: She left.

9                   MR. JULIANO: Okay.

10                  At the table, we have Kathleen,

11                  Bill, and Andrea Howard. Up on deck is James

12                  Eagan, Amanda Eckart, and Dan Eckart.

13                  Kathleen.

14                  MS. MATTHEWS: My name is Kathleen

15                  Matthews, and I am not a resident of Port

16                  Jefferson. I live in Poquott.

17                  When you talk about over

18                  development here in Lower Port, I worry about

19                  the effects it is going to have on us being

20                  able to get out of Washington Street. It's the

21 closest exit to getting out of the village for  
22 us. The fact that we always, as your  
23 neighbors, use Port Jefferson as our downtown.  
24 We come here to eat. We come here to play. We  
25 come here to go to doctors, and to lawyers, and

♀

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1 to businesses and shop.

2 And the difficulty already to try  
3 to get out of Washington Street -- to make a  
4 left-hand turn on 25A, is almost impossible.  
5 Tonight it took me almost five minutes sitting  
6 there, and the cars go whizzing by me. Trying  
7 to make a left-turn over there is almost taking  
8 your life in your hands. So I don't think any  
9 consideration has been made, as to what the  
Page 179

10 increase in traffic will be, because of the  
11 over development of Lower Port.

12 I am hoping that that would be  
13 taken into consideration, even though we don't  
14 have a say of what happens. It will effect the  
15 business of Port Jeff. I think it could be  
16 more effective, in terms of other things to get  
17 here. We support you. We want to see Port  
18 Jefferson do well, because Poquott depends on  
19 you, also. So, please, take into consideration  
20 not doing over development. Let's do it as  
21 smart development.

22 Thank you.

23 (Applause.)

24 MR. JULIANO: Thank you.

1 MR. HYDEK: Thank you. I'm Bill  
2 Hydek.  
3 I really appreciate all the effort  
4 the village has taken, and particularly the  
5 waterfront, because it's been; what, 17 years?  
6 And I know, Mr. Tumilowicz has spent most of  
7 that time and took us through a lot of the  
8 progress that was made on the waterfront. I  
9 really think we have been heading in the right  
10 direction that way, trying to make public  
11 spaces greener and so forth.

12 But it appears to me, because I  
13 haven't been as intimately involved with

14 planning in many years, that we have glossed  
15 over some of these impacts. There is a lot of  
16 justifiable concerns from residents. Number  
17 one, we really don't want to get saddled with  
18 the incredible amount of expense for some  
19 beneficiaries. Obviously, it has been pointed  
20 out by Ray, was that the Business District got  
21 more than they gave.

22 That's all I really wanted to say,  
23 is we want to keep this focus on what's going  
24 to benefit the residents, primarily.

25 Thank you.

♀

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1 (Applause.)

2 MR. JULIANO: Thank you.

3 Andrea Howard.

4 MS. HOWARD: Hi. My name is

5 Andrea Howard. I have, actually, lived on

6 Perry Street for the last 25 years in the

7 building that Mayor Garant can't stand passing.

8 The neighborhood there does need

9 to be revitalized, but not necessarily

10 re-gentrified. In listening to tonight's

11 meeting, I am finding out that there would be

12 income requirements, which would, probably,

13 mean that the rent that I am paying now, which

14 is quite, quite affordable for a one-bedroom

15 apartment there, I wouldn't be allowed to live

16 in that neighborhood anymore. There is

17 something just wrong about that to me. I am

18 sure that someone making \$30,000 will not be

19 able to afford a brand new apartment in that  
20 place. It would be difficult.

21 The parking garage issue -- I  
22 think that maybe that should have been be put  
23 where the medical building is now, if that was  
24 going to be a place to put it.

25 I would have liked to see the CPC

♀

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1 Plan. I have to say that outright. We just  
2 have to be thinking about, you know,  
3 revitalizing that area. I hoping something  
4 good comes of it, because the last time we were  
5 speaking about this was when we got Texaco  
6 Park, and then nothing happened, at that point

Hearing Trans. pj 6-24-14 cpc  
7 in time. I think, a little more attention  
8 needs to be given, at this point, to what's,  
9 actually, going on there now.

10 That's really all I have to say.

11 (Applause.)

12 MR. JULIANO: Thank you.

13 Next at the table, Jim, Amanda,  
14 and Dan. Amanda Eckart, Dan Eckart.

15 Is Dan here?

16 MS. ECKART: Dan's not here.

17 MR. JULIANO: Okay.

18 In addition to that is Charlie  
19 McAteer?

20 MR. MCATEER: Yes.

21 MR. JULIANO: And up on deck is  
22 Mary Bernero, Suzanne Velazquez, and Brian

23 McCaffrey.

24 Jim, you're first.

25 MR. EAGAN: Thank you.

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1 My name is Jim Eagan. I've worked  
2 with the Mayor. I washed every dish in the  
3 country club through college, and she served  
4 plates next to me.

5 How do you say you love your  
6 community? I love Port Jefferson. Everybody  
7 loves Port Jefferson. You are on the verge of  
8 losing Port Jefferson. Why?

9 I studied urban planning with Lee  
10 Koppelman. I sell density for a living. I  
11 know more about density than any person you are

12 ever going to meet. I am the number one seller  
13 of Pine Barren Credits in Suffolk County, and I  
14 own land from Huntington to Montauk. If you  
15 allow the density to occur in this Village,  
16 that they are going to put forward -- and by  
17 the way, I do note this is my Village. I do  
18 not own any other homes, except my primary  
19 residence with my wife and my children. I put  
20 in to the Mayor, about five years ago, and to  
21 the Village Clerk, about transfer and  
22 development rights -- not for personal gain. I  
23 have enough work. If I can finish what I have  
24 on my plate in this lifetime, I would be very  
25 happy.

1                   I would say you need to take the  
2           density from downtown, and make the developers  
3           buy the density above the buildings downtown,  
4           and transfer them uptown -- millions in  
5           density. Everybody said it was a great idea.  
6           The Master Plan -- Dr. Koppelman -- I spent two  
7           years in his office, as a student, and he said  
8           a master plan encompasses the entire community.  
9           The Master Plan talks about -- that's a  
10          half-a-million dollar plan.

11                   Mr. Schwarting, I hope you bought  
12          a nice new car. I would have.

13                   Don't buy that plan. That plan  
14          does one thing. It sells zoning.

15                   Ms. Garant, I would like to talk

Hearing Trans. pj 6-24-14 cpc  
16 to Senator LaValle about limiting terms of

17 local government. I would like to talk about

18 transparency.

19 (Applause.)

20 MR. EAGAN: I really wish you

21 would step down. I am glad that, finally, Mr.

22 Rosner is leaving, because I think it is

23 unconscionable that he should be partners

24 with one of the developers of the community.

25 (Applause.)

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1 MR. EAGAN: When a developer goes

2 in there, what they do is they promise you

3 everything, and then they do whatever they

4 want.

5                   As far as Section 8, our community  
6           has more Section 8, on Dark Hollow Road, on  
7           Belle Terre Road. They are people, too. You  
8           know, what? That's all right. I've been poor.  
9           I've been really poor. There is nothing wrong  
10          with the people that are already up there.

11                                   (Appause.)

12                   MR. EAGAN: They are afraid they  
13          are going to get knifed on 25A.

14                                   Greed is a bad thing.

15                                   (Appause.)

16                   MR. JULIANO: Amanda.

17                   MS. ECKART: Hi. I am Amanda  
18          Eckart, and I am a realtor in the community,  
19          and I deal with people on a daily basis, both  
20          as tenants and as landlords.

21 I do encounter, daily, at least  
22 one, on a home that's for sale, someone coming  
23 to me and saying, "Please, don't let this home  
24 turn into a rental. Please, don't sell this  
25 home to someone that's going to turn it into a

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1 rental." Then, on the other end, the next  
2 phonecall I get is, or the next five phonecalls  
3 I get is, someone looking for a house to rent.

4 In my experience, we do not have  
5 enough housing for the growing university, that  
6 is very much feeding the economy right now. We  
7 are very fortunate, I feel, this area, over the  
8 last few years, during what was a tremendous  
9 downturn, to have a private university and

10 private hospitals. But housing has been an  
11 issue, and I do find that on a daily basis.

12 Also, I just wanted to mention  
13 that there was a comment made about the  
14 downtown businesses getting more than they  
15 give. In my opinion, the downtown businesses  
16 give a lot to this community. Maybe, I am not  
17 talking, in terms of, necessarily, tax dollars,  
18 but there was a campaign that went around  
19 recently to save one of the downtown  
20 businesses. Tens of thousands of dollars were  
21 raised, not to let it go under. I think, that  
22 shows how much people do value having the  
23 economy that we have downtown, and that that  
24 could even be expanded on.

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♀

1 of businesses that we would like to see  
2 downtown, we, also, need to have the  
3 residences.

4 (Applause.)

5 MR. JULIANO: Thank you.

6 Charlie.

7 MR. MCATEER: Hello. I am Charlie

8 McAteer, Port Jeff Station. I am the Chair of

9 the Port Jefferson Station Commercial Hub

10 study, which is just south of the railroad

11 tracks going almost to 347.

12 Our study was accomplished with

13 the same consultant team of Dr. Koppelman,

14 Michael, and Frances. So we have similar goals  
15 that we were looking at. But most importantly,  
16 it was said before at the beginning, very early  
17 on, as a potential TOD, transit-oriented design  
18 (sic), we're not going to be separate. We  
19 cannot be separate. We cannot, on our side, or  
20 on the village side, build the Taj Mahal and  
21 leave the other side to be nothing. We are not  
22 going to build the Taj Mahal on either side.  
23 We don't have the money. We understand that.  
24 But we have to have some sort of new  
25 development in a rational way.

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1 The infill seems to be the best  
2 method. In our study -- which yours was

3 finished and presented in January of '13. We  
4 started ours in March of '13, and presented it  
5 to the Town of Brookhaven, and it was accepted  
6 in March of 2014. It has some similar  
7 concepts. As we said, we have a little more  
8 real estate. You have a small triangle. We  
9 have a little bit more real estate, but we have  
10 some similar concerns.

11 It has been mentioned that many  
12 students that are in the Upper Port will be  
13 going to Comsewogue. It's a matter of fact.  
14 That's exactly where it is now. If there are  
15 changes -- that could be. But that's exactly  
16 what's happening. I know this for a fact,  
17 because my wife was the last Port Jefferson  
18 Station resident, in 1967, to graduate from  
Page 195

19 Port Jefferson High School. After that,  
20 Comsewogue took care of their high school by  
21 housing students to Longwood, and in '69 they  
22 built the middle school, which was a high  
23 school at time.

24 So I have some connection. I've  
25 lived in Port Jefferson Station for 26 years.

♀

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1 I worked at the university for 36. I  
2 understand the concepts of what the housing  
3 needs are, as was just mentioned. A lot of it  
4 is new buildings. We have professional and  
5 faculty needs, graduate students. Things we  
6 have to look at for the Village, is we have to

Hearing Trans. pj 6-24-14 cpc  
7 be able to say, it's not (sic) going to go  
8 across the track. It will go across the  
9 tracks, whatever happens in the development.  
10 The students; yes, they are going to Comsewogue  
11 right now. That could be discussed.

12 The other thing is, what is going  
13 to be the density? There has to be a proper  
14 study. We've worked on that. That's a big  
15 piece now. What kind of density is this? Is  
16 it studios? Is it one or two bedrooms? Think  
17 about that. Whatever you vote in, is going to  
18 effect all the areas around the village. It's  
19 an anchor.

20 Thank you.

21 (Applause.)

22 MR. JULIANO: Next at the table,

23 Mary Bernero, Suzanne Velazquez, and then Brian  
24 McCaffrey. On deck is Dom Famularo and Judy  
25 Fischer.

♀

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1 Okay, Mary, you are first.  
2 MS. BERNERO: I just wanted to  
3 say, I am a member of the CPC, and we spent an  
4 enormous amount of time working on this Master  
5 Plan. It's really upsetting and, kind of, a  
6 kick in the butt for all us, that our plan was  
7 never presented to the Village residents -- our  
8 version. It was incorporated, somewhat, into  
9 the plan that was presented tonight. But a lot  
10 of our group's efforts, were to try and keep  
11 the density, so that it fit with this Village

12 and the people who live here.

13 with the present plan, there is  
14 much more traffic, environmental issues, and  
15 all of the above. It will make a big impact on  
16 this village, and that is all I have to say.

17 Thank you.

18 (Applause.)

19 MR. JULIANO: Suzanne.

20 MS. VELAZQUEZ: I am Suzanne  
21 Velazquez. I am speaking tonight, as President  
22 of the Greater Port Jefferson Chamber of  
23 Commerce.

24 Mayor Garant, Village Trustees,  
25 and the Village employees, I would like to

1           thank you for, actually, having the town  
2           meeting tonight. I appreciate the respect  
3           given.

4                            On behalf of our nearly 200, Port  
5           members, I would like to take the opportunity  
6           to convey the Greater Port Jefferson Chamber of  
7           Commerce's, preliminary, support of the 2030  
8           Comprehensive Master Plan, pending further  
9           review of the voluminous information and  
10          recommendations set forth, during the public  
11          comment period. Again, I appreciate the  
12          extension of the comment period through August.

13                           At the least, all of the  
14          individuals, organizations, and village  
15          entities, have put together and put forth this

Hearing Trans. pj 6-24-14 cpc  
16 Draft Master Plan. It proclaims to be truly  
17 comprehensive and visionary in nature, and  
18 should serve as a strong guide to continue  
19 moving our much loved village forward  
20 throughout the future. Again, I would like to  
21 stress that, you know, a plan is a guide. It's  
22 to use with the comments that are put forward.

23 A comprehensive master plan is,  
24 especially, beneficial in addressing the needs  
25 of the residents, the businesses, and the

♀

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1 visitors in a vibrant and responsible way,  
2 during these times of economic change. The  
3 plan does address several of the issues facing  
4 our membership, including the revitalization of

5 both Uptown and the Waterfront Commercial  
6 Districts, particularly, improving our  
7 village's gateways. The changes of zoning -- I  
8 have heard mixed usage of Main Street, real  
9 space to allow more Uptown and Downtown  
10 residents, and the improved security and safety  
11 measures throughout all of the districts and  
12 the village.

13 As indicated in the plan, we, The  
14 Greater Port Jefferson Chamber of Commerce,  
15 welcome the conversations to continue about  
16 encouraging and retaining local village-scale  
17 retail and limited anchor retailers, that can  
18 serve residents year round, and strengthen the  
19 village through the economic development that  
20 our tourism industry provides. while the board

21 and directors may have specific commentary  
22 about the implementation of the visionary  
23 objectives put forth in the plan, we encourage  
24 the Village Board of Trustees to consider the  
25 public comments and recommendations of the

♀  
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1 village citizenry, and the potential adoption  
2 of the 2030 Comprehensive Plan Update.

3 Thank you.

4 (Applause.)

5 MR. JULIANO: Thank you.

6 Brian.

7 MR. McCAFFREY: Hi. My name is

8 Brian McCaffrey, and I am going to talk about a

9 section of the plan, that I am sure most of you  
Page 203

10 just glossed right over. It's stormwater  
11 management.

12 As the stormwater management  
13 director for the Village of Port Jefferson, I  
14 am submitting my comment today to state my  
15 support for the 2030 Comprehensive Plan's  
16 recommendations on stormwater infrastructure  
17 improvements, which are to establish Green  
18 Streets Program, and to install stormwater  
19 structures to infiltrate and treat stormwater  
20 discharges to Mill Creek.

21 Stormwater accumulates a variety  
22 of pollutants, as it runs over roofs, lawns,  
23 sidewalks, roadways, compacted soils, and  
24 parking lots, before entering drywells,

1 commonly found in urban stormwater include:

2 heavy metals, pesticides and fertilizers, oil

3 and grease, bacteria, and sediment.

4                   Though roadways are, perhaps, the

5 greatest contributor of urban pollutions, they,

6 also, present one of the greatest opportunities

7 for green infrastructure use. Green Streets

8 are designed to reduce stormwater runoff

9 entering storm sewers by mimicking or restoring

10 natural hydrologic processes within the built

11 environment. Green Streets achieves multiple

12 benefits, such as reduced flooding, improved

13 water quality, and more livable communities.

14 Smart stormwater mitigation strategies, such as  
15 Green Streets, are a cost effective way to  
16 reduce stormwater pollution, and help meet  
17 clean water requirements.

18 The installation of stormwater  
19 structures to infiltrate and treat discharges  
20 to Mill Creek would, also, result in water  
21 quality improvements to our waterways. The  
22 remedy with the greatest potential to improve  
23 water quality issues, as identified by the  
24 Comprehensive Plan, would be to address the  
25 stormwater discharges from the large box

♀

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1 culvert terminating at Mill Creek behind  
2 Village Hall. This structure collects

3 stormwater from Main Street and adjacent  
4 streets, from Prospect Street all the way up to  
5 Sheep Pasture Road, which encompasses an area  
6 of greater than 0.6 square miles. It's the  
7 largest point of stormwater discharge to Mill  
8 Creek, and accounts for more than 75 percent of  
9 the stormwater pollution entering Mill Creek.

10 over the last decade, the  
11 administrative controls implemented by the  
12 Village's Stormwater Management Program, such  
13 as stormwater management ordinances,  
14 inspections, and public education, have  
15 coincided with steady improvements in water  
16 quality in the harbor. However, administrative  
17 controls can only reduce stormwater pollution  
18 to a certain extent. Stormwater infrastructure

19 improvements, as engineering controls, will be  
20 needed to further improve water quality in Port  
21 Jefferson Harbor.

22 Therefore, I am strongly endorsing  
23 the 2030 Comprehensive Plan's recommendations  
24 for the Village's stormwater infrastructure  
25 improvements.

♀

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1 Thank you.

2 (Applause.)

3 MR. JULIANO: Thank you, Mike.

4 The last two speakers are Dom  
5 Famularo and Judy Fischer. Up at the table,  
6 please.

Hearing Trans. pj 6-24-14 cpc  
Dom, you're first. Go ahead, Dom.

7

8

MR. FAMULARO: My name is Dom

9

Famularo. I have been a resident here for 12

10

years in this wonderful village of Port

11

Jefferson, and I am involved with the Parking

12

Committee for the last five years. We are

13

volunteers just like the CPC -- volunteers.

14

Hard working residents, who are busy with their

15

lives, that put the volunteer time into the

16

community.

17

The Parking Committee are very

18

dedicated residents and business people. We

19

invite everyone to come down. We constantly

20

invite people to come down. It is as

21

transparent, as you can imagine. We have

22

about 45 names on the actual email list, that

23 the notes go out to. An agenda goes out before  
24 the meeting, and then the notes go out after  
25 the meeting. It is very transparent. That's

‡

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1 what we have, also, with this current  
2 administration.

3 Everyone is allowed to your own  
4 opinion. You're not allowed to your own facts.  
5 It's a very important part, because I have  
6 heard many supposedly facts that are being  
7 said, that I never heard before in five years  
8 of reading everything about the Master Plan and  
9 what's going on. Do your own research, and you  
10 will find that what is happening really is  
11 above law.

12                   As a Parking Committee member, we  
13                   were not really consulted, as much as we would  
14                   have liked to, in the Master Plan. We attended  
15                   one meeting, and we felt that we were really  
16                   not really listened to, as a Parking Committee.  
17                   We research parking. We research it and,  
18                   especially, we do studies. I know way more  
19                   about parking, than I ever cared to know in my  
20                   lifetime. As a volunteer, that's what we  
21                   volunteer for.

22                   The input of the parking garage --  
23                   I can't believe you are going to talk about  
24                   this. It was clear to the fact, that in this  
25                   plan of the future, delete the option of --

1 maybe Uptown -- maybe Uptown to have the option  
2 of future generations to have a parking garage.  
3 It was never discussed downtown. It was  
4 discussed -- and it's not happening. We  
5 haven't discussed a parking garage in over  
6 three years of our meetings. It's not  
7 discussed.

8 All the meter money goes back into  
9 the parking funds. Traders Cove lot was paid  
10 in full by parking funds -- zero resident's  
11 money. The new lights in the Meadow lot were  
12 paid by meter funds -- zero resident's money.  
13 This building, this park, that we are in right  
14 now, had tremendous controversy many years ago.  
15 Look at the building we enjoy, and look at the

16                   Hearing Trans. pj 6-24-14 cpc  
park we now enjoy.

17                   Change is not easy. We understand  
18                   that. You come down to any parking meeting.  
19                   There is one this wednesday at 6:00 p.m. at the  
20                   village Hall. You're welcome to come by. If  
21                   you want to be added to the parking list, we  
22                   welcome it. Transparency is opened. This is  
23                   your village. Come on by.

24                   The challenge is, in the past five  
25                   years, we have invited many people, and no one

♀

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1                   shows up.

2                   MR. JULIANO: That's time.

3                   MR. FAMULARO: Thank you to the

4                   Mayor and the Board of Trustees. You guys have

5           been great. This plan is inspiring.

6                           (Appause.)

7                           MR. JULIANO: Judy.

8                           MS. FISCHER: Hi. I am Judy

9           Fischer, and I have lived and worked in Port  
10          Jefferson for nearly 50 years. And I wanted to  
11          give my, sort of, overall view.

12                          I have written a piece for the  
13          Port Times a couple of years ago, but my point  
14          of view still stands. I think, that after  
15          Sandra Swenk was Mayor, after her tenure was  
16          over, every Village Board, that I can remember  
17          since then, has bent over backwards, doesn't  
18          matter what the political orientation was, but  
19          every single Village Board has bent over  
20          backwards for developers.

21                   One of the things that I noticed  
22           is that when I have gone to the Planning  
23           Department to look at plans, I had to -- now,  
24           this is a few years ago. I had to file a FOIL  
25           request. But developers get to meet with the

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1           planner, get to meet with the people on the  
2           Planning Board, get meet with the ZBA. So  
3           residents are always a step behind. By that  
4           time, the policy makers and the regulators of  
5           the Village have, in a certain sense, bought  
6           into the developer's plans. They might ask the  
7           developer to do a little something here and a  
8           little something there. But, basically, the  
9           development takes place.

10                   The Village has, traditionally,  
11                   not asked for Environmental Impact Statements.  
12                   They have guarded enviromental assessment  
13                   forms, as sufficient, including for Canyon  
14                   Creek, for the Wunderlich property, for many of  
15                   the properties. The Village has changed  
16                   regulations for developers, including  
17                   clustering.

18                   (Applause.)

19                   MS. FISCHER: So for me, it's a  
20                   matter of trust. Based on the history, I am  
21                   not sure how much trust I have in the planning  
22                   process.

23                   I do know that there are planners  
24                   just chomping at the bit to get up to do things

1 the Village jurisdiction of Port Jeff Station.

2 I, personally, am opposed to four-story

3 buildings. I think, that they will change the

4 theme -- the feel of the Village.

5 (Applause.)

6 MS. FISCHER: I am, also,

7 concerned about what happens, in terms of

8 gentrification. What happens to the Latino

9 community up in Port Jefferson?

10 (Applause.)

11 MS. FISCHER: Can those residents

12 be involved in the planning process?

13 (Applause.)

14 MS. FISCHER: One of the speakers  
15 tonight mentioned that there would have to be  
16 sewage treatment for the increased density and  
17 development of the station.

18 MR. JULIANO: That's time, Judy.

19 MS. FISCHER: Okay.  
20 So the last point I want to make,  
21 is in the spirit of SEQRA -- just in the spirit  
22 -- I think that the CPC should have greater  
23 involvement.

24 Thank you.

25 (Applause.)

♀

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1 MR. JULIANO: Bruce D'Abramo.

2 TRUSTEE D'ABRAMO: Thank you,

3 everyone.

4 My name is Bruce D'Abramo. I am a  
5 Village Trustee here, and I was the liaison for  
6 the CPC. I had the pleasure of sitting in to,  
7 probably, about 40 of their meetings. I was  
8 interested to hear that the plan in Port  
9 Jefferson Station took one year -- very  
10 interesting. The CPC has been working on this  
11 plan, since 2009.

12 when I drive through Upper Port  
13 Jefferson -- I've lived in the Village for 12  
14 years, but I have been a resident of this area,  
15 since 1983. And if I pass by that diner one  
16 more time, and see that it's not developed, it  
17 tells me -- and I am not a trained planner --  
18 it tells me that the zone of Upper Port

19 Jefferson is not welcoming development.

20 I mean -- is that something we can

21 agree on? Is the zoning up there welcoming

22 development? If it was, we would be developed.

23 So to submit a plan that doesn't allow any

24 additional part -- that ignores

25 transit-oriented development, which has worked

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1 all over two counties on Long Island -- I only

2 saw the article in Newsday that talks about

3 Rockville Centre. That's urban density.

4 That's the same density that Upper Port was

5 built, long, long before there was even a

6 village of Port Jefferson.

7

8 development. We need to encourage development  
9 up there. The diner has got to go.

10 (Applause.)

11 TRUSTEE D'ABRAMO: And the smoke  
12 screen about the parking garage is remarkable  
13 to me. It's one section of the plan, Appendix  
14 M, which was financed by a State grant. We  
15 were required to evaluate parking garages. We  
16 looked at three possible alternatives.

17 what does the plan say about  
18 parking? Page 12-1, says, "If all other  
19 surface parking is found to be inadequate,  
20 consider a parking garage."

21 Does that say the Village Board  
22 and this plan is recommending a parking garage?

23 Please, ladies and gentlemen, it's a smoke

24 screen.

25 Thank you for your time.

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1 (Applause.)

2 MAYOR GARANT: Motion to close the

3 public hearing, and leave the record open for

4 the submission of written comments until August

5 1, 2014 at 9:45 p.m.?

6 TRUSTEE LaPOINTE: So moved.

7 MAYOR GARANT: Second?

8 TRUSTEE KESSEL: Second.

9 MAYOR GARANT: All those in favor?

10 (WHEREUPON, there was a unanimous,

11 affirmative vote of the Board.)

12                                   MAYOR GARANT: Thank you.

13                                   (WHEREUPON, this hearing was

14                   concluded at 9:45 p.m.)

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1                    C E R T I F I C A T I O N

2        STATE OF NEW YORK    )

3                    ss:

4        COUNTY OF SUFFOLK    )

5                    I, JANEANE SCLAFANI, Court Reporter

6        and Notary Public of the State of New York, do

7        hereby certify:

8                    That the within transcript was

9        prepared by me and is a true and accurate

10       record of this hearing to the best of my

11       ability.

12                    I further certify that I am not

13       related to any of the parties to this matter by

14       blood or by marriage and that I am in no way

15       interested in the outcome of any of these

16                   Hearing Trans. pj 6-24-14 cpc  
16 matters.

17                   IN WITNESS WHEREOF, I have hereunto set my hand this

18 24th day of June, 2014.

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24

JANEANE SCLAFANI

25

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## **ATTACHMENT 2. COMMENT LETTERS**

PHILIP GRIFFITH  
14 COVE LANE  
PORT JEFFERSON, NY 11777  
031-473-0084

To: Mayor Margot Barant  
and Trustees  
From: Philip Griffith  
Re: Comments on Comprehensive  
Plan Presented on  
June 24, 2014  
Date: July 22, 2014

It was a privilege to serve  
on the Comprehensive Plan  
Committee and to work with  
its members. During our many  
years of meetings and research,  
my purpose was to serve the  
residents and represent their  
interests and desires. I'm  
in favor of greening the  
harborfront and revitalizing  
upper Port Jefferson. Having  
distributed surveys to all  
Port Jefferson households and  
receiving 575 responses, I  
was confident that our com-  
mittee would act upon those  
results. Now having analyzed

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14 COVE LANE  
PORT JEFFERSON, NY 11777  
031-473-0084

the survey, deliberated with my committee members, and heard the June 24th comments, I arrive at the following conclusions:

1. Developers should provide their own on site parking spaces for the renters, retail patrons, and visitors.
2. There should not be permitted a single lump sum payment for a lack of sufficient on site parking spaces.
3. The automobile estimates should be 1 1/2 for 1 bedroom rental unit and 2 cars for a 2 bedroom rental unit.
4. There shall not be a parking garage in the downtown area due to exhorbitant cost.
5. The entire cost of a parking

3

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14 COVE LANE  
PORT JEFFERSON, NY 11777  
031-473-0084

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- garage in the upper port area should be borne by the developers.
6. The building height should remain at 35 feet as per present code and not extended to 45 feet.
  7. The six acre open space parcel in the Highland area should be declared "parkland" as per the petition signed by 1,500 residents and unanimously approved by the Comprehensive Plan Committee.
  8. The traffic study is flawed. It is incomprehensible that if you add 500 rental units plus retail shops, it will have no impact on the present traffic problems in upper port.

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PORT JEFFERSON, NY 11777  
031-473-0084

9. Taxes must be strictly controlled. The taxes collected from developers must offset the cost of services provided by the village.
10. Any tax abatements should not be subsidized by tax increases for homeowners.
11. The survey mentioned earlier clearly cites taxes as the number one concern.
12. With the possible loss of our power plant, taxes must be stringently controlled.
13. As per the aforementioned survey of the residents, every attempt must be made to preserve the character of our historic maritime village.

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14 COVE LANE  
PORT JEFFERSON, NY 11777  
031-473-0084

14. The texture of the Village must be carefully managed so as to prevent our primarily homeowner community from becoming a majority of rentals.

15. The density in our Village is crucial to the quality of life. Too many rentals, cars, traffic tieups, tourists, and lack of parking to accommodate such unrestrained growth is detrimental to the environment of the community.

16. The Environmental Impact Statement requires much more research, because it contains too many conclusions of "no impact" and too few details.

17. There has been no attempt

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PORT JEFFERSON, NY 11777  
031-473-0084

to coordinate the development of upper port with the plans for Port Jefferson Station south of the L.I. R.R.

- 18. There is an absence of a quantifiable results of the buildout analysis.
- 19. The full Environmental Assessment Form (FEAF) lacks details regarding proposed development demand for public water supply, generation of liquid waste, storm-water runoff, traffic increase, hazardous material corrective activities and safety of pedestrians.
- 20. There has been no investigation of the use of the Port Jefferson Station Sewage Treatment Plant which has a capacity of 250,000 gallons per day. Developments north and south of L.I.R.R. will impact that capacity.

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PORT JEFFERSON, NY 11777  
031-473-0084

It is most unfortunate that the Mayor and Trustees would not permit a public hearing on the February, 2013 comprehensive plan submitted by our committee. Our years of effort was never given a chance for residential review. The ownership of the plan presented on June 24, 2014 rests solely on the Mayor and Trustees. It was clear that residents who had no vested interest or profit motive rejected the plan proposed by each of you. The public wants a more resident friendly rather than developer friendly comprehensive plan. The de-

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PORT JEFFERSON, NY 11777  
031-473-0084

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developers deserve a fair and honest profit for their investment however it should not be accomplished at the expense of the resident taxpayer, environment and quality of life in our village.

In conclusion I served on the Port Jefferson Village Committee to design the Harborfront Park and preserve the historic Bayles Shipyard building. Mayor Jeanne Torant attended nearly all our meetings. The atmosphere was one of cooperation and consensus. The result was a beautiful park and village center

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PORT JEFFERSON, NY 11777  
631-473-0084

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which are appropriately named in honor of Mayor Jeanne Torant. She led the fight for harborfront park and village center, raised the funds to support it and gave wise counsel to the the committees of residents. Unhappily the overall tone surrounding this comprehensive plan committee was contentious, combative, and confrontational. The final plan presented to the public by the Mayor and Trustees was not the master plan developed by our committee. However, I'm gratified that our survey, the committee members, the residents' petitions and hearing speakers were on the same page.

To the Mayor and Trustees of the Village of Port Jefferson,

As a Port Jefferson Village resident and member of the CPC I would like to thank the following people. All members past and present of the Comprehensive Plan Committee, the Board of Trustees, the architectural firm of Campani and Schwarting, Bob Tumilowitz and anyone I have forgot to mention, for their hard work on this 3 year plus sojourn to develop a set of goals for our future.

Many of the ideas and aspects of the Master Plan have been thoroughly researched, discussed, developed and finalized through hundreds of hours of work and a multitude of meetings. There is general agreement on most ideas and goals within the Master Plan. The major contentious issues still to be resolved are those aspects related to the future level of growth and density desired for the Village of Port Jefferson.

I am sorry that after all the time and effort everyone has put in, that there cannot be a more shared and balanced final product presented to the public in relationship to a desired future level of growth and density for Port Jefferson. We all know there will be changes to any town over time. The question is how those changes happen and what they will do to a physically small maritime village with limiting topography and a rather soggy bottom.

My personal feelings are that any major changes to Port Jefferson should be democratically developed by the community rather than autocratically directed at the community.

Our Board of Trustees has said in the past that they do not favor building garages in Lower Port. I must take them at their word. The problem is that in their plan there is a build out scenario of over 400 apartments and 40,000 square feet of new retail space for lower Port. If that is the future vision for growth and density , the resulting increased parking demand will dictate that there must be one if not two garages built in lower Port to handle the new residents and tourists.

I personally would not like to see that level of urbanization and density in lower Port. I would prefer that there be more of an emphasis on development in upper Port. There have been ideas presented in the past of a large garage built by developers under their planned development for the entire block from Perry to the railroad and Main Street to Oakland. These plans would use the air space above the Village lot for added square footage and increased space for development. To me this could solve both the developers needs for density and supply the area with more than adequate parking.

My second concern is the cost of such a build out plan for Lower Port on the quality of life and the tax rate that would be necessary to support it. The Trustees plan would allow developers to pay a fee in lieu of parking into a parking fund for each of their needed parking spaces rather than be asked to build and provide their own parking.

Through research I have found that a economic advisory firm called "A/E com" , that was used by the Village for the economic study for this Plan, has just finished work for the City of Santa Monica California regarding building a municipal parking garage.

A/E coms findings were that it would cost between \$ 32,000 and \$ 54,000 per space to build a garage depending on structural style and position.

They suggested that a Fee in Lieu of Parking be set at \$ 20,000 to \$ 30,000 for each space developers or businesses require so as to cover roughly 65% of the real cost of each parking space. The remainder would be funded through local taxpayers in the form of Bonds. They suggested a parking fee of \$2-3 dollars per hour that would be prorated on a monthly basis for renters. This rate should be adequate to cover the projected operational and maintenance costs of the garage. These rates are based on a constant year round use of 80% to 85% of all the parking spaces.

These numbers are relatively consistent throughout many other municipal parking studies that I have researched within the last year in the cities of San Mateo, Oakland, and Pleasanton in California along with the city of Barrie in Ottawa Canada.

My thoughts and fears are that the level of Fee in Lieu of Parking that our Village would ask for from developers and income derived from limited seasonal use would not be adequate to cover a very high percentage of the true cost of building and maintaining any garage. Therefore the bulk of the costs will be shouldered by the taxpayers. There will be Bonding and Grants brought up as a way to support the garages but these bonds and grants are ultimately paid for by taxpayers. Use of multiple bonds and grants could leave the Village deeply in debt. As a result taxes will probably have to increase to cover the expected costs.

I think it is very important that Port Jeff be business and development friendly. Businesses and development are a necessary economic engine for the village. The problem is that to subsidize the costs of Village improvements that are designed primarily for private businesses and developers only socializes the costs of private development and profits at taxpayer expense.

A larger and second concern is my fear that we will probably lose the tax benefits of the Power Plant over the next few years. This could mean that Village taxpayers may see their tax bills double or triple within a decade if present, projected and future bonded expenses are to be paid. We may also lose the ability to acquire bonds if the loss of the power plants tax input lowers our bond or credit rating.

There are many great ideas within the Master Plan that many residents will agree with and appreciate. There are some aspects that I personally feel are not in the better interests of Port Jefferson on a financial and quality of life basis. The residents and taxpayers must carefully review the major points within this plan and decide which aspects of The Master Plan they see in their future. They, the residents and taxpayers, must decide what they want our Village to be as we move into the future. It is their wishes and desires that should be the guiding direction for the future of our village.

Thank you for your time,

Mike Francis

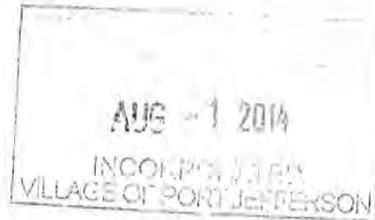
Port Jefferson Village resident for most of my life and a CPC member

PO Box 175 PJV 11777 Phone 631-928-7288

Virginia Capon  
11 Overton Ave.  
Port Jefferson, N.Y. 11777

August 1, 2014

Incorporated Village of Port Jefferson  
121 West Broadway  
Port Jefferson, NY 11777



Dear Mayor Garant and Board of Trustees:

Please accept these written comments on the Comprehensive Plan Update ("Plan") and/or the Draft Generic Environmental Impact Statement that was the subject of the June 24, 2104 hearing. On behalf of the Comprehensive Plan Committee or CPC and as a life-long resident of the Village, I respectfully request that you reconsider several features of this Plan.

The CPC was formed by the Village government in 2009 to develop a master plan that will guide our future growth and to recommend that plan to the Mayor and Board of Trustees for adoption. Unfortunately, the Plan put before the public on June 24<sup>th</sup> is not the plan recommended by the CPC. It is a fundamentally different plan.

I respectfully request that you, Mayor Garant, and Trustees follow State law, which requires you to hold a hearing that will allow the public to review and comment on the plan the CPC recommended to you back in February of 2013.

I also respectfully submit that the June 24<sup>th</sup> hearing was invalid because the Plan was not made available to the public "at least 10 calendar days in advance of the hearing" as required by state law. On June 23<sup>rd</sup>, I went to the Village Hall and the Library and only the body of the Plan was there, not the numerous critical documents attached to the Plan. It is not enough that the attachments are posted on the Village website. State law says a master plan "shall be made available for public review during [this 10-day period] at the office of the village clerk." The only substantive attachment made available was Appendix M – which was added after the CPC completed its recommended plan and contains a detailed justification for a parking garage Downtown. Mayor and Trustees, the public has no idea how problematic the Plan you put forth is because of the many missing attachments, such as Campani & Schwarting's Uptown study.

By way of example, Campani & Schwarting recommend "at least" 500 additional rental apartments Uptown. Astonishingly, the Plan concludes that this level of development will have absolutely no adverse environmental impact, not even on traffic. The Plan actually states that the environmental impact with or without 500 apartments is the same. This defies logic. The CPC previously identified the problems with the traffic study upon which this conclusion is partly based as well as other reasons why this level of density is in appropriate for our Village, and these are part of the record of this matter.

Another part of the Plan that was not made available at Village Hall was the Waterfront Revitalization Report. That report specifically states a garage Downtown is not recommended

based on public input. That this report was not made available and that it conflicts with the determination in the Plan to allow a garage, necessitates a new hearing with a complete and consistent record of what exactly this Board is recommending. Due to these procedural defects in the hearing, the hearing should have been adjourned and rescheduled.

The CPC's recommended plan works very hard to strike the right balance between preserving our small, historic, maritime character, "greening" the waterfront, and encouraging development uptown. It is most unfortunate that the CPC was not invited to plan for or participate in the presentations for the hearing.

I respectfully request that you reconsider several aspects of the Plan that are incompatible with the small town character of our Village as follows:

1. Do not allow 4-story construction Uptown;
2. Allow a garage Uptown at the Train Station to be paid for and maintained by developers on the Perry St. lot owned by the Village. This will be a true public-private partnership and will spur revitalization by providing badly needed parking for the Uptown businesses and additional residential units above those businesses.
3. Do not allow further density Downtown by allowing parking to be satisfied by the existence of nearby municipal lots.
4. Do not allow less than 1.5 parking spaces per 1 bedroom apartment either Uptown or Downtown;
5. Do not allow payments in lieu of parking anywhere in the Village.

As the person who started the process of updating our master plan, I can tell you that the principle reason for doing so was to control our growth or density. I am concerned that you may think hundreds of new rental apartments can make up the taxes that would be lost if our power plant is shut down. It won't. In a meeting between some developers for the Uptown and the Planning Board, these developers told the Planning Board that the total property taxes on nearly 300 new apartments would be \$75,000. This is a significant problem because the cost of services to the new families in these apartments would far exceed the taxes collected and all of the school taxes would go to Comsewogue, which means that the rest of the residents will bear the costs. The plan recommended to you by the CPC will prevent overdevelopment but will encourage the revitalization of Uptown.

Mayor Garant and Trustees, you are, of course, the final decision makers and are the only body that can adopt a master plan under state law. And, you are free to propose a different plan before, during or after a hearing on the CPC's plan, but you must let the public see and comment on the CPC's plan. Ultimately, any final plan must reflect the goals of the community and have public support. It is clear from the comments made at the hearing that the proposed Plan fails this test.

As I stated at the hearing, I respectfully request that you not proceed with the proposed plan. If you decide to proceed with it, however, please remove all mention of me and the CPC from the Plan.

In closing, the hearing was not lawfully held. Mayor Garant and Trustees, you must comply with State law and hold a hearing on the plan recommended to you by the CPC. The public has a right to know what the CPC produced. Also, it's only fair to the CPC, which exercised great care on every issue and every detail of the CPC plan. Please, don't suppress the CPC's plan.

The CPC stands ready to work with the Board to finalize a Plan that has public support, a Plan that carefully manages development and preserves open space, while controlling taxes.

Please add these comments to the record for this matter. I look forward to your response to these comments as required by SEQRA.

Sincerely,

A handwritten signature in black ink, appearing to read "Virginia Capon", with a long horizontal flourish extending to the right.

Virginia Capon

cc: Robert Juliano, Village Clerk

To the Mayor and Board of Trustees of Port Jefferson Village

I, Donald Pawluk, Sr., have been a member of the Comprehensive Plan Committee (CPC) since its inception. At this time, I request that my name be removed from the 2030 Comprehensive Plan. I do not want to be responsible for a plan that is so different from the plan we submitted to the Mayor and the Board of Trustees. The edited plan will support code changes that I and the residents of Port Jefferson do not agree with.

Signed this 24<sup>th</sup> day of June 2014

A handwritten signature in black ink that reads "Donald Pawluk Sr." The signature is written in a cursive style with a large initial 'D'.

Donald Pawluk, Sr.



**INCORPORATED  
VILLAGE OF PORT JEFFERSON**

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**PLANNING BOARD &  
ZONING BOARD OF APPEALS**

June 12, 2014

Mayor Garant & Village Trustees  
Village of Port Jefferson  
121 West Broadway  
Port Jefferson, NY 11777

Re: Draft Comprehensive Plan Update

Dear Mayor Garant and Village Trustees:

The Village's draft Comprehensive Plan Update is the culmination of a process that extended for more than four years. It is truly "comprehensive" in that it considers input from a wide cross-section of individuals and organized groups within our community, and addresses a wide variety of needs of the Village.

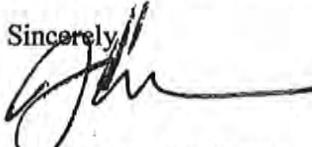
New York statutes define a Comprehensive Plan as the "materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long range protection, enhancement, growth and development of the [locality]."

Comprehensive Plans are not rigid sets of specifications, but "toolboxes" of ideas and recommendations that we can use to shape our community. The draft Comprehensive Plan will, as it already has, facilitate the procurement of funding from State and Federal government agencies to help its proposals become realities. It is dynamic because it has the flexibility to adapt to changes in growth and development that will occur from now until 2030. It clearly identifies the present and future needs of the Village and provides planning and zoning measures to address those needs in the future, as well as assessing the potential environmental impacts of its recommendations. It should also be noted that the Plan does not relieve future developers from the obligation of ensuring that their individual projects address and mitigate potential environmental impacts.

The draft plan is consistent with its Vision Statement, which states in part that it should "carefully manage new growth and development."

Judged by these criteria, the draft plan exceeds its objectives. While our Boards may have some specific comments on the plan in the near future, we strongly support the adoption of the Comprehensive Plan Update by the Board of Trustees.

Sincerely,

  
Ray DiBiase, Chairman  
Planning Board

  
Mark Brosnan, Chairman  
Zoning Board of Appeals



June 24, 2014

Mr. Ray DiBiasi, Chairman  
Village of Port Jefferson Planning Board  
88 North Country Road  
Port Jefferson, NY 11777

Re: Transit Oriented Development: LIRR's Port Jefferson Station

Dear Mr. DiBiasi:

The MTA Long Island Rail Road (LIRR) strongly supports transit oriented development (TOD) plans in the vicinity of the Port Jefferson Station.

In fact, the LIRR continues to be a strong advocate for TOD in the New York metropolitan region. By strengthening the linkages between communities and transit stations, TOD is in keeping with LIRR's service mission to preserve and enhance the quality of life and economic health of the communities we serve. LIRR actively supports towns, villages and other interested parties throughout the region on TOD planning and implementation efforts.

As you know, LIRR's Port Jefferson train station plays a significant role in our system. Not only is it the terminus for the Port Jefferson Branch of the Railroad, it serves as a link to highly skilled, high paying jobs on Long Island and New York City. Based on our review of the Village's Master Plan, the mixed-use development and Green Street improvements proposed in the vicinity of the train station will enhance the station environment and will provide a nice transition between the train station and the downtown area. The direct link to LIRR service will be valuable both today and in future years.

The LIRR looks forward working with the Village as you implement your Master Plan.

Sincerely,

A handwritten signature in blue ink that reads "Elisa Picca".

Elisa Picca  
Chief Planning Officer

Kathleen M. Riley  
17 Leeward Lane  
Port Jefferson, NY 11777  
designateitparkland@mindspring.com  
516-524-1556

Mayor Margot J. Garant  
Port Jefferson Village Hall  
121 West Broadway  
Port Jefferson, NY 1777

11 July 2014

Dear Mayor Garant,

Thank you for your kind remarks regarding how respectful my comments were concerning the Highland Six Acres at the recent Public Hearing on the Village Master Plan. Please also accept my gratitude for your invitation to meet in your office concerning the very same Highland Six Acres.

Currently, I am performing daily in the choir at Chautauqua (ciweb.org), Upstate New York, where I will be through the end of July and possibly some portion of August. I expect to be in Port Jefferson the last few days of July. As you probably know, Chautauqua Institution is renowned for its immersion in the arts and literature with daily performances and lecturers. What is generally less known about the Chautauqua Institution are the incredible parklands and gardens carefully and thoughtfully placed throughout the premises. Coming to this unique place every summer for many years has cultivated my love for the value of beautiful natural settings and spaces within the hubbub of vibrant life and great activity.

Now that I am securely and happily ensconced in Chautauqua, I plan to contact Christine Yost and your office to arrange an appointment at the mutual convenience of all of us. If any significant developments occur regarding the Highland Six Acres in the interim, I would sincerely appreciate being apprised of them.

Before I close this letter, I have one final observation. Regardless of the outcome of the Highland Six Acres, I want you to know that I admire your willingness to endure all of the pressures and conflicts of being mayor in our Village for its benefit. My advocacy of the Six Acres has brought me to understand how difficult it is to work diligently and respectfully on something that is important for the residents and the future of the Village. It is unimaginable to me how you perform so cheerfully and effectively on many matters concerning the Village and its welfare. You should be very proud of the job you do as our Mayor. I worked with your mother for many years during the Christmas season when she was with the Chamber and when she was Mayor and I have come to know her to the extent that I am sure she is also very proud of what you do for our Village.

May this letter find you well and enjoying your summer. If needed, I can be reached at the mobile phone or email address above.

Sincerely,



Kathleen M. Riley

*Note:*

*Kathleen Riley has authorized and requested that a copy of her letter of July 11<sup>th</sup> to Mayor Margot J. Garant be hand delivered by me on Monday, July 14<sup>th</sup> 2014 to Village Hall for the Mayor's prompt review and consideration. The original of this hand delivered, expedited copy of Ms. Riley's letter has been sent by her to Village Hall by Post from Chautauqua, NY.*

*Arlene Russell, July 11, 2014, 631-438-7580*  
Arlene Russell                      Date                      Phone

July 18, 2014

Mayor Margot Garant  
Inc. Village of Port Jefferson  
121 West Broadway  
Port Jefferson, NY 11777

Dear Mayor Garant:

Re: Master Plan

I give my support to the Master Plan. I believe with the recommendations outlined in the Plan, and specifically within the Uptown Revitalization Plan, the Village can seek the resources it needs to take a blighted area and turn it around.

There are currently nine empty buildings between North Country Road and the railroad tracks on Main Street. The area is attracting people who are bringing in crime and heroin use. I feel Port Jefferson can turn the area around the same as Patchogue has and have an Uptown that will make the Village proud.

I would also like to voice my objection to the Waste Water Management section of the Plan. I do not believe the Village can afford to create a new department and hire personnel for the sole purpose of inspecting cesspools and septic tanks.

At a recent Planning Seminar I attended, there was much debate whether to compel homeowners to install septic systems when they sell their homes or even before they sell. One speaker cited the fact that the systems cannot have bleach, certain detergents, hand sanitizers or anti-bacterial liquids poured down the drain. The speaker said this counteracts how the system works and defeats the purpose of having a septic tank. The new thought is to wait until technology catches up on how people live, and to install a device that people don't have to think about when in their homes.

I hope you will use this information to make Port Jefferson a better Village.

Regards,



Barbara Sabatino  
Two Westview Avenue  
Port Jefferson, NY 11777

July 25 2014

To: Mayor Garant and Board of Trustees  
Port Jefferson Village  
121 West Broadway  
Port Jefferson, NY 11777

Subject: Connecting the Village

Dear Mayor Garant and Village Trustees,

It is common to hear that this or that initiative is a potential "game changer" and "at no cost." I think this one is.

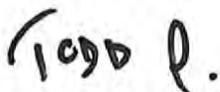
If we could convince the 7bus network to move this end of the line a mere 3.7 miles from Stony Brook to Port Jefferson Village—thus connecting the Village directly to New York City—it would cost little or nothing but would have great advantages:

- *Real estate.* It would make the Village much more attractive for people who want a suburb but with an easy urban connection.
- *Local business.* Village businesses would be much more accessible to New York residents. The increased business would help the Village achieve the critical mass it needs to support its downtown businesses.
- *Local institutions.* Port Jefferson's schools, clubs, the Village Center, and the library could take advantage of a direct connection for field trips to New York City and its museums, parks, theater, etc.

The 7bus offers luxury commuter bus service (free wifi, power outlets at every seat, leather seats) and already connects Riverhead, Ronkonkoma, Melville, and Stony Brook University directly to New York City. With a little bit of inducement, that route might be extended into downtown Port Jefferson. Perhaps the Village could offer advertising to the 7bus service on the Village website, or space for its fleet, or some other in-kind service?

Alistair Cooke once remarked, "New York is the biggest collection of villages in the world." Let's add ours to the collection in a way that enhances what we are without taking away any of what we love!

Respectfully,



Todd L. Pittinsky, Ph.D.

112 Prospect Street  
Port Jefferson Village



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Shea, Kelley, Dubin & Quartararo LLP  
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Jay P. Quartararo  
Peter M. Mott  
Janice L. Snead  
Anne Marie Goodale  
Bryan C. Van Cott  
Kathryn Dalli  
Laura I. Dunathan  
Lisa Clare Kombrink  
Patrick B. Fife  
Fred W. Thiele, Jr.  
Melissa H. Sidor

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56340 Main Road  
P.O. Box 325  
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631.765.2300

**VIA FEDERAL EXPRESS**

July 31, 2014

Hon. Margot Garant, Mayor  
Board of Trustees  
Village of Port Jefferson  
121 West Broadway  
Port Jefferson, New York 11777

Re: 2030 Comprehensive Plan Update and Draft Environmental Impact Statement

Dear Mayor Garant and Trustees:

Our firm represents Northville Industries Corp. ("Northville"), the owner of properties located on Beach Street in the Village, designated as SCTM #0200-7-1-3, 0200-7-1-4.2, 0200-7-1-6 and 0200-7-1-7. We respectfully submit this letter for the public record in response to the 2030 Comprehensive Plan Update and Draft Environmental Impact Statement dated April, 2014 prepared by Cameron Engineering & Associates.

Northville Properties

Northville is a third generation family business known for its wholesale marketing of heating oil, gasoline, diesel and jet fuel and for its petroleum terminals. Northville sells over 50,000 barrels of heating oil per day through proprietary terminals in New York harbor. The company also focuses on biofuels

for heating oil and for marine uses, and is one of the largest independent suppliers of clean petroleum products to several midwestern states.

Northville's Port Jefferson Marine Facility is located on the east side of Beach Street (#0200-7-1-3), and pre-dates the formation of the Village in 1963. Since as early as 1958, gasoline, diesel fuel, fuel ethanol, kerosene, heating oil and other petroleum products have been offloaded and pumped first through pipelines to storage facilities located in East Setauket and then on to Holtsville. In Holtsville, these products are loaded onto trucks and delivered to gasoline service stations, homes, businesses and utilities in Suffolk and Nassau Counties.

The property adjacent to the Marine Facility, (# 0200-7-1-4.2), is leased to Miller Marine Services. Miller Marine operates crew boats on a 24/7 basis to service ships on Long Island Sound. The company is also a first line marine oil spill response company recognized by the U.S. Coast Guard. Northville hires Miller Marine personnel to deploy the oil containment boom around vessels at Northville's dock that are offloading or loading combustible products. Northville also hires Miller Marine to assist in the mooring of ships at Northville's dock.

#### Waterfront (MW-1 and MW-2 District) Recommendations in the Comprehensive Plan Update

The 2030 Comprehensive Plan Update ("CPU") recommends the amendment of the Village Code to recognize additional conditional uses in the MW-1 Zoning District (see CPU 7-1). The uses include, but are not limited to, certain types of retail sales, the unloading and sale of finish and shellfish, and recreational fishing boat, sailing, and maritime sightseeing operations.

However, the current use of Northville's Marine Facility, is not listed as a proposed additional conditional use. The CPU's failure to recognize existing water-related and water-dependent commercial uses such as Northville is inappropriate, especially considering the long-standing and important nature of these uses. Specific inclusion of such uses would not only recognize them, but also provide the Village with an opportunity to better regulate them in the future. To accomplish this, we recommend that Northville's operation be included as a conditional use in the MW-1 District.

In addition, Northville and Miller Marine should be noted on Figure 7-2 (Waterfront Ownership).

Finally, we recommend that Northville's remaining two properties (SCTM #0200-7-1-7 and #0200-7-1-6) be reconfigured so that the area along Beach Street can be rezoned to MW-1 and the rear of Lot 6 be rezoned to RB-2.<sup>1</sup>

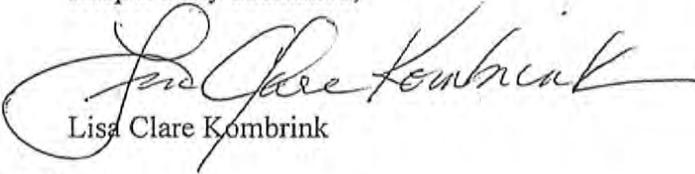
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<sup>1</sup> A lot line application for reconfiguration of these parcels is pending before the Planning Board.

Conclusion

Thank you for the opportunity to present our comments. We look forward to participating in the process as it moves forward.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Lisa Clare Kombrink". The signature is fluid and cursive, with a large initial "L" and "K".

Lisa Clare Kombrink

cc: Betty Ann McConaghy, Esq.  
Tom Maus, V.P.