

Village of Greenport Local Waterfront Revitalization Program Update

Prepared for **Village of Greenport
Greenport, New York**

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White Plains, New York

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January 2014**

Table of Contents

Introduction	I-1
Existing Conditions Summary	II-1
Historical Perspective Summary	
Natural Components	
Ground, Surface Water and Flood Prone Area	
Land Use and Zoning	
Other Planning Studies	
Mass Transit	
Socio-economic	
Population	
Housing	
Community Services	
Parking and Circulation	
Public Outreach Process	III-1
Issues and Opportunities and Action Items	IV-1
Waterfront Revitalization Program Policies	V-1
Appendix	
Correspondence, meeting minutes and interactive polling results	
Clean Boatyard Action Plan Workbook	
Economic Impact Analysis	
Written comments submitted on the preliminary LWRP	

List of Tables

Table No.	Description
1	Population change 1900 – 2010
2	Housing Characteristics 2000 – 2010
3	On Street/Off Street Parking Resources

List of Exhibits

Exhibit No.	Description
From the original LWRP document	
Map 2	Coastal Area Boundary
Map 3	Natural Characteristics
Map 6	Existing Water-Dependent Uses
From the Updated LWRP	
1	Regional Location
2	Town of Southold/ Village of Greenport Location Map
3	LWRP/Municipal Boundary
4	Historic District
5a-c	Updated Flood Insurance Rate Maps
6	Original Land Use Map Exhibit (1988)
7	Updated Existing Land Use
8	Existing Zoning
9	Stormwater Management Techniques
10	Moore's Woods Issues and Opportunities
11	Downtown Issues and Opportunities
12	Greenport Harbor Issues and Opportunities
13	Parking and Circulation Issues and Opportunities
14	Baymen's Property Issues and Opportunities
15	The Working Waterfront Issues and Opportunities
16	Greenport Yacht & Shipbuilding Company Property Issues and Opportunities
17	Proposed Zoning Map Amendment

Introduction

The Village of Greenport Local Waterfront Revitalization Program (LWRP) and Harbor Management Plan (HMP) Update is a continuation of its ongoing efforts to define a vision for the Village that maintains its quality of life for its residents while promoting the beneficial use of the Village's waterfront resources and better linking the waterfront with the surrounding community. The Village's initial planning efforts led to the creation of its first LWRP in 1988. That document was used successfully by the Village to address a number of waterfront-related issues including the loss of formerly working waterfront properties to condominium developments and redevelopment of vacant or underutilized waterfront properties. Success stories from the previous LWRP include the redevelopment for the STIDD Systems property, a successful marine-related business and the redevelopment of the Mitchell Park and Marina. The Mitchell Park and Marina has created an additional attraction for a growing tourist-related economy within the Village which is augmented by numerous restaurants, hotels, and bed and breakfast facilities. In recognition that issues with the Village extend beyond just the waterfront, an LWRP and HMP Update process was initiated. One of the goals of this Update process is to evaluate the Village as a whole and to evaluate planning issues as if the LWRP and HMP Update were a Comprehensive Plan. This Update includes an evaluation of a variety of issues traditionally found in a Comprehensive Plan including community services, population, housing and zoning. It is noted that this Update incorporates by reference and builds off of the existing LWRP and HMP documents.

In addition, while the Village has made successful efforts to promote its waterfront for tourism-related economy, there is a growing concern about the future of the Village's working waterfront. The public input process as part of this Update has provided an invaluable resource relative to the importance of the Village maintaining an active working waterfront to help balance and diversify the local economy by attracting more year round business opportunities.

The Update is both a land use and a water use plan prepared with significant input by the community. This update provides updates to conditions from the adoption of the initial LWRP and HMP and further refines the vision for the Village's future.

This Update provides an update on the inventory of existing conditions and outlines a series of issues and opportunities resulting from the public outreach component. Section V provides an update of each specific waterfront revitalization program policy and how the Update impacts each. Section IV outlines a series of implementation measures and action items.

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Existing Conditions Summary

As noted in the introductory section of this report, the Village of Greenport has identified a priority of addressing issues affecting the entire Village, not just its waterfront. Given the Village's geography, topography, and orientation, this is a rational progression.

As indicated on Exhibit 3, the entire incorporated Village of Greenport is the LWRP boundary area. This is consistent with the Village's previous preparation of its LWRP. However, unlike the previous version, this LWRP Update includes upland issues and takes on more of the substance of a comprehensive plan by addressing matters such as community facilities, housing, parking and circulation.

Historical Perspective Summary

As noted in great detail in the 1988 LWRP, the Village has an extensive history tied to the sea from whaling, to oyster farming, to the menhaden industry, and finally to commercial fishing. Greenport's shipbuilding and maritime industry practices have continued to be a longstanding economic mainstay throughout the Village's history. It is the maritime contracting and shipbuilding/repair industries that now help define the Village's working waterfront along with its other more tourism/recreation focused businesses.

Given the natural attributes of the Village and its surrounding area, along with the Village's unique charm relative to its historical building stock, has led to a significant increase in the local tourist trade and second home ownership. The fairly recent completion of the Mitchell Marina property further reinforces the transient attractor to the Village.

Natural Components

A summary of the natural assets or resources was prepared, considering whether conditions had changed in the field since the adoption of the last LWRP.

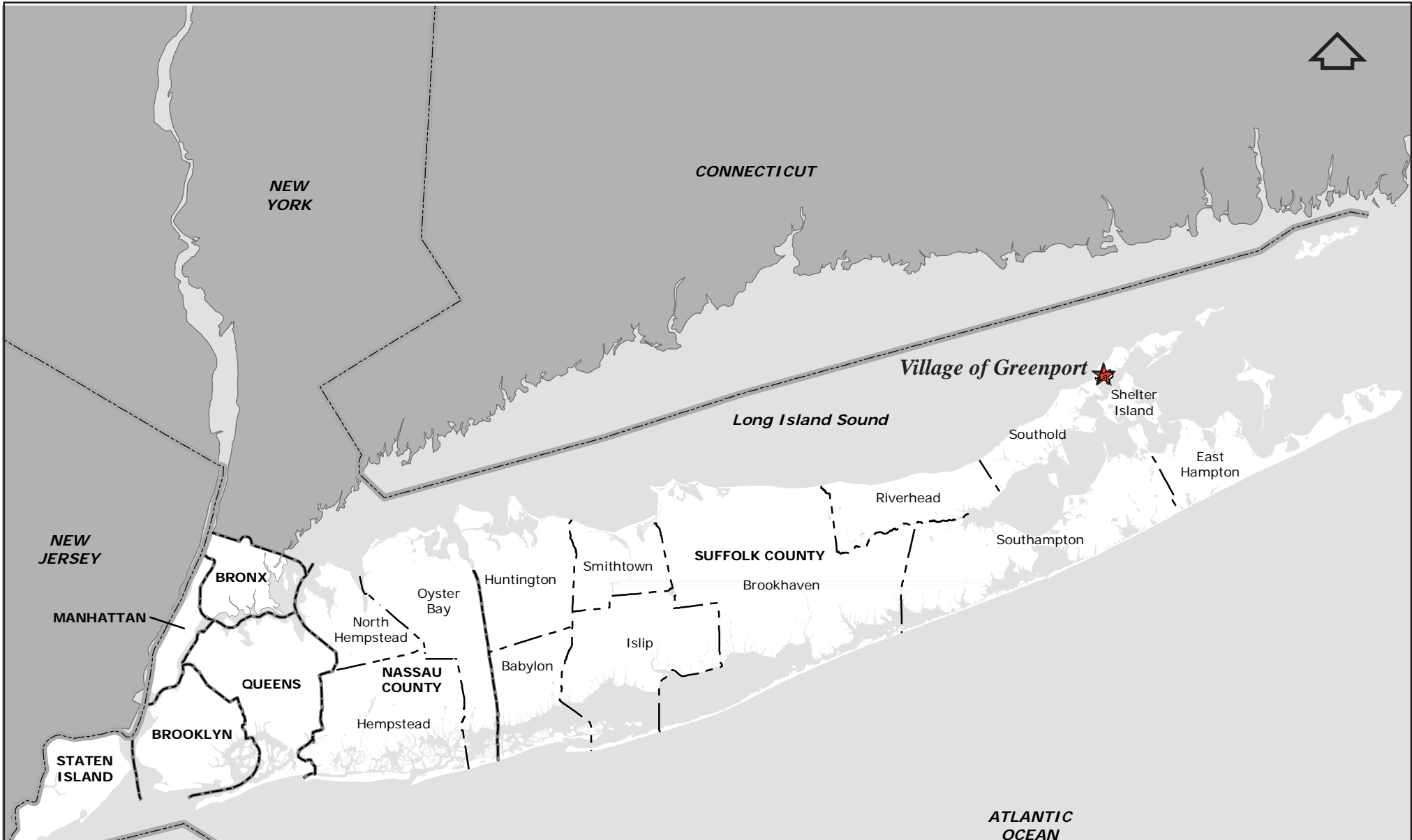
Ground Water, Surface Water, and Flood-prone Areas

In 2009, updates were made to community flood mapping for Suffolk County. A new flood insurance rate map has been prepared for the Village which identifies areas in the Village prone to a 100-year flood, defined by FEMA the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. Classification relevant to the Village include: Zone AE areas subject to inundation by the 1-percent annual chance flood event with a base flood elevation shown; Zone X areas of 0.2 percent annual chance flood, areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; Zone VE, areas subject to inundation by the 1-percent chance flood event with additional hazards due to storm-induced velocity wave action.¹ . These areas are mainly along Beach Street, along Stirling Basin particularly in the area north of Central Avenue, the downtown commercial core, the area south of Clark Street and a good portion of Moore's Woods. (Refer to Exhibit 5, Updated Village of Greenport FIRM.) As noted on Exhibit 5 there are several important classification relevant to the areas within the Village. These include Zone X, AE and VE.

The Moore's Woods section of the Village was altered in the past by the creation of a series of drainage ditches which provides drainage for the Silver Lake area. The most recent attempt at maintenance of the drainage ditches was in the 1980's. Included in the recommendations section are specific proposals relative to maintenance of the drainage ways within Moore's Woods at the catch basins that drain towards Silver Lake. It is noted that the flood diagram boundaries for the Village have been amended as a result of the 2009 survey. Essentially, the area around Silver Lake and an area along 2nd and 3rd Streets have been removed from the floodplain mapping. See Exhibit 5. It has been noted as part of the LWRP Update process, that the mapping prepared as part of the Flood Insurance Rate Map program may be inaccurate and may require re-evaluation. It is noted that other communities along Long Island and



¹ www.FEMA.gov/national-flood-insurance-program-1



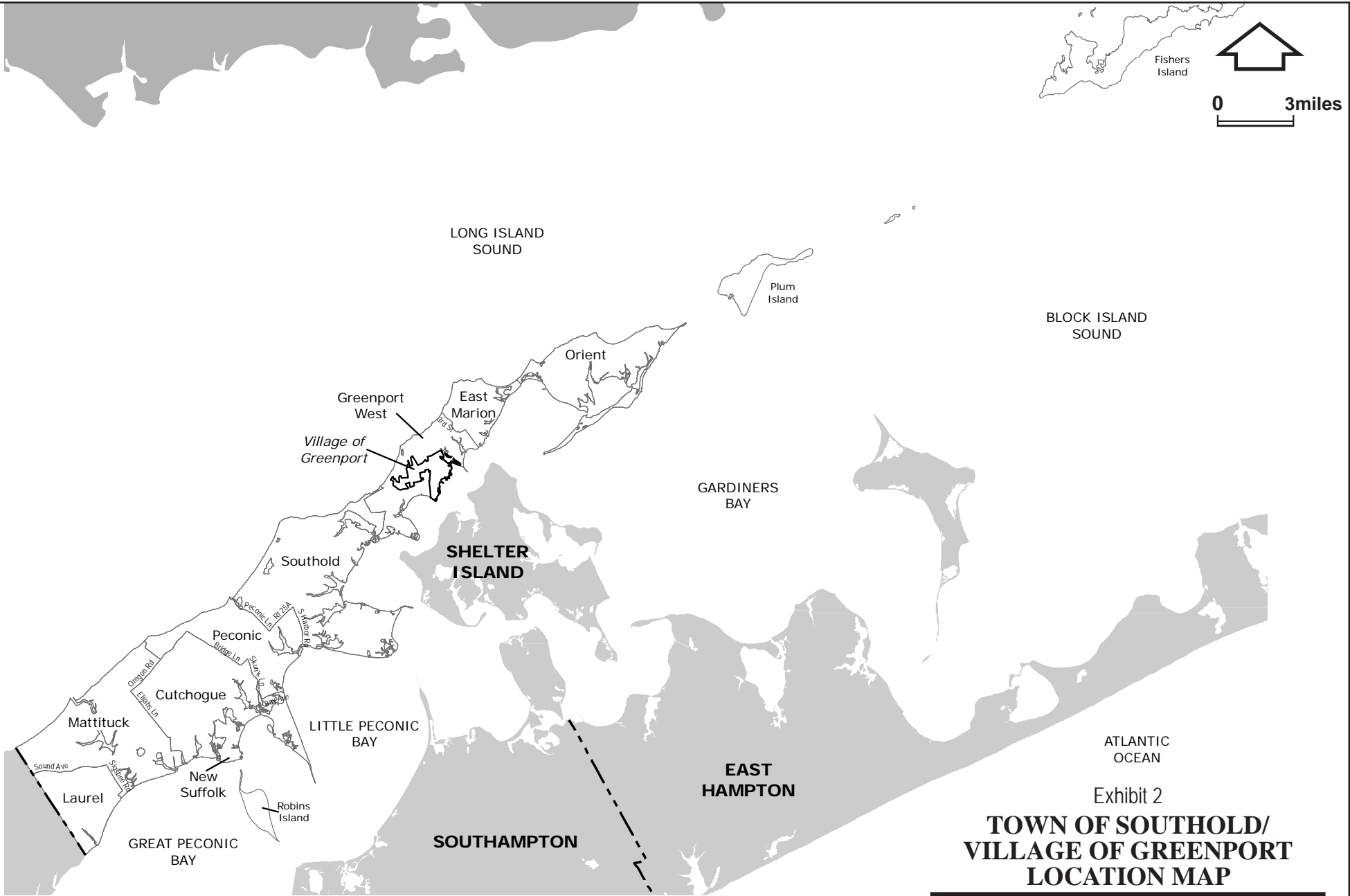
ATLANTIC
OCEAN

Exhibit 1

REGIONAL LOCATION

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GREENPORT LWRP AND HMP UPDATE
Village of Greenport, New York

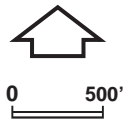


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Exhibit 2
**TOWN OF SOUTHOLD/
 VILLAGE OF GREENPORT
 LOCATION MAP**
GREENPORT LWRP AND HMP UPDATE
 Village of Greenport, New York

Prepared by Suffolk County Department of Planning, January 20, 2010.
 Hamlet boundaries lines based upon the United States Census Designated Places, 2000.

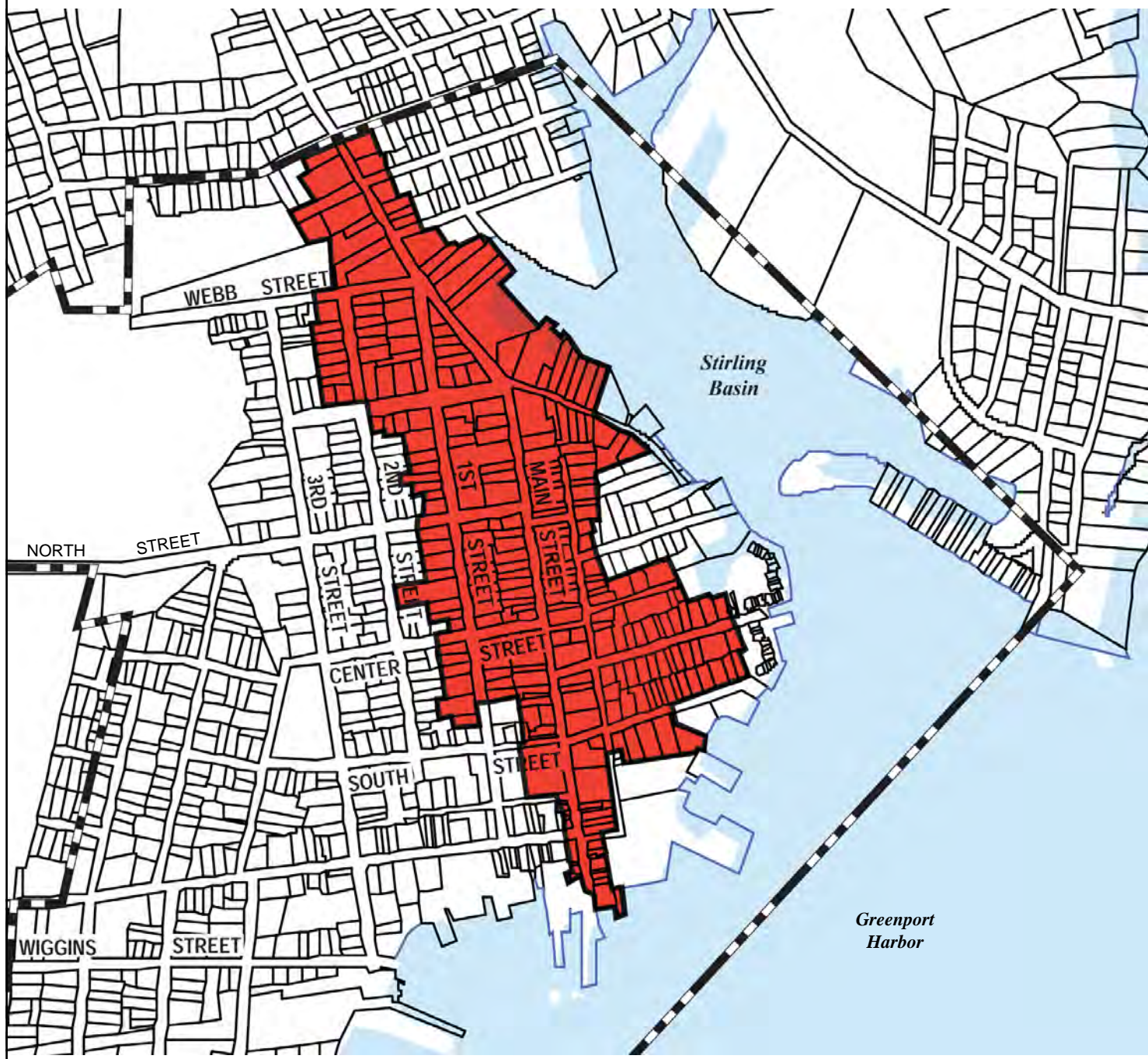




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Exhibit 3
**LWRP BOARD
MUNICIPAL BOUNDARY**

GREENPORT LWRP AND HMP UPDATE
Village of Greenport, New York

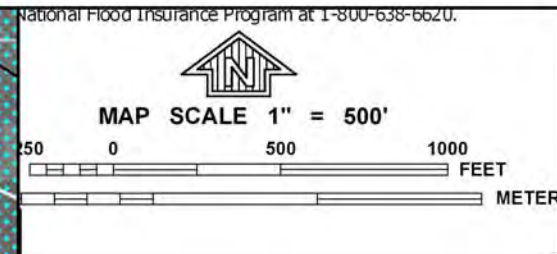
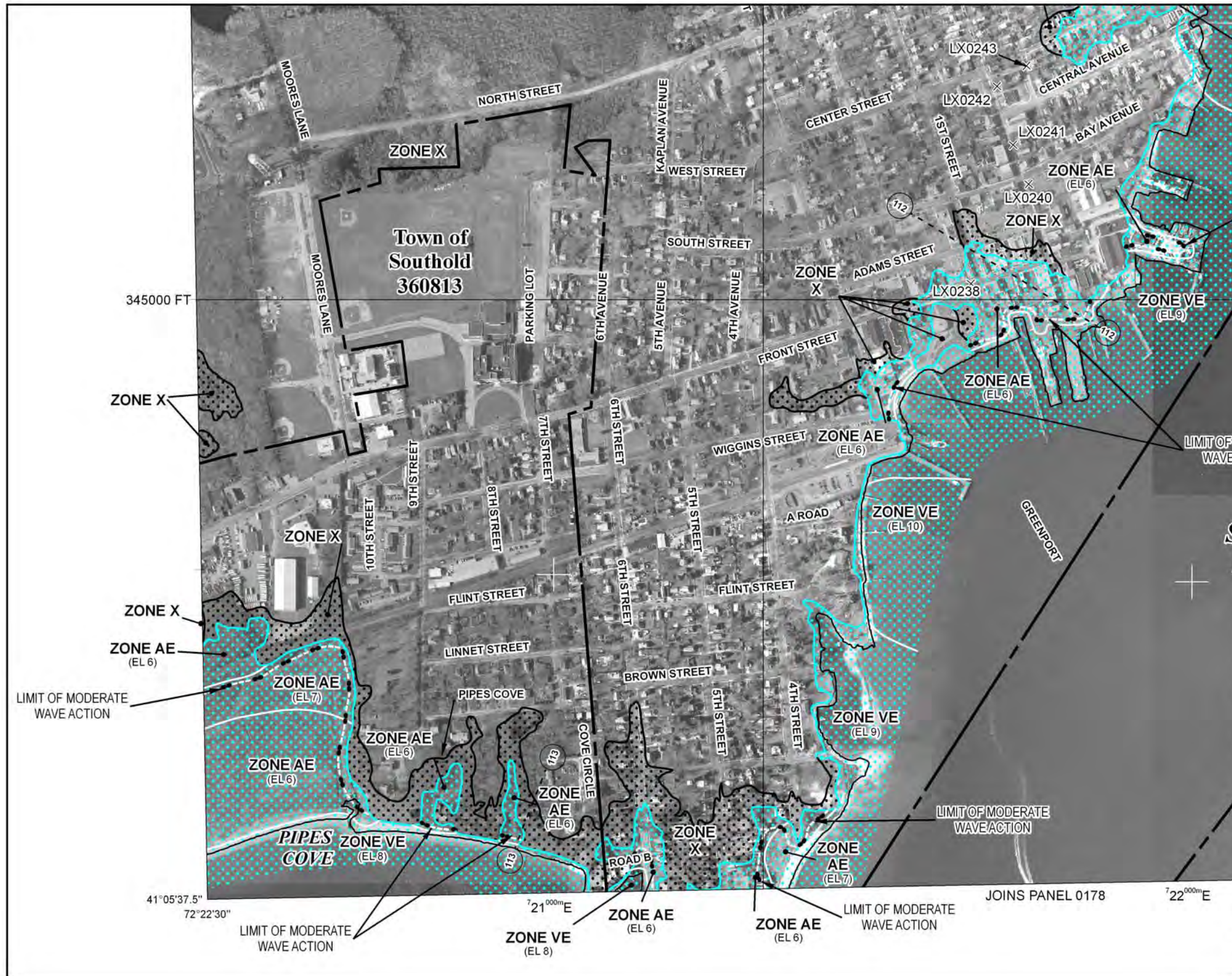


 Village of Greenport
Historic District

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Exhibit 4
HISTORIC DISTRICT

GREENPORT LWRP AND HMP UPDATE
Village of Greenport, New York



NFIP PANEL 0176H

FIRM
FLOOD INSURANCE RATE MAP

for SUFFOLK COUNTY, NEW YORK
(ALL JURISDICTIONS)

CONTAINS:

COMMUNITY	NUMBER
DERING HARBOR,	361524
VILLAGE OF GREENPORT, VILLAGE OF	361004
SHELTER ISLAND, TOWN OF	360809
SOUTHOLD, TOWN OF	360813

PANEL 176 OF 1026
MAP SUFFIX: H
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

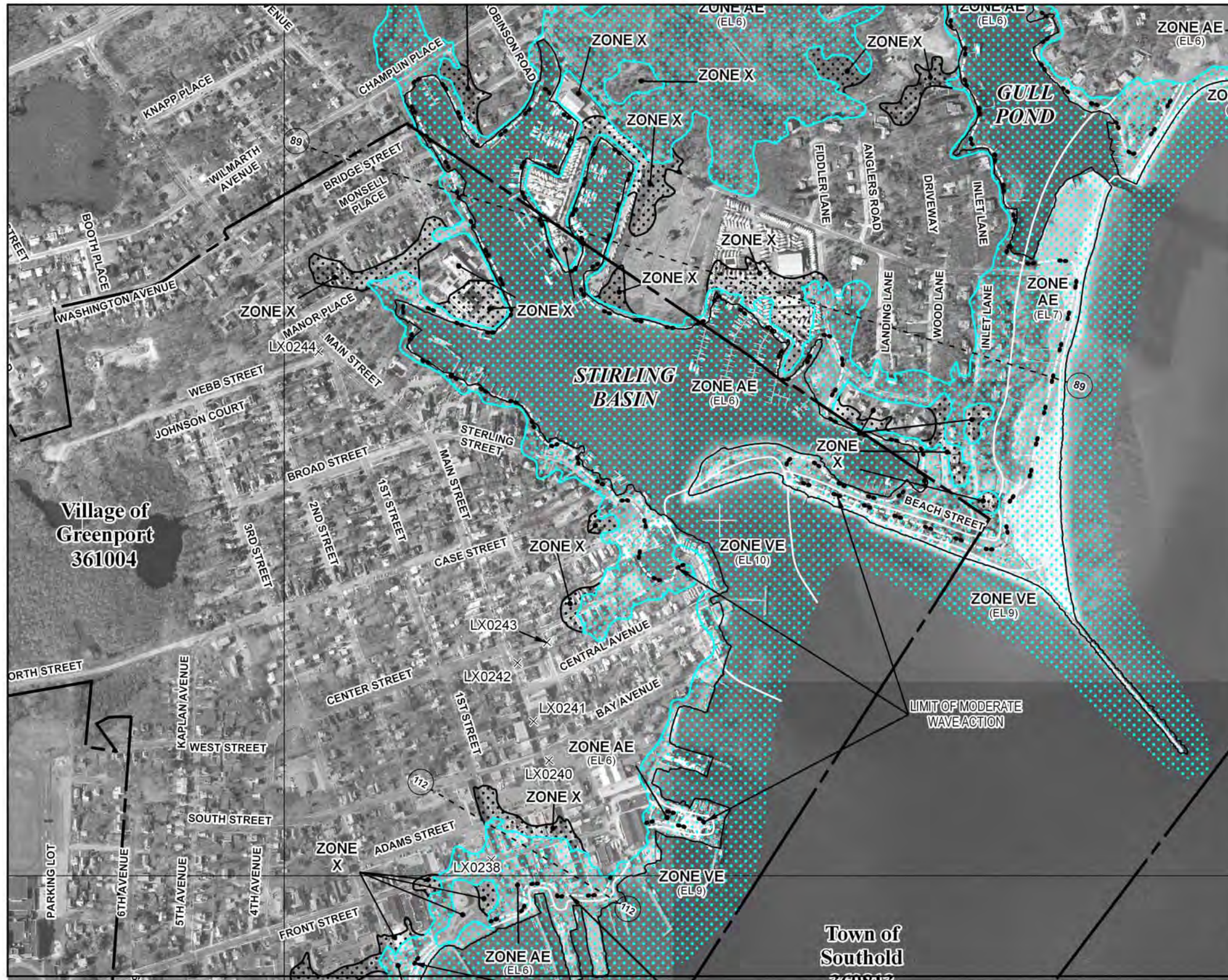
MAP NUMBER
36103C0176H

MAP REVISED
SEPTEMBER 25, 2009

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

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National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

0 500 1000 FEET
0 500 1000 METER

NFIP PANEL 0176H

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FLOOD INSURANCE RATE MAP
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MAP REVISED
SEPTEMBER 25, 2009

Federal Emergency Management Agency

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Exhibit 5B
FLOOD INSURANCE BASE MAP
GREENPORT LWRP AND HMP UPDATE
Village of Greenport, New York

elsewhere in New York State experienced similar mapping inconsistencies. Anecdotal observations noted that low-lying areas along Center and Third Streets flood during storm events.

Land Use

The Village of Greenport is a community that is largely built out given the long history of the Village. The largest remaining piece of property is Moore’s Woods, a ±240-acre parcel of Village-owned land that is a parkland resource.

Significant land use categories are as follows, refer also to Exhibit 7:

- Single and two-family residential
- Multi-family residential
- Commercial
- Agricultural/aquaculture
- Light industry/warehouse (includes water dependent uses)
- Recreation open space
- Community facilities
- Utilities

Table II-1 below provides a depiction of the land uses throughout the Village.

Table II-1

Land Use	Parcels	Acres	% of total acreage	% of total parcels
Agricultural/ Oyster Farms	2	25.59	2.98%	0.11%
Residential	752	173.78	20.27%	40.21%
Single Family	663	143.33	16.72%	35.45%
Two Family	46	10.32	1.20%	2.46%
Three Family	5	0.89	0.10%	0.27%
Condominium	3	10.66	1.24%	0.16%
Seasonal	26	4.82	0.56%	1.39%
Apartments	9	3.75	0.44%	0.48%
Commercial	111	24.13	2.81%	5.94%
General Commercial	4	0.58	0.07%	0.21%
Hotels/Motels	10	4.59	0.53%	0.53%
Restaurants	9	3.21	0.37%	0.48%
Automotive	2	0.58	0.07%	0.11%
Retail	4	2.34	0.27%	0.21%
Banks and Offices	8	2.33	0.27%	0.43%
Mixed Use	74	10.50	1.22%	3.96%

Land Use	Parcels	Acres	% of total acreage	% of total parcels
Light Industry/Warehouses	23	18.99	2.21%	1.23%
Recreation/Open Space	10	57.43	6.70%	0.53%
Community Facilities	16	16.58	1.93%	0.86%
Public/Government	11	5.79	0.68%	0.59%
Utilities	13	213.68	24.92%	0.70%
Open Water	8	104.81	12.22%	0.43%
Unknown	1	2.33	0.27%	0.05%
Vacant	60	16.45	1.92%	3.21%
Total	1870	857.47	100%	100%

Source: Suffolk County GIS

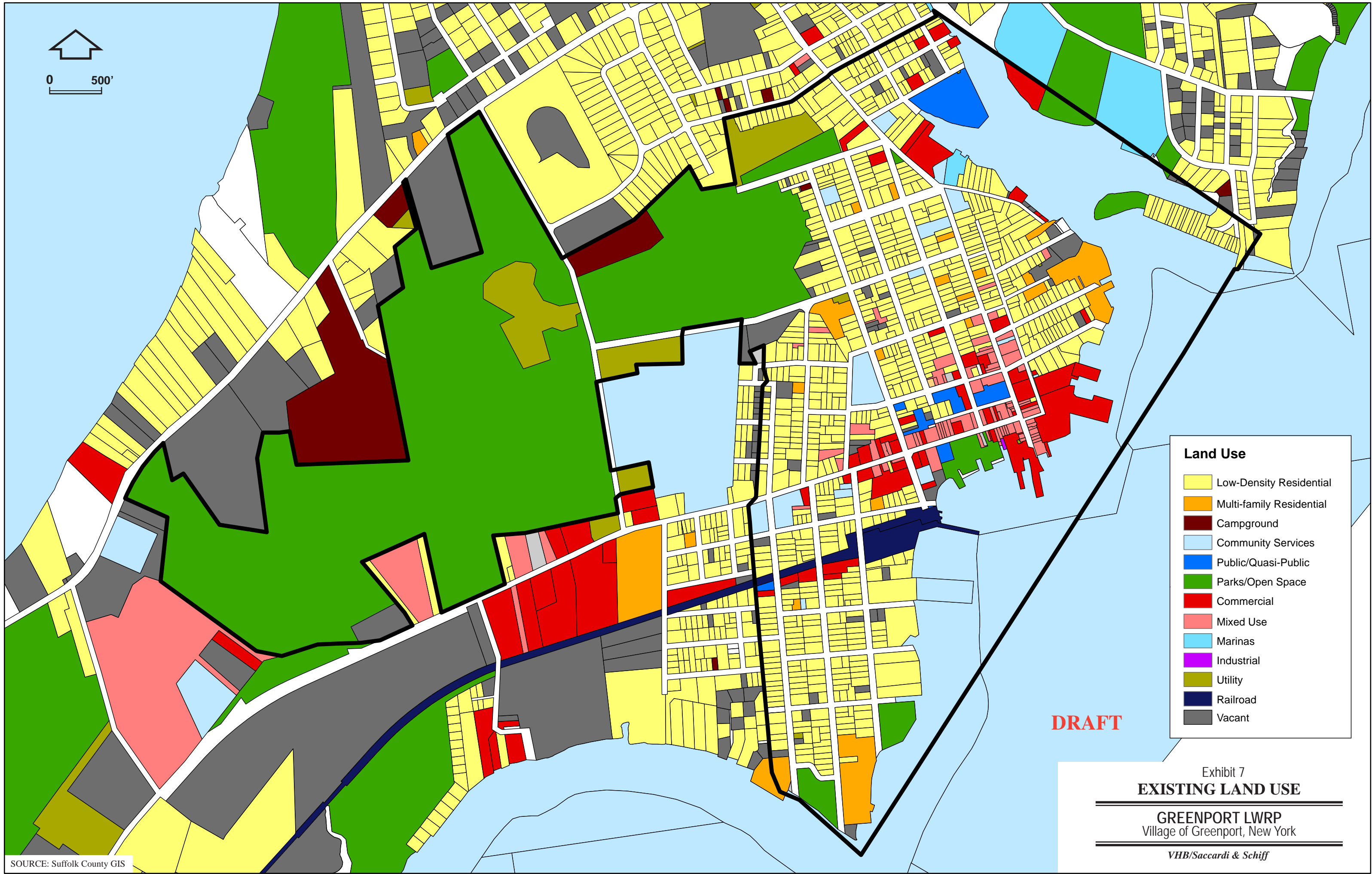
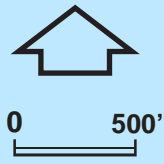
Single-family/Two-family

With the exception of the downtown, Moore’s Woods and portions of the Village’s waterfront, the balance of the Village is made up of single and two-family residential uses. Many of these lots are small with the exception of lots located on the east side of 4th Street, south of the LIRR right of way and in the northern portion of the Village.

Most of the single and two-family homes in the Village of Greenport are in sound condition and are located in attractive residential neighborhoods. A significant portion of the Village between 1st Street and Carpenter Street from the waterfront to the Village municipal building (refer to Exhibit 4) is located within the Village’s historic district. (See also discussion in Section IV of this LWRP.)

Multi-family

Much of the multi-family residential development is located along selected areas of the Village’s waterfront. These multi-family condominium units are the result of redevelopment of former water-dependent uses. The conversion of these former water-dependent uses to multi-family units is one of the major factors in the Village initiating their LWRP planning process back in the late 1980’s. More recent multi-family development includes the multi-family residential community located off of North Street.



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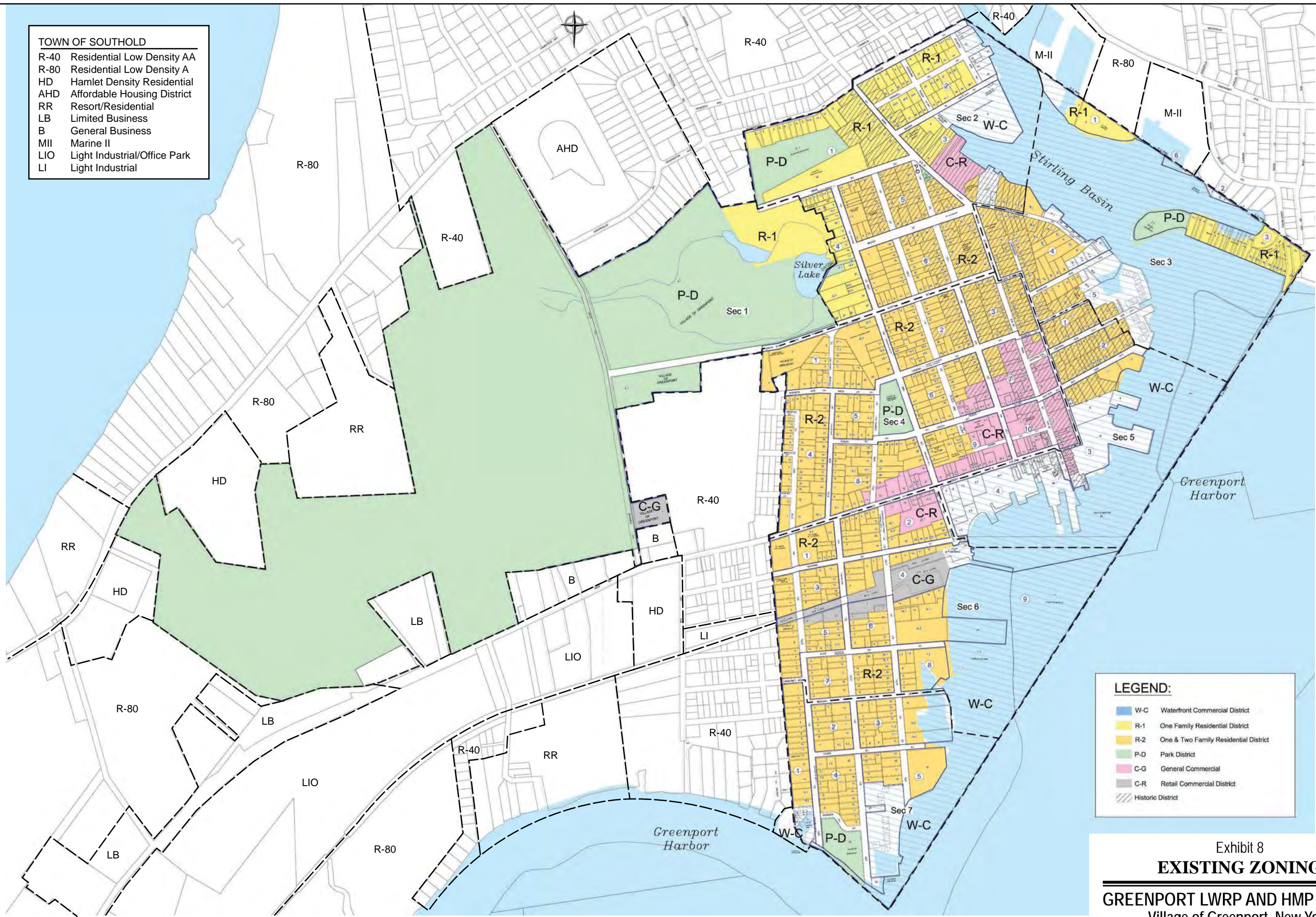
Exhibit 7
EXISTING LAND USE

GREENPORT LWRP
Village of Greenport, New York

VHB/Saccardi & Schiff

TOWN OF SOUTHOLD

R-40	Residential Low Density AA
R-80	Residential Low Density A
HD	Hamlet Density Residential
AHD	Affordable Housing District
RR	Resort/Residential
LB	Limited Business
B	General Business
MII	Marine II
LIO	Light Industrial/Office Park
LI	Light Industrial



LEGEND:

Blue	W-C	Waterfront Commercial District
Yellow	R-1	One Family Residential District
Orange	R-2	One & Two Family Residential District
Green	P-D	Park District
Pink	C-G	General Commercial
Red	C-R	Retail Commercial District
Diagonal lines		Historic District

Exhibit 8
EXISTING ZONING
GREENPORT LWRP AND HMP UPDATE
 Village of Greenport, New York

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Commercial

The Village downtown area is concentrated along Main Street and Front Street. This area includes retail, restaurant, and other commercial uses along with the post office and Mitchell Marina. The downtown area is a small, compact setting with a variety of uses including hotel/conference center, movie theatre, and IGA supermarket and a variety of retail, restaurant, office and mixed use development traditionally found in a downtown setting. Given the tourist orientation of the local economy, there is a presence of hotel/motel/B&B use located throughout the community.

Light Industrial/Warehouse

These types of uses can be associated with the more intensive uses along the water particularly the west bank of Stirling Creek. These uses include the various boat works or boat yards, marine contractor or all of the STIDD Systems complex.

Public/Quasi-public

With the Village there is significant land area devoted to public/quasi-public uses dominated by Moore's Woods. In addition, the Village maintains various parks including the Greenport Skatepark off of Moore's Lane, the 3rd Street Park and Playground, the softball and Little League fields and the 5th Street Park and Playground. Other significant public/quasi-public uses include the Fire Department property off of 3rd Street, the Floyd Memorial Library located off of 1st Street and the Mitchell Marina and Park facility located off of Front Street in Downtown.

Existing Zoning

The Village of Greenport Zoning Ordinance consists of six zoning districts that specify permitted uses and controls, refer to Exhibit 8. Of the six districts, two are residential districts, and three are commercial, the remaining district is a park district. The Waterfront Commercial District (WC) is located along the Village's waterfront and was put in place to preserve those remaining elements of the Village's working waterfront and to preclude high density residential development that restricted or prevented opportunities for waterfront access. The majority of the Village is zoned R-2 with a 7,500 minimum lot size requirement. The northern portions of the Village and those areas along Beach Street are zoned R-1 10,000 square foot minimum lot size. The principal difference between the

two residential zoning districts is that the R-2 allows for two-family residences. Besides the W-C District, there are two additional commercial districts, the C-G General Commercial and the C-R Retail Commercial. The C-R is a typical downtown commercial district and comprises the balance of the downtown core and a small area at the northern end of Main Street and the Village's municipal power supply property. The C-G District includes the LIRR properties along the waterfront extending west to the Village line. The PD Park District includes the Village Moore's Woods property, other parks and the cemetery.

Other Planning Studies and Plans

Town of Southold LWRP

The Town of Southold LWRP as adopted by the Southold Town Board in 2004 and approved by the New York State Secretary of State in May of 2005. The Southold LWRP covers the entire town but does not include the Village of Greenport. The Southold LWRP describes the various inter-relationships between the Town and the Village, particularly with respect to public services and facilities. The Baymens Dock was identified as an underutilized property that had the opportunity to be improved.

Peconic Estuary Program (PEP)

The PEP is a partnership of various local, state and federal governments, business and industry leaders, academic institutions, citizen and environmental groups. They are charged with implementing a watershed-based comprehensive management plan for the Peconic Estuary. Projects initiated by the PEP include:

- 2009 Habitat Restoration Plan
- Silver Lake/Moore's Drain Alewife Access

The Peconic Estuary Program has established a "Habitat Restoration Plan for the Peconic Estuary." The Plan provides a prioritized ranking of tidal wetland, beach and dune, coastal grassland, estuarine water quality, phragmites control, migratory fish, and eelgrass restoration projects in the Peconic Estuary watershed. The Habitat Plan identified a location within the Village of Greenport as a proposed project, the Silver Lake/Moore's Drain Alewife Access.

Silver Lake was an historic spawning habitat for alewives, salt water fish that migrate to fresh water ponds via streams to spawn. Silver Lake is connected to Pipes Cove via Moore's Drain and Pipes Neck Creek. Water runs from Silver Lake through Village property, under Moore's Lane to an unnamed pond which is also a potential spawning habitat, through the Village's Moore's Woods to the Town's Skipper Horton Park, under Route 25 to the Town's open space property under the Long Island Railroad to Pipes Neck Creek, and finally out to Pipes Cove. The length of this route is approximately 3 acres. Alewives cannot navigate some areas of this route due to blockages in the stream. This project would be to restore the route from Pipes Cover to Silver Lake to a condition suitable for alewives and would involve cleaning up certain sections of the route and repairing or modifying certain infrastructure to allow passage of the alewives. The Silver Lake area was historically a municipal dump. There is an effort underway to clean up this area as part of the Bay to SoundTrails project. This project involves the Village of Greenport, Town of Southold, Suffolk County, Group for the East End, North Fork Audubon Society and volunteers.²

Southold Town Hamlet Study

The Town of Southold prepared a 2005 town-wide Hamlet Study evaluating the eight different hamlet areas identified within the Town. The Greenport hamlet area was one of the areas identified in the study. The hamlet of Greenport West is centered along New York's Route 25 and includes areas from the Peconic Bay to Long Island sound surrounding the western portion of the Village. Land uses include commercial, light industrial uses along Route 25 and a series of residential neighborhoods.

Selected components of the Greenport West Hamlet Vision includes:

- The opportunity to increase density if appropriate infrastructures including sewers are available.
- In the Goldsmiths/Port of Egypt/Albertsons area, large scale commercial development would be clearly inconsistent and should be prohibited.
- Embrace a diversity of housing including affordable workforce housing.



2 Source: Peconic Estuary Program website: www.peconicestuary.org

II-7 Existing Conditions Summary

Hamlet wide specific recommendations include:

1. Creation of a gateway such as an enhanced signage, landscaping welcoming visitors to Greenport.
2. Streetscape
 - Sidewalks to promote walk ability
 - Improvement of the physical appearance along the Route 25 corridor.
 - Preservation of existing scenic views and street trees.
3. Building design
 - Encourage new construction that blends in with the neighborhood fabric of the Hamlet.
 - Support a diversity of housing types and styles.
 - Integrate landscape planning as part of overall building design.
4. Vehicular Circulation
 - Explore traffic calming measures along North Road.
 - Better enforcement of traffic laws, particularly speeding.
 - Ferry traffic along North Road is problematic; explore methods to break up string of traffic that follows ferry arrivals.
5. Pedestrian Circulation
 - Sidewalks for some of the pedestrian areas that connect to the Village (e.g., 7th, 8th, and 9th streets)
 - Pedestrian safety in the vicinity of the 7-11 is an issue. Explore installation of well-designed signalized crosswalk and better walkways from Moore's lane and ball fields. Traffic calming should be considered for east bound traffic.
 - Develop a low impact trail system throughout town- owned and protected properties.
 - Create a bicycle friendly infrastructure.
6. Public Transportation
 - Extended train service should be explored as a logical method to expand public transit opportunities along with bus routes from Riverhead to Orient Ferry.
 - Improve coordination of Sunrise and S-92 bus schedules and Shelter Island and cross sound ferries and LIRR timetable to create reliable linkages between various transit routes.
7. Infrastructure
 - Place overhead utility lines underground.
 - Minimize light pollution.

- Enhance storm water management requirements.
8. Enterprise: The local economy is quite seasonal. A strong emphasis must be placed on promoting year round business and attractions.

Town of Southold Comprehensive Plan

The Town of Southold is preparing an update to their previous comprehensive plan last completed in 1985. The comprehensive plan is being coordinated by the Planning Board working with the town planners and other members of the Town. The town engaged in a visioning process in February 2010 to gather public input.

Town of Southold Vision Statement

The Town of Southold is a community of extraordinary history and beauty. Residents and visitors benefit from its diverse hamlets surrounded by pastoral landscapes and expansive natural resources. Our citizens cherish Southold's small-town quality of life and wish to preserve what we currently value while planning for a productive and viable future.

Future planning shall be compatible with existing community character while supporting and addressing the challenges of continued land preservation, maintaining a vibrant local economy, creating efficient transportation, promoting a diverse housing stock, expanding recreational opportunities and protecting natural resources.

The town is currently taking public comments on specific chapters of the comprehensive plan update, including economic, community character and parks and recreational housing.

Long Island Sound Study (LISS)

The Long Island Sound Study is a cooperative effort between the States of Connecticut and New York and the United States Environmental Protection agency (EPA.)The LISS completed a comprehensive conservation and management plan in 1994 that identified seven critical issues:

- Low dissolved oxygen (hypoxia)
- Toxic contamination

II-9 Existing Conditions Summary

- Pathogen contamination
- Floatable debris
- Living resources and habitat
- Land use and development
- Public involvement of education

The major goal of the LISS includes: protection and improvement of the water quality of Long Island Sound; minimize health risks from consumption of fish and shellfish; enhance water dependent recreation activities; ensuring that social and economic benefits associated with the use of the Sound are realized to the fullest extent possible; preserving and enhancing the physical, chemical and geological integrity of the Sound; establish a water quality policy that supports both the health and habitats of the Sound.

A Comprehensive Conservation and Management Plan have been prepared which addresses each of the major goals expressed above.

In the fall of 2011 the LISS established a Long Island Sound Study action agenda for 2011-2013. Highlights of agenda included:

- Promoting sustainable pollution control of prevention practices on land and in the water to improve the quality of watersheds and Long Island Sound.
- Restore and maintain Long Island Sound in a healthy, productive and resilient condition so that it can provide the services humans need or want.
- Support vibrant, informed and engaged communities that use and appreciate Long Island Sound.

Make ecosystem based management (EBM) the foundational principle for management of Long Island Sound.

Mass Transit

The Village of Greenport is served by the Long Island Railroad with daily service to New York City. Service to the New York City area is sporadic, with typically one or two trips originating in Greenport daily, commute time is typically two and one-half to three hours including transfers in Ronkonkoma and Jamaica to make the approximately 96-mile trip to Penn Station. During the summer months there may be additional trains, particularly on key weekends when major events may be planned or promoted in the region. At

present LIRR’s main focus is on serving the more densely developed western sections of Suffolk County. The LIRR has recently suspended Saturday/Sunday train service between Ronkonkoma and Greenport to be resumed Memorial Day Weekend. Parking for approximately 63 vehicles is provided at the Greenport LIRR Station. The Village of Greenport is responsible for snow removal and maintenance of the LIRR parking.

The Village is served by the S92 Route run by the Suffolk County Transit Bus. The S92 Route runs from Orient Point east of the Village of Greenport to the Riverhead train station, then south and east, terminating in the Town of East Hampton. Service runs throughout the day, starting at 5:15 AM and concluding around 8:10 PM.

The North Ferry Company, Inc. provides ferry service between the Village of Greenport and nearby Shelter Island. Ferry service is provided year round with departures every 10 to 20 minutes on a first-come first served basis. Given the use of the ferry, particularly during the busier warm weather months, a ferry line has been established to organize on-loading. Starting at the entrance, the ferry line loops back upon itself within the immediate staging area then extends around to Wiggins Street. The ferry line then stretches three blocks to 6th Street.

Privately owned public transportation serving the North Fork includes Hampton Jitney , which runs from Greenport to Manhattan and back. The North Fork Express also makes three trips daily to Manhattan and Hoboken, NJ, with trips ranging from two and one-half to three hours.

Socio-economic

Population

Between 2000 and 2010, the population of the Village of Greenport increased by approximately 7.3 percent compared to 6.6 percent for the Town of Southold and 5.2 percent for Suffolk County. The increasing population trend has reversed itself from almost 70 years of gradual decline in the Village.

Table II-2 Population Change

Year	Greenport		Southold		Suffolk County	
1900	2,366		8,300		77,582	
1910	3,089	23.4%	10,577	27.4%	96,138	23.9%

1920	3,122	1.1%	10,147	-4.0%	110,246	14.7%
1930	3,062	-2.0%	11,669	14.9%	161,055	46.1%
1940	3,259	6.0%	12,046	3.2%	197,355	22.5%
1950	3,028	-7.6%	11,632	-3.4%	276,129	39.9%
1960	2,608	-16.1%	12,295	5.6%	666,784	141.5%
1970	2,481	-5.1%	16,804	36.6%	1,124,950	68.7%
1980	2,273	-9.2%	19,172	14.0%	1,284,231	14.2%
1990	2,070	-9.8%	19,836	3.4%	1,321,864	2.9%
2000	2,048	-1.1%	20,599	3.8%	1,419,369	7.4%
2010	2,197	7.3%	21,968	6.6%	1,493,350	5.2%

Source: U.S. Census

Housing

Table II-3 Selected Housing Characteristics

	2000	%	2010	%
Total Housing Units	1,075		1,191	
Housing Units Occupied	776	72.2	820	68.8
Vacant Units	299	27.8	371	31.2
Percent of Vacant Units that are Seasonal		79		75
Seasonal	237		278	
Year-round	776		820	
Owner Occupied	428	55	390	47
Renter Occupied	348	45	430	53

Source: U.S. Census 2000, 2010. Compiled by Vanasse Hangen Brustlin, Inc.

Between 2000 and 2010 the Village's overall housing stock increased by almost 11 percent. The percentage of occupied homes has slipped slightly, going from 72.2 percent to 68.8 percent of overall housing units. This corresponds to the increase in the number of seasonal, recreational or occasional use; in other words the second home market. It is further noted that the relationship between homeownership and rental housing has changed so that there is now a greater percentage of renters.

With respect to housing, in 2000 there were 1,075 total housing units of which 237, or 22 percent, were for seasonal, recreational or

occasional use. By 2010 the total number of housing units increased to 1,191 of which 278, or 23.3 percent, were for seasonal, recreational or occasional use. This is an increase of approximately 17 percent and reflects a growing trend of second home ownership within the Village. While the second home market is good for the local economy supporting the various trades that need to maintain these residences, It also points to a shrinking availability of available homes on the market.

Community Facilities

Police Department

The Village of Greenport relies upon and contracts with the Town of Southold Police Department for police protection. The Department has between 46 to 51 members plus 13 civilian public safety dispatchers handling calls for the Police Department, fire departments, and ambulance services within the town. The Department typically responds to between 13,000 to 14,000 calls to service annually. The Town of Southold is divided into patrol sectors with the Village of Greenport being assigned as its own sector. Typical response time for calls to service is typically less than two minutes. During summer months and for special events the Department provides four patrol officers to work downtown. The Village coordinates with the Police Department on a parking enforcement program for downtown during the busy summer months.

Fire Department

The Greenport Fire Department is an all-volunteer service with approximately 80 active volunteers and a total roster of approximately 140 volunteers. The Department typically responds to approximately 600 to 700 calls to service per year. The Fire Department maintains two fire houses: one at Flint Street, housing a pumper truck and a Seagraves heavy rescue tank; and, a second firehouse on 3rd Street, housing a 102-foot latter truck, a pumper, and two EMS ambulance units. The Fire Department also maintains a 24-foot water rescue boat for water-side events. The Greenport Fire Department service district includes an area to the east and west of

the incorporated boundaries of the Village. This is done through a separate contract with the Town of Southold.

There is a general perception that the calls to service have increased over time, although it is likely related to the construction of the new senior facility (San Simeon, Peconic Landing). Other issues raised by the Department included:

- ▶ Illegal conversions of housing units and related issues of the potential for overcrowding and the difficulty of fighting fires in those conditions.
- ▶ Water pressure at the Marina needs to be evaluated and water supply to the end of Long Dock needs to be checked.
- ▶ The Department needs to continue training efforts in its members, particularly with new facilities like the Hawkeye complex and the specific issues related to more contemporary power-generating facilities.

Eastern Long Island Hospital

Eastern Long Island Hospital (ELIH) is located off of Manor Place in the northern portion of the Village. ELIH is a 90-bed acute care hospital with a staff of approximately 340 employees and is one of the largest employers on the North Fork. The hospital offers a variety of services including ICU, psychiatric care, operating room, emergency room, cardio facility, radiology, MRI, and a decontamination unit for Plum Island Animal Disease Center. The hospital property sits at the west end of Sterling Basin and has the facilities to accommodate a 65-foot Coast Guard cutter as well as a helipad.

ELIH maintains several properties throughout the Village for use as doctors' offices and a thrift store. The hospital interacts with the community in several important ways; it coordinates with the school district to run a summer program that typically has six to eight students participating each year as interns. In addition, because of the facility's location and amenities, the Hospital and its staff are part of a disaster management committee with other local service providers.

One of the immediate issues relative to the hospital use is parking. The Hospital is currently looking at options for enhancing parking to service the facility. Given its proximity to abutting residential neighborhood there are potential conflicts with potential parking expansion.

Schools

The Greenport Union Free School District serves the entire Village of Greenport and portions of the Town of Southold, adjacent to the Village. The School District operates out of a single facility located on West Front Street, just outside of the Village municipal line. The District currently has an enrollment of approximately 611 students, averaging approximately 50 students per grade. The District has experienced a relatively stable enrollment pattern, although the school facilities could accommodate approximately 800 students. The School District offers a number of programs for students, including club activities. The District makes its fields available to the community after school hours as well as its auditorium. Of particular interest, the School District used to have a shop class that focused on vehicular engine repair. While that program has been dropped, they now offer small ship engine repair, providing an opportunity to coordinate with the local maritime community.

Utilities

The Village of Greenport Utilities Department is responsible for highway, water, sewer and electric service in the Village. The Department is currently staffed by 22 to 25 personnel. The Village's wastewater treatment plant is currently being improved so as to bring the facility into compliance with the Environmental Protection Agency's limits as established by the Long Island Sound study. Capacity at the treatment plant is rated at approximately 650,000 gpd. Usage ranges, depending on the time of year, with winter off-peak typically at 220,000 gpd to 250,000 gpd and 325,000 gpd during peak summer usage. The Village currently serves areas outside of the Village under separate agreement/contract including the Peconic Landing facility, San Simeon Nursing Home, Greenport High School, KOA Campground, Driftwood Cove apartments, and the Silver Sands Motel.

The Village of Greenport had historically supplied water to the Village and selected areas outside the Village. Given growing concerns over the cost of serving and maintaining the District, the Village, in 1997, sold its water production/storage facilities to the Suffolk County Water Authority, an independent not-for-profit benefit corporation. The Village purchases water from the Water Authority on a wholesale basis; the Village purchased approximately 89.6 million gallons during 2010. The Village retains ownership and control of the water distribution lines. The SCWA maintains 603 wells and 5,894 miles of water mains throughout the SCWA districts.

The Village of Greenport buys its electrical power from the New York Power Authority, although the Village maintains its own reserve power with a diesel-fueled generation plant. The municipal power plant provides a reserve capacity and may be called upon to run at any time to provide power to the grid. The first 5.4 megawatts of power originates in upstate New York at Niagara Falls. For power needs above 5.4 megawatts, the Village incurs a cost premium as the Power Authority must secure power supply for the Village on the open energy market. Peak usage is typically in the summer months with approximately 6.7 megawatts. The privately owned Hawkeye facility located off of Moore's Lane leases land from the Village. The Hawkeye facility is a 5.4 megawatt facility under long-term contract to provide various services to the Long Island Power Authority as well as help to meet continuing growth in summer peak demand.

SECTION II. INVENTORY ANALYSIS

(This Section is a pdf conversion from the original Village of Greenport LWRP Report and is subject to further review and correction to typographical errors that are a product of the conversion process.)

A. REGIONAL SETTING

The Village of Greenport, approximately one square mile in area and bordering on Greenport Harbor and Shelter Island Sound, is located within the Suffolk County Town of Southold at the eastern end of the North Fork of Long Island (See Map I, Regional Location). The Village is located 92 miles east of Manhattan, accessible from there in approximately two to two and one-half hours by vehicle traveling the Long Island Expressway (Interstate 495) and NYS Route 25 and/or County Road 48.

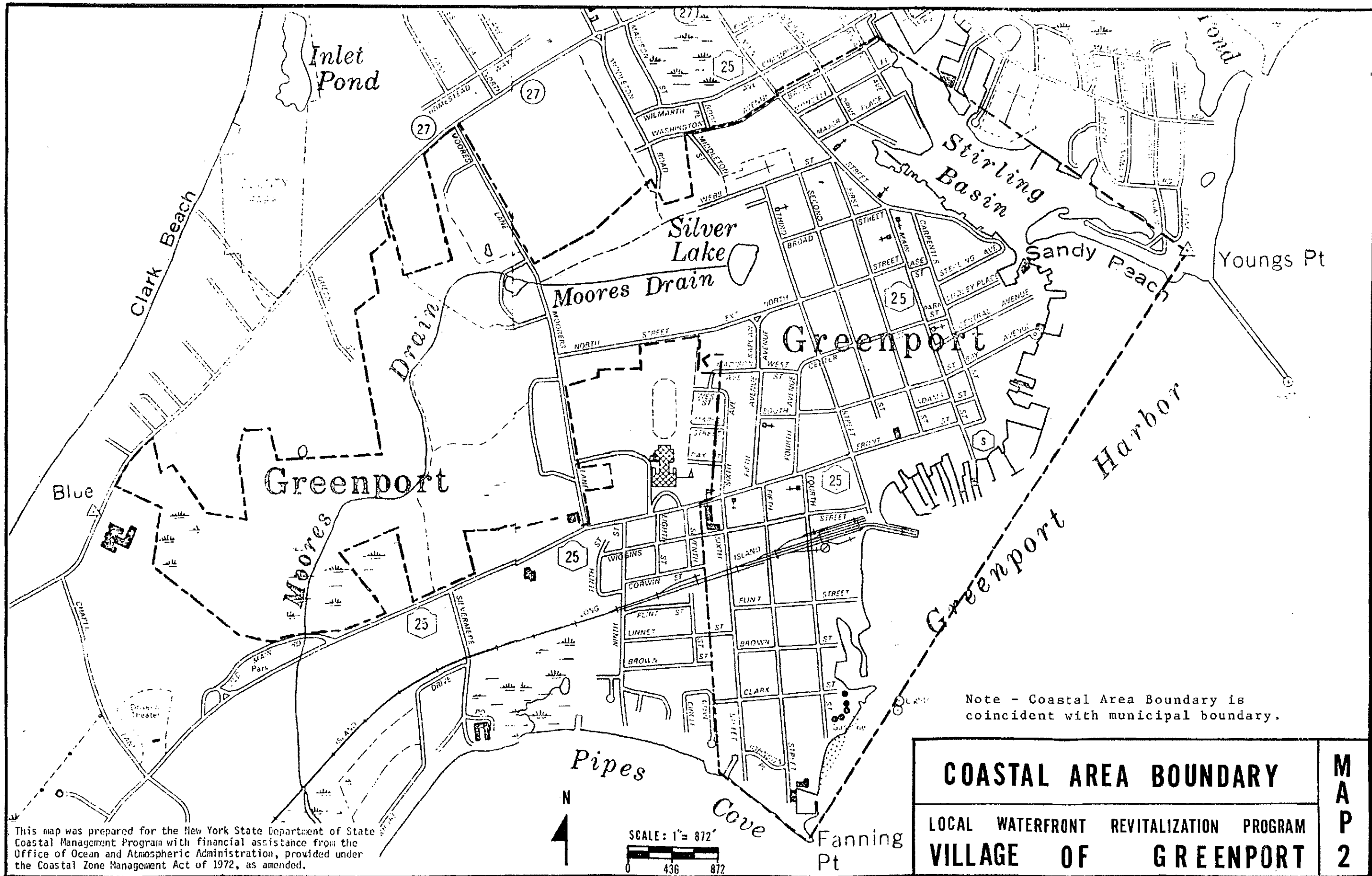
Kennedy International Airport is located 90 miles west of Greenport, while Long Island's MacArthur Airport and Suffolk County's Airport at Westhampton are, respectively, 48 and 30 miles distant. Passenger railroad service to Greenport is currently limited to one train eastbound and one train westbound per day. Combination bus-train service and direct bus service from Greenport to New York City are, however, provided on a much more frequent basis. There is at present no railroad freight service east of Riverhead on the North Fork.

Direct access to the South Fork by way of Shelter Island is available on a regular basis from Greenport via the North Ferry, Inc. and the South Ferry. In addition, the Orient-New London Ferry, located some 8 miles east of Greenport, provides a direct route to New England placing Greenport within easy reach of the Connecticut, Rhode Island and Massachusetts business and cultural centers.

Of particular significance to the discussion of Greenport's regional setting is its strategic location as a commercial fishing port with respect to New England and mid-Atlantic Fishing Grounds and the New York City market area.

B. HISTORICAL PERSPECTIVE

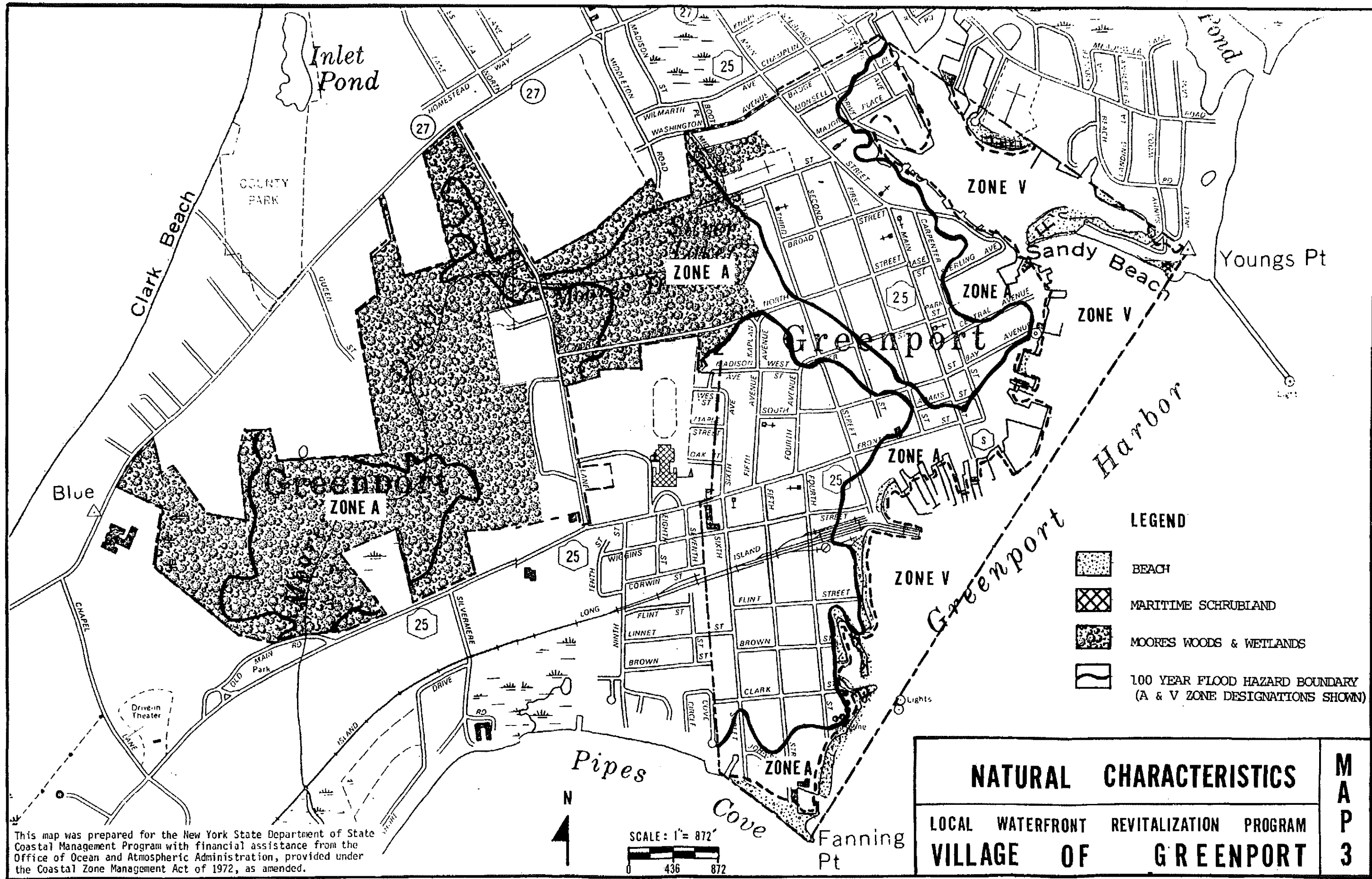
In the early part of the nineteenth century a considerable part of what is now the Village was the farm of Captain David Webb. The event that commenced the development of Greenport as a Village was the sale of this farm "to those desirous of speculation" at an auction on the 23rd day of March in 1820. It was relatively soon thereafter, in 1838, that the Village of Greenport originally became incorporated. Greenport is Long Island's oldest incorporated Village. From about the time the Webb farm was sold, Greenport has served as the region's major port due to the naturally deep waters of Greenport Harbor. The whaling, fishing, and shipbuilding industries have historically provided the Village with its economic base employing thousands of people on its waterfront throughout the years.



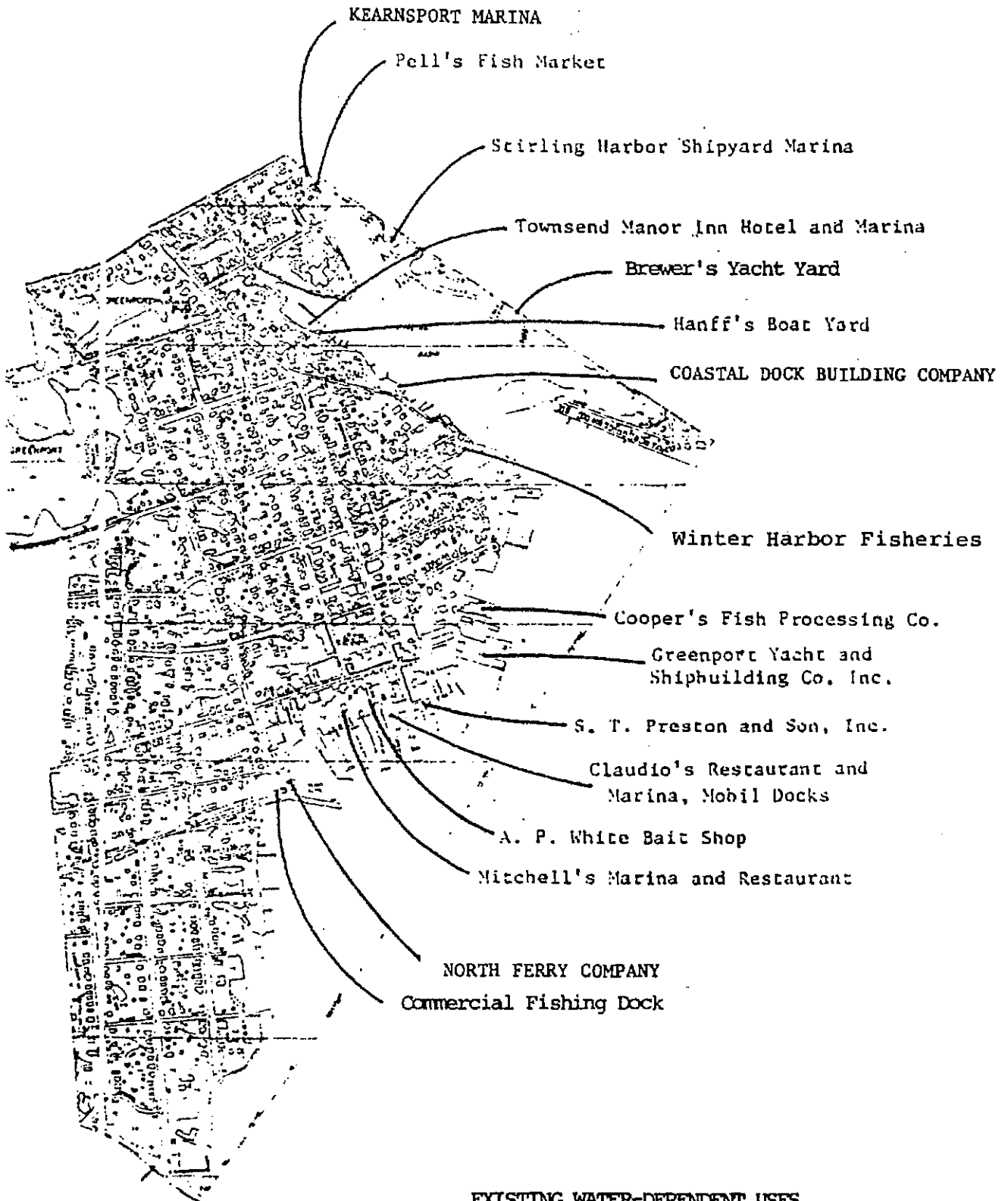
Note - Coastal Area Boundary is coincident with municipal boundary.

This map was prepared for the New York State Department of State Coastal Management Program with financial assistance from the Office of Ocean and Atmospheric Administration, provided under the Coastal Zone Management Act of 1972, as amended.

COASTAL AREA BOUNDARY			M A P 2
LOCAL WATERFRONT REVITALIZATION PROGRAM			
VILLAGE	OF	GREENPORT	



This map was prepared for the New York State Department of State Coastal Management Program with financial assistance from the Office of Ocean and Atmospheric Administration, provided under the Coastal Zone Management Act of 1972, as amended.



EXISTING WATER-DEPENDENT USES
 Local Waterfront Revitalization Program
 VILLAGE OF GREENPORT

MAP 6

This map was prepared for the New York State Department of State Coastal Management Program with financial assistance from the Office of Ocean and Atmospheric Administration, provided under the Coastal Zone Management Act of 1972, as amended.

The history and sea-faring tradition of Greenport is described in the following excerpts from the Waterfront Development Opportunities in the Village of Greenport study prepared by the Long Island Regional Planning Board in 1980.

"Whaling activities occurred in Greenport from the early 1830's to 1849 with a peak in the 1840's. Huge schooners from all over the world sailed from Greenport and Sag Harbor while the whale fishery prospered along the northeast coast. The Gold Rush marked the decline of the whaling industry, as whaling vessels were converted to carry passengers. The decreased availability of whales, the American Civil War, and the development of petroleum as a fuel source all contributed to the eventual demise of whaling on Long Island's East End.

By 1835, the use of menhaden (mossbunker) as a farm fertilizer had become well established on eastern Long Island. It became a local practice for a group of farmers to jointly buy a seine or net, and a big round-bottomed "fishing smack" to catch "bunkers" for fertilizer. Menhaden were mostly used to produce fish meal and oil for paints. Large processing operations or "fish factories" were established along the Greenport waterfront by 1857.

Greenport prospered due to the menhaden industry; 64 boats were in service and seven under construction in 1879. By this time, shipbuilding (pleasure craft, cargo vessels, fishing vessels) boomed in Greenport. The Greenport Basin and Construction Company, famous yacht builders, became a large repair and docking facility for menhaden vessels. (Today, the company is known as Greenport Yacht and Shipbuilding.) Menhaden vessels or "bunker boats" were said to have lined the shoreline along Main and Front Streets. Close to 90 "fish factories" operated along the local shores by 1883. The region's fishing fleet consisted of 83 steam-driven fishing vessels, and a portion of the 212 sailing vessels found in the area. Over 2,300 workers, including many blacks who migrated to the region from the south, were employed by the fishing and fish processing industries. The modernization of fishing and processing techniques, as well as a decrease in menhaden abundance, led to the eventual decline of the Greenport menhaden industry by the 1950's.

New York State ceded oyster cultivation rights to underwater lands in Peconic/Gardiner Bays to Suffolk County in 1884 (L 1884,

CH 884). Oysters dredged from L. I. Sound were brought to the clean waters of these areas and replanted to fatten them before harvest. Greenport developed a large oyster industry with processing houses located on the waterfront. About 500 were employed in 12 oyster companies on the Greenport waterfront in 1940. During the Christmas season, hundreds of railroad cars were loaded at the railroad station with containers of shucked oysters for transport to New York City. The great hurricane of 1938, which covered many productive oyster areas with sand, and increases in the cost of labor, operations, and shipping caused a gradual decline of the oyster industry.

During World War II Greenport's shipyards again became very active building naval vessels under government contract. Thousands were employed and Greenport's population was over 5,000. However, the shipyards closed after the end of the war, and over the next 25 years the Village economy went into a severe decline and its population dwindled. The 1980 population was estimated by the Long Island Lighting Co. at 2,408.

The mainstay of Greenport's economy during the years following World War II has been the fishing industry. By 1958, the processing of edible fish became an important activity in Greenport. Sea and bay scalloping, oyster farming and finfish processing continue to employ hundreds along the waterfront. In 1979, 41 commercial fishing vessels utilized Greenport's harbor for docking, offloading and sale of catch, fuel and ice service, the purchase of groceries and equipment, and repairs.

In recent years, tourism has increased in the Village due to its seaport ambience and historic architecture. Greenport has become famous for its historic Federal, Greek revival and Victorian style buildings now about to be placed on the National Registry of Historic Places. Recreational boating has also centered in Greenport with the area's largest pleasure boats attracted to Greenport's deep and well protected harbor.

With tourism and recreational boating demands ever increasing, dock space for commercial vessels is in very tight supply. This factor has forced many skilled fishermen to leave Greenport, or to go out of business. Compounding this dilemma is an ever increasing demand for the development of waterfront properties as tourist facilities or luxury condominiums."

Today, the local labor market does not rely as heavily as it once did on the traditional maritime industries previously described; however, the majority of the local labor market remains oriented to water-dependent occupations such as marinas, boat yards, commercial fishing, and boat building. It is the Village's highest local priority to see efficient use of Greenport's remaining waterfront commercial land for water-dependent uses.

C. NATURAL COMPONENTS

The natural components inventory summarized here includes consideration of the following key components:

1. topography and landform;
2. generalized soils data;
3. ground water, surface water, and flood prone areas; and
4. vegetation and wildlife

1. Topography and Landform

The topography of Long Island was primarily established during the last glacial period, the Wisconsin. Glacial retreat left a series of moraines which extended along the northern portion of Long Island and throughout the North and South Forks. In general, this northern portion of Long Island is characterized by somewhat hilly glacial drifts, while the southern portion consists of a broad outwash plain sloping gently toward the Atlantic Ocean.

Topographic relief within the incorporated Village of Greenport is limited. Greenport might generally be characterized as level, with elevations varying only mildly from mean sea level. A portion of the Harbor Hill moraine is in evidence north of the Village near Long Island Sound, where topography, more varied at an elevation of some 50 feet above mean sea level, is located.

Relatively small, non-contiguous areas of beach are found in isolated instances along the shoreline of the Village. The prominent but small beach areas are located at: Sandy Beach and along the basin side of Beach Lane; Young's Point and lands immediately adjacent to the point; along the northwest side of Stirling Basin; and along the western shoreline of Greenport Harbor inclusive of Fanning Point and the area immediately to the west. (See Map 3, Natural Characteristics). Prior to the development of Greenport's waterfront, its shoreline consisted primarily of tidal marsh and larger beach areas. However, these natural features have been displaced by bulkheads, fill, and shoreline development which has occurred over the past century and a half.

The shoreline of the Village of Greenport lies adjacent to a bight formed by Young's Point to the east and Fanning Point to the west. Deep water, 0 to 80 feet in depth, is generally located within 300 feet of the shoreline facing Shelter Island Bay. The channel at Greenport, in fact, has a natural depth of 40 feet and can accommodate some of the largest ocean-going vessels. In contrast, Stirling Basin is a narrow body of water extending north from the Sandy Beach sandspit having a depth of some 6 to 18 feet. Due to the constraint imposed by the relatively shallow waters of Stirling Basin, this waterbody is more suitable to harbor smaller commercial and recreational vessels than the larger vessels that can be accommodated in the channel at Greenport Harbor. In Stirling Basin there exists a Federal Navigation Channel where shoaling periodically occurs and necessitates dredging. Shoaling is most severe at the entrance to Stirling Basin causing problems for vessels attempting to gain access to or exit from the basin.

2. Soils

Soils in Greenport are generally classified as RhR, Riverhead and Haven soils, graded with 0 to 8 percent slopes. Included within the Village are areas of both Riverhead sandy loam and Haven loam which have been altered by grading operations. The Riverhead sandy loam is a well-drained, moderately coarse-textured soil with good internal drainage and rapid permeability. The Haven loam is a well-drained, medium-textured soil which formed in a loamy or silty mantle over stratified coarse sand and gravel. In an area as substantially developed as the Village of Greenport, it is not uncommon that the natural properties of many of these soils have been altered by grading and fill operations as well as other construction-related activity. These soil types do not pose a development constraint within the Village.

Areas of soils classified as muck are also found in limited areas of the Village, where development is not anticipated, such as the regulated freshwater wetland contiguous to Silver Lake. This wetland, for instance, contains very poorly-drained organic soils that formed from partially decomposed woody or herbaceous plants. The muck generally consists of a thick layer of spongy, dark organic material over loose sand and gravel.

3. Ground Water, Surface Water, and Flood-prone Areas

The discussion of hydrology within the Village includes several important aspects, namely:

- a. ground water supply;
 - b. surface water conditions; and
 - c. flood-prone area considerations.
- a. Ground water supply: The Village of Greenport, like all of Long Island, depends on the groundwater aquifer for its water supply. Protection of the aquifer within Greenport and throughout the North Fork is a critical concern to the Village of Greenport.
- b. Surface waters: There are four major surface water bodies in Greenport. They include Silver Lake and Moore's Drain, both located in the northwest section of the Village, and Stirling Basin and Shelter Island Sound, to the east and south, respectively. Water quality classifications for these surface waters have been established by the New York State Department of Environmental Conservation (DEC) as follows:

Moore's Drain (tidal portion)	SC
Moore's Drain (non-tidal portion)	D
Silver Lake	D
Stirling Basin	SA
Shelter Island Sound (includes Greenport Harbor)	SA

Under the DEC water quality classification system, SC waters are described as "suitable for fishing and all other uses except for primary contact recreation and for the taking of shellfish for market purposes." Class D waters are suitable for primary and secondary recreation and fishing even though other factors may limit recreational use or inhibit the propagation of fish. Lastly, waters classified SA, including Stirling Basin and Shelter Island Sound, are "suitable for shellfishing for market purposes and for primary and secondary contact recreation."

All wetlands within the boundaries of the Village of Greenport are wetlands regulated by the Department of Environmental Conservation. The Silver Lake freshwater wetland system, which includes the wetlands of Moore's Woods and the non-tidal portion of Moore's Drain, is greater than 12.4 acres and is, therefore, a regulated freshwater wetland. The tidal waters and associated sparse wetland vegetation associated with the saline water bodies of Moore's

Drain (tidal portion), Stirling Basin and Shelter Island Sound are regulated by the DEC as well.

The near shore saline waters of Greenport Harbor and Stirling Basin used to be well known for the harvesting of hardclams and oysters. Deteriorated water quality, resulting from the loss of valuable wetlands caused by intensive bulkheading and development of the Village's shoreline, boating activity, and stormwater runoff from Village roads and developed properties, caused the DEC to close these waters in Greenport to shellfishing back in the early 1960's. A program authorized in the early 1980's by DEC allowed shellfishing on a conditional basis during select dry periods when there was little or no runoff being generated by rainfall. However, the program was discontinued shortly after its inception due to the insufficient amount of shellfish found, the cause of which was attributed to poor water quality as a result of storm water runoff.

- c. Flood-prone areas: Substantial land areas within the Village have been designated by the Federal Emergency Management Agency (FEMA) as potential flood hazard areas. Within these designated areas, minimum federal criteria for regulating development within the flood plain, as prescribed by the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973, have been incorporated into local land use and development regulations (Chapter 40, Flood Damage Prevention Law).

A detailed "Flood Insurance Study" was published for the Village of Greenport on December 15, 1982. This study resulted in the preparation of a Flood Insurance Rate Map (FIRM), last revised October 16, 1984. Four (4) major areas in the Village are identified as being prone to a 100 year flood. (A flood that has a 1% chance of occurring each year and is expected to occur once on average during any 100 year period). These areas include the following: the Village's entire shoreline; Silver Lake and the immediate area around the Lake; a corridor that extends through the business area connecting the flood prone areas of Silver Lake and the Village's waterfront; and the western portion of Moore's Woods. Coastal high hazard areas (V-zones), where high velocity waves can occur during storms and floods, exist in the Village along Stirling Basin and Greenport Harbor. (See Map 3, Natural Characteristics). The Village adopted a Flood Damage Prevention Law in 1983 which incorporates the Flood Insurance Rate maps and regulations promulgated by the Federal Insurance Administration. This law was established to prevent damage to property through the regulation of all development in flood prone areas.

4. Vegetation and Wildlife

Principal vegetation throughout the residential portion of the Village of Greenport is typical of a residentially-developed area, that being landscaped lawns, planted shrubbery, and a variety of common trees such as maples and oaks. More dense vegetation and a more diverse variety of species can be found on some of the Village's vacant parcels and in the Moore's Woods watershed conservation area. Vegetation found in commercially developed areas of the Village's waterfront and business district is very sparse, but includes some maritime vegetation and street trees, respectively. The maritime shrubland areas are found at Sandy Beach, Stirling Creek and Fanning Point.

Wildlife in the developed portion of the Village is limited to those wildlife species typically found in developed suburban communities such as the gray squirrel, eastern cottontail, eastern chipmunk, white-footed mouse and various other small mammals. The watershed conservation and wetland areas of Moore's Woods and less developed areas of the surrounding Town of Southold support a wider and larger variety of wildlife.

D. DEVELOPMENTAL FACTORS

The developmental factors inventory summarized in this section includes consideration of the following components:

1. existing land use;
2. land use policy;
3. recreation facilities and public access opportunities;
4. historic properties;
5. dredging activity;
6. traffic and parking;
7. population and housing characteristics;
8. community services and facilities; and
9. municipal utilities.

1. Existing Land Use

Waterfront Area

The Village of Greenport waterfront extends from the west side of Young's Point around Stirling Basin and continues along through the Central Business District (CBD) to the west side of Fanning Point. For identification and discussion purposes, the Village waterfront area is divided into three waterfront areas as shown on Map 4, Existing Land Use. From Young's Point to Fanning Point the three waterfront areas are:

Waterfront Area 1 - from Young's Point along Stirling Basin to S.T. Preston and Son, Inc;

Waterfront Area 2 - from and inclusive of S. T. Preston and Son, Inc. along Greenport Harbor to and inclusive of the Long Island Rail Road property; and

Waterfront Area 3 - from just south of the Long Island Rail Road property along Greenport Harbor to the west of Fanning Point.

Waterfront Area 1

Land use bordering on the east side of Stirling Basin within the boundaries of the Village of Greenport includes seasonal housing, a municipal park, cemetery, and marine commercial. The Sandy Beach sandspit runs northwest from Young's Point and contains both seasonal housing and Sandy Beach park. Both Sandy Beach and the nearby St. Agnes Cemetery are zoned for single family residential use. The cemetery is bordered by Brewers Yacht Yard to the southeast and Stirling Harbor Shipyard Marina to the northwest; both marinas are zoned for waterfront commercial use.

Land uses occurring on the west side of Stirling Basin include residential, marine commercial and institutional. The Kearnsport Marina and Pell's Fish market are bordered by residential property and are just north of the Eastern Long Island Hospital. Residential property is also located southwest of the hospital property. The remaining property on the west side of Stirling Basin contains the Townsend Manor Inn and Marina, Hanff's Boat Yard, private residences, The Coastal Dock Building Company, several small private recreational docks, and a bulkheaded vacant lot owned by Winter Harbor Fisheries, formerly owned by Marine Associates. This vacant grass covered parcel of land is bisected by Stirling Avenue and Stirling Street. The shoreline of this property contains 130 feet of maintained bulkhead, with tie-up pilings placed off-shore along its length. (See Map 5, Existing Underutilized Waterfront Sites). All of the property on the west side of Stirling Basin is zoned for waterfront commercial use, with the exception of the (1) Townsend Manor Inn, which is zoned for retail commercial use; (2) single family residentially zoned property between the Eastern Long Island Hospital and the Townsend Manor Inn; and (3) one and two family residentially zoned property between Hanff's Boat Yard and the Coastal Dock Building Company.

The harborfront area, from the mouth of Stirling Basin to S.T. Preston and Son, Inc., is zoned for waterfront commercial use with the exception of a small stretch of one and two family residentially zoned property. The Winter Harbor Fisheries shellfish processing plant is located at the mouth of Stirling Basin. Residential condominiums, developed on property zoned for waterfront commercial use, are located on the site of the former Sweet Shipyard fishery facility which separates the Winter Harbor Fisheries shellfish plant from the single family residences to the south. Cooper's Fish Processing Co. and the Greenport Yacht and Shipbuilding Co. lie south of the residential property, and between these two businesses is the deteriorated and abandoned Barstow Shipyard. The Barstow shipyard site (1.5 acres) is located east of Carpenter Street and south of Bay Avenue on Greenport Harbor. More than half of this site is developed with unused boat storage buildings. The remainder of this parcel is cluttered with abandoned, derelict vessels. The waterfront portion of this site consists of 100 feet of deteriorated bulkhead and half sunken vessels. (See Map 5, Existing Underutilized Waterfront Sites). Ownership of the Barstow site is uncertain; title to the property is claimed by several parties, including Suffolk County. Eleven major water-related businesses are located within this waterfront area.

Waterfront Area 2

All waterfront properties within this waterfront area are zoned for waterfront commercial use. The establishments located along this short, but busy stretch of waterfront include Claudios Restaurant and Marina, White's Bait Shop, Mitchell's Marina and Restaurant,

North Ferry Co, and the Long Island Rail Road terminal and commercial fishing dock. Just north of the North Ferry Co. terminal, as the shoreline bends northeast, is a developed site that contains a building that has been transformed from a Boback supermarket to a mini-mall. The former Boback supermarket site now contains six or so small retail stores and a parking lot. Five major marine uses are located within this waterfront area.

The Mitchell property (3.5 acres) is located between Main and Third Streets and is bordered by Front Street and Greenport Harbor to the north and south, respectively. Existing development on this site includes a bar/restaurant and a large paved area that covers most of the site. The waterfront portion of this parcel contains 500 feet of shoreline, with 1,200 feet of deteriorating bulkhead, and six long wooden docks that are in poor condition. These dock spaces currently provide docking for charter fishing boats. The Greenport Post Office and the small building that formerly contained the East End Supply Company, which is for sale, border the Mitchell property to the west. Several small marine commercial businesses are located along the eastern edge.

The vacant portion of the Boback property (.3 acre), is located between Third Street and Greenport Harbor. This site has approximately 200 feet of sandy shoreline between the Mitchell property and the Shelter Island Ferry terminal. A variety of commercial and marine commercial uses border this site.

The LIRR property and dock (7 acres) is located at the southerly terminus of the Third Street and the main line terminus of the railroad in Greenport. The inland portion of this site is developed with the following: two buildings, the former ticket office - currently vacant - which will soon be converted to a police station, and the former freight depot which is used for furniture storage; a new parking field; and an old locomotive turntable that is in disrepair. The waterfront portion is characterized with approximately 320' of bulkheading and a large dock recently constructed for use by commercial fishing vessels which is in very good condition. Residential areas border the southern and northwestern portions of this site. The dock abuts the North Ferry Company land and parking facility to the north.

Waterfront Area 3

Residential land use dominates the shoreline south of the commercial fishing dock, with the exception of the abandoned Mobil Oil Co. storage terminal north of Fanning Point and the Village's Fifth Street Park property. The Mobil property (2.6 acres) was once used as a waterfront oil storage terminal.

Although the terminal is no longer active, the structures remain. There is 600 feet of bulkheading at this site along the waterfront of Greenport Harbor. Residential areas are located to the northwest and west of this site (See Map 5, Existing Underutilized Waterfront Sites). The site of the former Old Oyster Factory Restaurant has been redeveloped for high-density residential use. This site is located at the eastern tip of

Fanning Point, south of the abandoned oil terminal. On the west side of Fanning Point, the site of the old oyster shucking factory has also been redeveloped for high-density residential use. All of the property south of the railroad dock is zoned for one and two family residential use, with the exception of the two properties being converted to high-density residential use which are zoned for waterfront commercial use.

Existing Water-Dependent Uses

The following list provides the names and respective functions of the existing major water-dependent facilities on the Village of Greenport waterfront. The respective location of each water-dependent facility listed is shown on Map 6, Existing Water-Dependent Uses. Updates to the list below are provided in underline format.

Waterfront Area 1

1. Brewers Yacht Yard - recreational marina with inside and outside storage facilities, also provides a full range of marine services, including boat sales and chartering; restaurant and bar.
2. Brewers at Stirling Harbor Shipyard Marina - recreational boating oriented marina with inside and outside storage facilities, restaurant and bar;
3. Pell's Alice's Fish Market retail seafood market and major seafood shipping facility. Pell's Fish Market is the main offloading point for local pound and gill net fishermen;
4. Kearnsport Marina - recreational boating marina ~~and boat repair services;~~
5. Townsend Manor Inn and Marina - dockage for transient vessels, restaurant, hotel, lounge;
6. Hanff's Boat Yard and wooden boat works inside and outside storage, boat sales, complete engine and hull repair, boat building;
7. Latham Sand and Gravel, Inc. Coastal Dock Building ~~Company services;~~ dock and marine construction
8. Winter Harbor Fisheries ~~- vacant parcel shellfish processing plant;~~
9. Cooper's Fish Processing Co. - STIDD Systems Inc. - custom marine seating manufacturer ~~finfish processing plant;~~
10. Greenport Yacht & Shipbuilding Co., Inc. - ~~three two~~ railways, inside and outside boat storage, complete engine and hull repairs, marine bardward;
11. S.T. Preston and Son, Inc. - dock space for transients, marine supplies clothing and home furnishings;

Waterfront Area 2

12. Claudio's Restaurant and Marina, ~~Mobil Docks~~—dock space for both recreational and commercial vessels, restaurant and lounge, clam bar gift shop, fishing supplies and bait;
13. A.P. White Bait Shop - tackle, bait and charter boat reservations;
14. ~~Mitchell's Marina and Restaurant dockage, restaurant and lounge, construction of a luxury motel and marina are being considered~~ Mitchell Park & Marina – transient marina, carousel, camera obscura, amphitheatre, special events;
15. North Ferry Co. - provides regular ferry service to and from Shelter Island.

In recent years, great increases in the number of recreational boats and demand for docking facilities to accommodate them have nearly eliminated the availability of dock space for commercial fishing vessels. In response to this need to provide dock space for commercial fishing vessels, the commercial fishing dock at the LIRR property was recently constructed with assistance from various government agencies. Currently the dock is available only to commercial fishing vessels having a minimum length of 50 feet and a maximum length of 150 feet. A maximum three day layover is permitted. Currently, the docking needs of local commercial fisherman with relatively small fishing vessels are not being met. As existing waterfront facilities and new waterfront development increasingly serve the needs of recreational boaters, new dock space must be established to accommodate locally operated small scale fishing vessels as well as charter and/or party fishing vessels, and tourboats. A case in point is the possible redevelopment of the Mitchell property which might displace two party fishing boats, a Connecticut tourboat, and several small locally operated commercial fishing boats. These vessels serve one of the goals of the Village which is to retain its commercial fishing heritage and character. No alternate sites have yet been found to accommodate these vessels.

Three water-dependent firms of the fifteen listed are actively engaged in the sale, packaging, and processing of commercial fish catches. They include Pells Fish Market, Cooper's Fish Processing and Winter Harbor Fisheries. The Greenport Yacht and Shipbuilding Company, with its ice making plant and fuel facilities, has the potential to serve as a fish packaging and fueling area for commercial fishing boats. Cooper's Fish Processing and Winter Harbor Fisheries processing plants are the remaining major fish processing facilities on Long Island. This represents a sharp decline in the number of fish processing facilities which used to exist on the Greenport waterfront, as described earlier in this section. There has also been a similar decline in the number of water-dependent ship building and repair facilities. The remaining major facility which specializes in this craft is the Greenport Yacht and Shipbuilding Company. This site also has tremendous potential for expanded use of marine commercial activities.

Existing Underutilized Waterfront Properties

Not too long ago, Greenport's waterfront was considered to have an overabundance of underutilized commercial waterfront real estate available for redevelopment. As recently as

the late 1970's, there were nine sites totaling 24.6 acres which were available for water-dependent redevelopment. Included in this category were the following sites: the oyster shucking factory, Old Oyster Factory Restaurant, the Mobil site, the LIRR, Boback and Mitchell properties, Barstow Shipyard, Sweet Shipyard, and the Winter Harbor Fisheries (formerly Marine Associates) property.

The oyster shucking factory, Old Oyster Factory Restaurant, and Sweet Shipyard sites, which account for 10.5 acres, have been redeveloped for high-density residential use. The larger of the two-lot Boback property has been recommitted to retail use. The remaining portion of the site, which constitutes about a third of an acre, remains vacant. In addition to the newly reconstructed commercial fishing dock, portions of the seven-acre LIRR property are planned for municipal support services. Cold storage facilities are expected to be constructed on the vacant parcel owned by Winter Harbor Fisheries in the near future. As a result of the above actions, waterfront properties that remain underutilized and uncommitted at this time are the Mobil site, a small portion of the Boback property, site, the Mitchell property, and the Barstow shipyard site. These four sites have a combined area of approximately 8 acres. (See Map 5, Existing Underutilized Waterfront Sites.)

It is clear that non water-dependent uses, such as retail shops and high-density residential, are competing for the limited amount of remaining waterfront property. Unless strong zoning measures are taken to regulate this type of encroachment, this trend is likely to have a severe impact on the Village's boating and commercial fishing industry, and waterfront character.

Beyond the waterfront area described in the previous paragraphs, there is little vacant land that is privately owned suitable for new commercial or residential development. A brief description of the Village's other land use categories are provided below.

Central Business District

The Central Business District (CBD) includes the area bounded by Third, Center and Carpenter Streets and Greenport Harbor, with the exception of residential properties in the northwest section of this area. This area encompasses Waterfront Area 2. Most of the Village's retail commercial uses are established in this area and are generally concentrated along Front Street eastward from Fourth Street to Main and then north on Main to the vicinity of Park and Center Streets.

The establishment of a coordinated program of building rehabilitation, infill development, and public improvements is needed in the CBD in order to improve the visual quality and economic vitality of the Village. The preparation of a design and improvement guide for the CBD would greatly assist the Village in this effort. Such a design and improvement guide would stipulate specific design plans for building and street-scape improvements, as well as identify the location of needed pedestrian and visual corridors. The development of a modest pedestrian corridor system linking the CBD to the waterfront area would help to create much needed visual and pedestrian access to the Village's waterfront, and would greatly enhance the tourist experience for those visiting Greenport.

Residential Areas

Residential development patterns dominate the Village landscape beyond areas used for waterfront commercial, commercial and open space uses. Residential areas are located in the northeast and southeast portions of the Village.

Residential units throughout the Village are principally one- and two-family structures. These structures reflect the architectural diversity present throughout the nineteenth century development of the community, and they include fine examples from each of the following periods:

Greenport Vernacular	Greek	1820-1850
Revival	Italianate	1820-1860
Second	Empire	1840-1880
Queen	Anne	1850-1890
Bungalow		1880-1900
		1890-1940

OpenSpace Areas

The vast Moore's Woods property and other municipally owned properties that are used for park purposes comprise the considerable open space patterns in the Village.

Institutional Uses

Principal institutional uses, other than municipal facilities which are discussed later in this section, include the 3.4 acre Green Hill Cemetery north of Webb Street, and various church and school properties. The most substantial of these is St. Agnes¹'s Roman Catholic Church and School at Sixth and Front Streets.

2. Current Land Use Policy

The most significant statement of land use policy within the Village of Greenport is the Village¹'s Zoning Law, Chapter 85 of the Code of the Village of Greenport. As illustrated by Map 7, Existing Zoning Patterns, the Zoning Law divides the Village into five zoning districts:

W-C	Waterfront Commercial District
R-1	One-Family Residence District
R-2	One-and Two-Family Residence District
C-R	Retail Commercial District
C-G	General Commercial District

The uses allowed in the W-C District include water-dependent commercial and recreational uses, and water-enhanced uses. Most of the land use in Waterfront Area 1 is traditional water-dependent commercial and recreational. Land use in Waterfront Area 2 is changing from traditional water-dependent commercial use to water-dependent recreational use. Land use in Waterfront Area 3 is primarily non water-related high-density residential.

All the properties zoned Waterfront Commercial in Waterfront Area 1, with the exception of the former Sweet Shipyard site that is in high-density residential use, are developed with water-dependent commercial and recreational uses. To protect and maintain water-dependent commercial and recreational uses, water-enhanced uses such as retail shops, restaurants and hotels, which are currently allowed in the Waterfront Commercial Zone of Waterfront Area 1, should be eliminated or better controlled. A zone should be created which only permits water-dependent uses and water-enhanced uses subject to special permit conditions. By making a zoning change of this type, the potential for encroachment by conflicting water-enhanced uses in water-dependent use areas is reduced or eliminated.

Unlike Waterfront Area 1, where there is only one water-enhanced use among the many water-dependent commercial and recreational uses, there are many water-enhanced uses within the Waterfront Commercial Zone of Waterfront Area 2. These consist mostly of retail shops and restaurants concentrated along the east side of Third Street, the south side of Front Street, and the west side of Main Street. The mix of water-dependent and water-enhanced uses in this area is desirable because of the sea-side resort ambience that is created by such a mix. However, the potential for water-enhanced uses to completely displace water-dependent uses should be eliminated. Making water-enhanced uses subject to special permit conditions would ensure that water-dependent uses are preserved and would provide greater control as to where these

uses are located on the site. A new zone, permitting water-enhanced uses, under special permit conditions, and water-dependent uses should be created.

The C-R District generally provides for retail, personal service, office, institutional, lodging, marina and docking facilities as permitted uses. Marina and docking facility use is inappropriate in the CR District since only one site zoned CR, the Townsend Manor Inn, is on the waterfront. All other parcels are located inland and do not have water frontage.

The Townsend Manor Inn should be incorporated into the Waterfront Commercial District because of its mix of water-dependent recreation and water-enhanced restaurant uses; these uses are compatible with the allowed water-dependent and water-enhanced uses in the Waterfront Commercial District.

The C-G District allows for the C-R permitted uses as well as non-personal service establishments, motor vehicle-related facilities, and light manufacturing and wholesale uses.

In general, the R-1 District limits permitted uses to single-family detached dwellings and municipal facilities, while the R-2 adds two-family dwellings to the list of permitted uses. Each residential district also provides for institutional uses and required utility uses by special permit. Minimum lot area within the R-1 District is 10,000 square feet; the R-2 District requires a minimum of 7,500 square feet for a single-family dwelling and 10,000 square feet for a two-family dwelling.

Close to 260 acres of Village-owned properties, including those used mostly for recreational purposes, have recently been rezoned to the Park zoning classification. They had been inappropriately zoned for residential or commercial use. These properties include Moore's Woods, Silver Lake, Sandy Beach Point, Third Street Park and Fifth Street Park. This rezoning will ensure that these properties will be used for public uses, particularly recreation.

3. Recreation Facilities and Public Access Opportunities

The Village of Greenport provides active and passive recreational opportunities at seven Village owned properties and at the jointly owned Village/Town boat ramp. The boat ramp facility, Fifth Street and Sandy Beach parks are located on the waterfront and provide public access to the shoreline. Roads within the Village and Town are adequate to provide access to all of the Village recreation facilities.

Waterfront

Fifth Street Park, approximately 2 acres in size, is between Fifth and Sixth Streets between Johnson Place and Shelter Island Sound. This park includes playground/recreation facilities and an extensive community beach area. Significant rehabilitation and expansion of this site has been completed. Adequate parking facilities exist on this site.

The 1 acre Sandy Beach property is located on the west side of Young's Point. Recreational use of the property is limited to passive pursuits due to the small area of the site and the delicate nature of the dune land soils and beach grass vegetation serving to stabilize the landform and prevent erosion. No parking facilities are provided on this site nor are they desired or appropriate.

The boat ramp located on the east side of Stirling Basin is jointly owned by the Village of Greenport and the Town of Southold. Adjacent to the boat ramp, located in the Town of Southold, is a parking area approximately 1 / 2 acre in size for those who use the boat ramp.

Inland

The vast 240 acre Moore's Woods property which dominates the northwest portion of the Village. Use of this property is limited to passive recreation pursuits due to its importance as a watershed and the presence of the extensive Silver Lake fresh water wetland system.

Curt Breeze Memorial Field (Polo Grounds) is a 12.6 acre community recreational facility located at the southwest corner of Moore's Lane within the Village of Greenport. The ballfields at this location receive intensive community use, and occasionally require reconditioning. Adequate parking facilities exist for this site.

Third Street Park is approximately 1/2 acre in size and is located at the corner of third and corner of Third and Center Streets. It serves as an active neighborhood playground/recreation site.

Reeve Memorial Park, located between Main and First Streets, immediately south of Webb Street, and a "vest pocket park" on Adams Street are smaller, passive open spaces that might be characterized as "bench parks".

Opportunities for gaining increased pedestrian access to the waterfront for citizens of the Village and visitors can be achieved by utilizing small land areas at the end of Village streets. The following sites have been identified as having the potential to become waterfront mini-parks through very modest improvements:

the east end of Wiggins Street (privately-owned)

the LIRR site immediately south of the existing fishing dock the end of Bay

Avenue

a portion of the narrow section between Stirling Street and Stirling Harbor (privately-owned)

the area east of the south end of Fifth Street, in conjunction with the existing park

Stirling Place extended at the end of Stirling Basin

Another opportunity to provide waterfront access for Village residents and the general public is the development of a pedestrian harborwalk from the railroad station to the vicinity of Claudio's Restaurant. To make this opportunity successful, perspective easement, easement acquisition, tax inducements, and zoning incentives could be used. Such a walkway could connect to Front Street thereby forming a circumventive walkway within the Village CBD. Such a walkway would allow visitors to observe Greenport's waterfront, observe views of picturesque Shelter Island Sound, and provide an alternate access route to the Village's commercial center for those exiting the North Ferry.

The Village would like to establish access to the waterfront at the privately-owned Mobil site. Ideally, the Village would like to acquire this site and transform it into a waterfront park for passive and active use. The use of the Mobil site as a municipal waterfront park would provide the public with an alternative waterfront site for water-related recreational activities. Currently, the only waterfront park in the Village which is suitable for active recreation is the heavily used Fifth Street Park. This site might also be used for marine-related education, science and research.

A wider variety of recreational opportunities is available to Greenport residents at nearby County and State park facilities. Peconic Park and Goldsmith's Inlet Park are both County-operated facilities located west of Greenport on Long Island Sound. Orient Beach State Park, located eight miles east of the Village, includes over 350 acres and offers picnicking, a bath house and bay bathing. Norman Klip Park at the end of Manhasset Avenue provides both bathing and small boat launching facilities.

4. Historic Resources

The following excerpt is taken from the National Register of Historic Places Inventory-Nomination Form of the Department of Interior National Park Service. This excerpt describes the historic resources within the established historic district which have been listed on State and Federal Registers of Historic Places. The description does not include all Village historic resources. However, as the only established district, it does represent the largest concentration of historic structures in the Village. In the near future, the Village intends to identify, in cooperation with the N.Y.S. Office of Parks, Recreation, and Historic Preservation, the historic resources outside of the historic district for possible nomination to the State and Federal Registers. Map 8 illustrates the boundary of the Village Historic District.

The Greenport Village Historic District consists of a dense concentration of (primarily wood frame) residential and commercial structures radiating out in a fan shape from the Village's Main Street waterfront business district (on the south). This large district comprises surrounding areas of nineteenth and early twentieth century development. The district includes all of Main, First and Carpenter Streets, the 600 block of Second Street, and structures on east-west streets that intersect with Main and Carpenter. The district is defined on the east

and south by Greenport Harbor and on the north and west by adjacent residential and commercial areas comprised of altered historic or modern structures.

There are 264 buildings within the nominated district, with 254 contributing historic structures and ten non-contributing structures. The entire collection of historic resources represents all periods of settlement and growth in the Village. Stirling Street, just south of Stirling Bay, comprises the nucleus of Greenport's early settlement. Although somewhat altered, Stirling Street contains examples of simple frame Long Island residences dating from the mid-eighteenth century; examples include 190 Stirling Street (c. 1750) and 165 Stirling Street (c. 1760). Lower (south) Main Street is the most densely developed area within the district and contains primarily frame commercial structures dating from Greenport's rapid mid-to-late nineteenth century development. Some are primarily functional, exhibiting few stylistic details (102-106 Main, c. 1880; 111 Main, c. 1845; 112 Main, c. 1895; 118 Main, c. 1900; 138 Main, c. 1870). Other commercial structures are more ornate; examples in this group- 208 Main (c. 1860), 210-212 Main (c. 1880), 219 Main (c. 1850)-were constructed or remodelled in the Italianate style.

The middle section of Main Street (between Park and Broad Streets) and Carpenter Street retain dense collections of residences representing the various phases of nineteenth century Village development. Although many of these structures are simply designed, some illustrate popular American architectural styles including the Federal Period (635 Main Street), the Greek Revival (505 Main Street and 634 Carpenter Street), and the Italianate (433 Main Street).

Upper Main Street (south of Webb Street), First Street, and sections of Bay and Central Avenues contain large concentrations of mid-to-late nineteenth century, middle-class Village residences. Many of these primarily single family frame houses were modestly decorated in architectural styles fashionable during the last half of the nineteenth century. Simple and ornate variations of the Italianate and Second Empire styles are widely represented along First Street, and mid-nineteenth century Greek Revival residences can be found in each of the areas mentioned above.

Northern Main and Stirling Street in Greenport's Murray Hill neighborhood contain notable turn-of-the-century (1900) examples of the Queen Anne and Colonial Revival Styles including 802 Main (c. 1900), 809 Main (c. 1895), 817 Main (c. 1900), contrasting in scale and detail, with several largely intact early twentieth century bungalows at 171, 173, 182 Stirling Street. An intact vernacular bungalow also appears at 642 Carpenter Street. Notable examples of the colonial Revival style are found at 14 Broad Street (c. 1910) and 152 Central Avenue (1903).

Turn-of-the-century houses constructed for the working class, rather than for merchants, ship captains, or ship owners, are primarily located on the cross streets east and west of Carpenter. Included in this category are two duplexes at 126 - 128 and 135 - 137 Ludlam Place, both with simple Queen Anne style detailing, constructed by local architect/builder Jessee Reeve. In addition, examples of a mid-nineteenth century local residential building type consisting of a two-story, three-bay gable roofed house, often L-shaped in plan, are found throughout the district. This house type was frequently used by local builders and often incorporates simple Greek Revival and Italianate style details. Components of this group include: 912 Main, c. 185 (built by Hudson Corwin); 141 Central Avenue, c. 1890; and 617 and 621 Second Street, c. 1875 and 1870 respectively.

Generally, the Greenport Village Historic District is densely developed yet low in scale (two to three stories). The buildings which constitute the district represent the largest concentration of relatively unaltered historic resources within the Village. The structures which lie outside the

nominated district to the west in both the commercial (Front Street) and residential areas have experienced extensive alteration and/or these areas contain new construction and do not possess sufficient architectural integrity to be included within the Greenport Village Historic District.

The Village's significant historic resources are a primary reason why tourism has increased steadily over the past few years, thereby supporting and stimulating the economy. Preservation of these resources is important if the Village is to maintain its attractiveness to residents and visitors alike.

The Village intends to create an historic preservation local law to protect not only the historic resources found within the historic district listed on the State and Federal Registers of Historic Places, but to protect the significant resources found throughout the Village.

Two, one-mile square sites shown on the New York State Historic Preservation Office Site File Map, and one, one-mile diameter site shown on the New York State Archeological Site Locations Overlay Map, are sites within or near the Village of Greenport having the potential of being archeologically significant. These figures are centered on points of high archeological sensitivity at locations of known archeological sites. Sites of archeological sensitivity may also exist outside the boundaries of these figures. Whether a proposed project is located within or outside these figures, a field reconnaissance survey, conducted under the guidelines of the New York State Education Department, will be done before an assessment of a project's potential impact on archeological resources is determined. In addition, the State Office of Parks, Recreation, and Historic Preservation will also be consulted to determine whether significant archeological resources are present at the site and what measures are necessary to preserve these resources. All practicable means shall be used to preserve significant archeological resources.

5. Dredging Activity

Two locations in Village waters require dredging on a periodic basis. One location is the Federal Navigation Channel in Stirling Basin, particularly at the entrance to the Basin, and the other location is the commercial fishing dock at the LIRR property. From the time the Federal Navigation Channel was completed in 1939, Stirling Basin has been dredged three times, in 1959, 1963 and 1976. The amount of cubic yards dredged were 163,900, 129,200, and 12,000, respectively. Wetlands by the St. Agnes Cemetery were formerly used as a disposal site. The current disposal site is the back side of the inlet adjacent to Beach Lane. The dredge spoil material is used for beach nourishment. Dredging activity is required in this area to allow pleasure and commercial fishing vessels to pass freely in and out of Stirling Basin.

The other location where dredging has occurred, in the vicinity of the commercial fishing dock, was last dredged by Suffolk County in 1983. The purpose of dredging in this area is to ensure sufficient depths for large commercial fishing vessels to gain access to the newly constructed fishing dock. The quantity of dredge spoil amounted to 41,700 cubic yards and was disposed offshore between Greenport Harbor and Dering Harbor in Shelter Island Sound.

6. Traffic and Parking

Primarily due to tourism, the passenger ferries of Orient Point and Shelter Island, and the resulting vehicular use, high traffic volume is a major problem during the summer season in Greenport's CBD. Traffic circulation, parking and pedestrian improvements are urgently needed. Residents and

particularly merchants of the Village have serious concerns about safe and convenient traffic circulation and the provision of adequate parking. Specific concerns include the following:

- a. The problem of all-day parking in front of business establishments by owners and employees.
- b. The need for additional off-street parking facilities with convenient access.
- c. Difficulty in meeting zoning requirements which require off-street vehicle parking spaces for each employee and for each 300 square feet of floor area in the commercial and waterfront districts.
- d. Traffic congestion, especially during summer months, on Front and Main Streets.
- e. The ability of Front and Main Streets to comfortably handle commercial traffic.
- f. An anticipated worsening of traffic conditions because of the projected 100 percent passenger increase in Cross Sound Ferry service from Orient Point to New London.
- g. Projected congestion in the vicinity of Wiggins and Third Streets due to the expected increase in Shelter Island Ferry traffic.

A traffic study will be conducted to further analyze these concerns and to offer possible solutions.

7. Population and Housing Characteristics

Population

According to the United States Bureau of the Census, the population of the Village in 1980 was 2,273. The 1987 population, according to the Southold Town Clerk's Office, was 2,475, an 8.8 percent increase over the 1980 population. This increase is attributed to the construction of condominiums on the Village's waterfront and the rehabilitation of Greenport's old housing stock.

Housing

In general, the housing stock in Greenport is good, but aging and in tight supply. The Village, through its successful rehabilitation efforts, has been providing necessary technical and financial resources to assist owners and to improve the condition of the housing stock. The Village has also been successful in the past few years in providing affordable housing for young families. Unfortunately, however, opportunities for young families and senior citizens are very limited at this point due to the tight supply, as previously mentioned, and high cost of housing.

8. Community Services and Facilities

Emergency Services

Emergency services are provided by the Village's own Police and Fire Departments. The Police Department is currently located in a small commercial structure at the southern end of Main Street, but will relocate to one of the terminal buildings on the LIRR property. The Department has a

full-time force of three officers, and some part-time employees. The Fire Department is an exclusively volunteer organization which maintains two fire stations, a principal, modern facility on Third Street north of Center Street, and a secondary location on Flint Street, between Fifth and Sixth Streets. The Greenport Fire Department owns and maintains a full range of equipment, including pumpers and ladders. The volunteer fire department is also responsible for the operation of the Village's Rescue Squad which is staffed by volunteer EMT's and AEMT's with advanced life support capability.

Village Offices

All Village administrative offices are located in the Village Hall at the southeast corner of Third and South Streets. Though well-situated, this building, once owned by the New York Telephone Company, is only marginal for current office functions and is certainly inadequate for meetings of the Village Board, the Planning Board, or related bodies. The building also lacks suitable handicapped access, particularly to the second floor meeting room.

9. Municipal Utilities

The Village of Greenport is fortunate to have its own utility plants for water, sewage, and electricity. These utility plants not only provide services to the incorporated Village but, in varying degrees, to surrounding portions of the Town of Southold. Because of the availability of these services, there is an increasing demand for them by developers, as well as existing residents and businesses. There is concern that any further increases in these services to areas outside the Village will prevent Greenport from providing for its own planned development.

Water Supply

The public water system in the incorporated Village of Greenport was established in 1887 and has been expanded over the years to service not only the incorporated limits but also a considerable area within the surrounding Town of Southold. Approximately a third of the Town's population is served by the Village's water supply system. The population served in 1982 was 7,568 (2,365 service connections).

The water delivered by the Village's system is pumped from the underlying aquifer by a number of Village well fields located within the Village and Town of Southold. Unfortunately, contamination of the underlying aquifer in the Village of Greenport and throughout the entire north fork of Long Island has occurred, primarily from agricultural chemicals, including nitrates and pesticides. Due to over-pumpage from accelerated population growth, the relatively shallow, thin aquifer of the North Fork has also been adversely impacted by salt water intrusion.

To maintain the quality of potable water in the Village's water supply system, the Village works closely with the Suffolk County Department of Health Services and the New York State Department of Health. Monitoring systems are currently in place to regularly check the water quality from Village well fields. Other methods employed to insure that potable water is made available from the Village system include: the use of well filtration systems; chemical treatment; alternate use of Village wells; and drilling of new well fields.

Currently two pilot projects are underway to explore the feasibility of providing potable water through alternative means. One project is the development of an ion-exchange system to remove excessive nitrates from Village water supplies. The Environmental Protection Agency is providing the funding for this project and the Suffolk County Department of Health Services is providing design expertise. The other project is the development of a de-salinization facility designed to convert salt water into potable water. Financing for this project is being provided by the New York State Energy and Research Development Authority, the Suffolk County Department of Health Services, and the Village.

In order to meet immediate water supply needs anticipated as a result of the Village's revitalization efforts, the development of additional well fields is likely in the near future. There is also a need for an analysis of required, or desirable, improvements to the Village's water distribution system. Potential areas of concern are the long term need for enlargement of mains in the Fifth and Sixth Street area where high-density residential development is occurring; extension of a 10 inch water line along Second Street to Front Street to better service the waterfront; and extension of a 10-inch main from North Street to the Eastern Long Island Regional Hospital to provide for increased water service and fire protection requirements at that location.

A comprehensive water study, which will analyze the Village's existing ground water quality and quantity conditions, and provide recommendations to meet the Village's future groundwater needs, is currently being prepared. The Town of Southold is also preparing a ground water resources management program for the entire Town. The Village and the Town will maintain ongoing communication about their groundwater problems and needs and will coordinate their actions so groundwater resources are managed most effectively.

Sewage System

The Greenport sewage treatment plant is located on Moore's Lane at the western edge of the Village. The treatment plant is a secondary treatment facility, with aeration, clarification and chlorination additions. The plant is capable of removing 85% of suspended solids and reducing the bio-chemical oxygen demand by the same amount. The majority of the sewage treated at the plant is human waste. The effluent from the plant is chlorinated and discharged into Long Island Sound.

In 1986 a scavenger waste facility was built in the Village next to the Village's existing sewage treatment plant. This facility is owned by the Town of Southold, but is operated and maintained by the Village of Greenport. Sewage waste pumped from septic tanks in the Town of Southold is treated in this system on a daily basis. After the sewage is treated in the scavenger waste system, it is treated again in the Village's treatment plant and discharged through the Village's outfall pipe into Long Island Sound. It is anticipated that this sewage treatment process will ultimately improve the quality of ground water and surface water resources in the Village and Town.

The sewage treatment plant services 869 customers within the Village, 45 outside its incorporated boundaries, and the treated sewage from the scavenger waste facility. Present average daily flow is 250,000 to 400,000 gallons, depending upon season.

The existing plant, however, is not sufficiently sized to fully handle the increased sewage loads from projected new development within the Village and the Town. Development and population increases within the Village are projected to add at least 140,000 gallons per day to the sewage load within the next ten years. Development contributing to increased sewage loads include: the high-density residential projects occurring at Fanning Point; the potential hotel/conference center project; the installation of marina pumpout stations, hospital expansion, other commercial development and moderate population increases throughout the Village and Town.

The Village is working with County and State officials to resolve recently identified discharge problems related to the Village's sewage system and to establish a plan for upgrading the plant.

Municipal Electric System

The Village's¹ public-owned electric utility was established in 1899 through purchase of the Greenport Electric Light and Power Company which had operated since 1887. The system presently services 1,688 customers divided into 1,366 residential accounts, 245 commercial accounts, 7 industrial accounts and 50 classified as "other". Population served is approximately 3,000.

Over the course of its history, the Greenport power plant has generated electricity in several ways. From its inception in 1887 until the installation of the first diesel engine in 1927, the plant was wholly reliant on steam to generate power. Today, electricity for the Village of Greenport is purchased from the Power Authority of the State of New York (PASNY), which results in rates to users approximately 45 percent less than those served by the Long Island Lighting Company (LILCO). The Village's firm purchase contract for low-cost PASNY hydro-power became effective in April 1978 and expires in 1996.

PASNY power is supplied to the Village's¹ electric utility plant by a single 5.0 megawatt tie line from LILCO's¹ substation on Route 25 west of Greenport. A problem of any nature on this tie line could result in total loss of PASNY commercial power to the Village. Plans for future system improvement include the installation of a second tie line from LILCO's primary line on County Route 48.

Projected growth within the incorporated Village will likely increase peak electrical requirements. As with water and sewer, detailed study and careful planning with regard to future electrical requirements is warranted.

Public Outreach Process

The LWRP/HMP Update process included a comprehensive public outreach component including meetings with significant stakeholders, interviews with community service providers and individual stakeholders' public community meetings and a specific meeting with the maritime stakeholders, refer to Appendix A of this Update. During the course of the public input process, an interactive voting format using Turning Point technology was conducted. Turning Point technology allows the audience the opportunity to respond and react to a series of questions, and responses are provided immediately. The format includes introductory questions not necessarily related to the subject but meant as means to understand the technology and format. The balance of the questions help set the framework for the participants and finally specific questions related to the proposed study.

Refer to Appendix A of this report for a copy of the results which are summarized herein. Of those participating (approximately 50 people attended the subject public meeting) in the Turning Point exercise, more than 50 percent (55.5%) had lived in the Village either all their life or for 20-plus years; 86 percent were age 55 or older; almost three quarters of respondents currently interact with the waterfront in either water-dependent (boating, fishing, swimming) and water-related (waterfront parks, walkways/trails, visual access) ways. Approximately 25 percent of respondents counted their employment from water-dependent uses.

With respect to the Village's interaction with the waterfront, several critical queries were raised. The first related to whether the Village contained a balanced mix of working waterfront and recreation/tourism activities. The concept of a working waterfront was discussed at length and is loosely defined as maritime activities related to ship building, ship repair, maritime construction (piers, docks and bulkheads), ferry service, fishing and aquaculture. These activities have been the core economic driver historically and bring with them certain issues relative to when the activities occur, frequency, noise, odors, and associated traffic.

The first query was whether the respondents thought the Village contained a balanced mix of working waterfront and recreation/tourism activities. Seventy percent of the respondents felt that the Village needs more activities/employment to enhance its working waterfront. The second, and just as important query was whether maintaining a working waterfront was important for the Village. The overwhelming majority, or 81 percent, considered maintaining a working waterfront important for Greenport's future. The response to the two queries above provides direction with respect to the goals and policies section of the LWRP. This important economic aspect helps to diversify the local economic setting so there is less dependence on a particular sector.

On a related topic, the re-emergence of aquaculture (e.g., oyster farming) was discussed. Given improvements to the local water quality, such uses like oyster farming, which has a long history in the Village, are beginning to make a comeback. Almost all respondents (95%) indicated that aquaculture has a future in Greenport. Interviews with local oyster farmers noted that support facilities for these types of uses are not currently in place. One potential response is to take advantage of the Baymen's Dock property on the east side of Sterling Harbor. As noted in Section IV, existing improvements at this location which could assist in the promotion of aquaculture, including the creation of a storage area for air drying cages and other support facilities.

The Village of Greenport hosts several community wide events that take advantage of the Village's waterfront park and convenient downtown location. While there is parking in downtown, it is not adequate to handle the peak parking demand necessitated by these larger events and in any case it would be a poor use of resources to construct additional at grade parking within the downtown setting. Given the compact nature of downtown, it would be more advantageous to coordinate with other uses, such as the school district property which is located approximately one-quarter mile from the edge of the downtown core. The quarter-mile walk is considered by many retail developers to be the typical scale that shopping patrons feel comfortable walking in one direction before turning to return. Use of shuttle or jitney-styled buses with traffic control officers at peak periods provides an opportunity to address peak parking demand issues. Just slightly more than 71 percent of respondents felt that there was not enough parking in downtown. The Village recently had prepared an initial parking utilization study, the result of which indicated that the Village needed to consider a parking management strategy for better utilizing this resource, including implementation of an on-street/off-street parking strategy and enhanced location and wayfinding. While the Village may have a perceived lack of parking, slightly more than 50 percent indicated that parking was conveniently located. Most likely the issue relates to signage directing drivers to available parking locations.

Downtown Greenport has been the subject of considerable discussion as part of the LWRP Update. The issue of re-introducing a residential component above first floor retail/commercial uses was shown to have moderate to enthusiastic support from more than 55 percent of respondents. The issue of re-introducing a residential component is discussed in greater detail in Section IV of this LWRP Update. In summary, the issue of residential uses in a compact downtown setting is in keeping with more contemporary smart growth planning practices. In addition, it provides additional discretionary income to a downtown market that would benefit from additional patrons. This relates to a series of follow-up queries. First, the importance of a thriving year round commercial district which almost 80 percent of respondents indicated was very important, and, second, 89 percent of respondents indicated that they did some or most of their shopping in Greenport.

The Village's Business Improvement District has taken an active role in promoting downtown Greenport as a destination through marketing, promotion of special events

and web-site outreach. Uses such as the skating rink bring patrons to downtown during the much slower cold weather months.

Two Strength, Weaknesses, Opportunities and Threats (SWOT) exercises were performed as part of the initial fact-gathering phase. Members of the Steering Committee and Stakeholders Group were asked to evaluate Greenport (the built/natural environment and the residents) on each of the four categories. The following is a summary of the viewpoint of the attendees. The benefit of the SWOT exercise is that it provides direction as to where there may be specific issues that need to be addressed. The focus of the responses provides the opportunity for a more informed discussion.

November 4 SWOT Results

Strengths:

- Access to the water (LI Sound, Peconic Bay)
- Real sense of community
- Small town feel
- Walkability of the community
- Maritime activities
- Community Hospital
- Historic resources and character
- No skyscrapers
- Sense of self-sufficiency
- Architectural resources
- Imperfections
- Historic Structures
- Fishing
- Destination
- Yard Waste Pickup

Weaknesses:

- More activities to keep youth occupied
- Lack of funding for youth programs
- Coordination with Red Cross
- Deer population
- Recurring maintenance to infrastructure
- Keeping the community diverse
- Water quality in the Peconic Bay
- Motorcycles w/out mufflers (Town of Southold enforcement)
- Parking accessibility in the Summer
- Noise enforcement
- Lack of jobs for young people
- Economy is too seasonal
- Lack of workforce housing
- Second home ratio too high

Lack of public transit (LIRR, bus)
Lack of variety of housing, need more goods for locals
Absentee landlords and overcrowding

Opportunities:

Set the standards for green building and sustainability
Burying of overhead lines as part of beautification program
Reuse of American Legion Hall (community center)
Grow waterfront uses
Entertainment for kids
Aquaculture, coordination with County leases
Storage for aquaculture uses
Evaluate opportunities for hi-tech jobs
Expanding the historic district
Parking expansion
Build upon anchor stores and in downtown
Jobs for youth in traditional industries
Movie theatre reuse for more of the year
More 24/7 activity and uses
Redevelopment of the LIRR property
Better stewardship of our major open spaces such as Moore's Woods

Threats:

Big box uses even as far away as Riverhead
Overdevelopment and cost of housing
Runoff/pollution
Chain stores (7-11)
Flooding on Front Street, 2nd and 3rd Streets
Failure of utilities (diesel generators)
Sinking breakwater – ACOE issue and access to
Boat speed enforcement in the harbor
Ability to staff volunteer agencies
Homogenization of businesses
Lack of or cutting off services to LIRR
Keep the process diverse
Lack of parking
Youth involvement
Zoning Evaluation
Water enforcement (sewage pump out)

April SWOT Results

Strengths

- Diverse population
- Waterfront availability
 - Permits activities such as boating, fishing and recreation
- Deep port
- Improved water quality (has resulted in opportunities such as oyster harvesting)
- Marine railways (three total)
- Egalitarian characteristics
- Contentiousness
- Historic character
 - Architecture and building stock
- Beautiful scenery, vistas
- Pedestrian friendly
- Availability of public transportation
- Tourist destination
- Opportunities for alternative energy (wind and solar)
- Local knowledge
- Municipal/public services and utilities
- Forward thinking community that is not over regulated
- Small, compact and independent
- Protected/conserved natural resources
- Artists

Weaknesses

- Contentiousness, conflicting viewpoints
- Remote location leads to minimization
- LIRR repairs
- Seasonal community/residents
 - Reduces potential housing stock for year-round residents
- No natural gas supplied to community
- Lack of jobs
- Lack of code enforcement
 - Misinterpretation of codes
 - Selective enforcement
- Outdated zoning
 - Community has evolved adoption of the code; code requires regular updating
- Open, exposed waterfront
- Lacking encouragement for waterfront uses
- Opportunities for water-related recreation not available for all youths
 - Affordability issues for use of boats by youths
- Lack of access for docking

Opportunities

- Involving children in waterfront activities
- Seek private capital investment to create jobs
 - Shipbuilding, oyster cultivation, maritime activities
- Sharkey's/winter harbor fisheries
 - Encourage commercial or educational use
- Municipal fees for use of ferry port
 - Payments to upkeep waterfront
- Expand the sewer district
- Control waterfront with existing business owners
 - Work with existing businesses to cultivate greater employment opportunities
- Alternative energy

Threats

- Development along North Road and to the west
 - Could pull commercial from downtown Greenport
- Loss of businesses that provide everyday needs
- Natural disaster
- Flooded basements
- Peconic Bay - sewer and stormwater runoff, water quality degradation
 - Could result in loss of economic engine- fishing, aquaculture and tourism
- MS4 Regulations
- Transient/seasonal community
 - Results in loss of potential volunteers

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Issues and Opportunities and Action Items

The following discussion and Exhibits provides a summary of a wide variety of subjects raised during the course of the inventory and analysis phase of this Update process and through the extensive input from the public and the various stakeholders groups. They are presented in no particular order. A number of these issues could also be included as part of the Action Items discussed below.

Aqua-culture

The Village of Greenport was, historically, one of the most prodigious producers of oysters for the New York market. Environmental and water quality concerns eventually eliminated this as a major industry in the Village. Recent and ongoing improvements to the water quality have led to a resurgence of the oyster farming industry in the area. There is a need to provide some of the necessary infrastructure to help support the aquaculture trade reestablish itself. As a potential locally sustainable industry that would serve the immediate Greenport area, it is also beginning to reach out to the larger New York metropolitan market. The Baymen's Dock property (refer to Exhibits 12 and 14) – a portion which is owned by the Village and a portion of which is owned by the Town of Southold – presents an opportunity to address some of the equipment storage needs for the oyster farming industry which typically needs open air storage of the cages used to grow oysters. As noted in the Baymen's property discussion, the property could also be improved to provide support for the Village's Sterling Basin Mooring Field, including dingy storage, restrooms, showers, and parking. It is further noted that a number of the properties located along lower Fourth Street are active in the Oyster growing industry and have received permits from the Village to conduct such operations.

Greenport Yacht & Ship Building Site

The Greenport Yacht & Shipbuilding Company property is an approximately 4.3-acre parcel of land located at the southern end of Carpenter Street (refer to Exhibit 16). This is an extremely important site given that it is one of the few properties within the area that has active maritime railways that can accommodate larger vessels. Based on interviews with the owner and others, portions of the operation grew unprofitable, in part, due to certain excise taxes levied by New York State on fuel, which meant that vessels would seek cheaper alternatives. The current operations at this property include the service of approximately 175 to 200 boats annually. As noted on the photo-documentation, the facilities have suffered from disinvestment, although the largest of the maritime railways which was inoperable has now been put back into service. The facility typically services the Shelter Island Ferry ships; however, due to the use of bigger ships they are no longer able to be as easily serviced at this location. In

addition, changing regulations including mandated stormwater pollution plans requires additional investment to bring the properties into more contemporary compliance. Given the extent of the operations at this facility, there is a significant ripple effect throughout the local economy related to employment and purchase of goods, particularly paint and other maritime hardware. Given this site's location and importance to the local economy, it is important for the Village to work with the property owner to address site cleanup and reinvestment opportunities.

OPPORTUNITY

One of the potential programs that could be applied to portions of the Greenport Waterfront is the Excelsior Program. The Excelsior program was created to replace the former Empire Zone program. The Excelsior program was designed to encourage expansion in, and location to New York, of businesses in growth industries.

The Excelsior Program includes the following main components:

- Tax Credit; 6.85% times the salary or wage of each net employee.
- Investment Tax Credits
- Research and Development Tax credits, including 50 percent of businesses federal R-D credit.
- Research and development tax credit amounting to approximately 50% of businesses Federal R-D credit.
- Property tax credits- 10 year credit that is based on the improved value of real property due to the project.

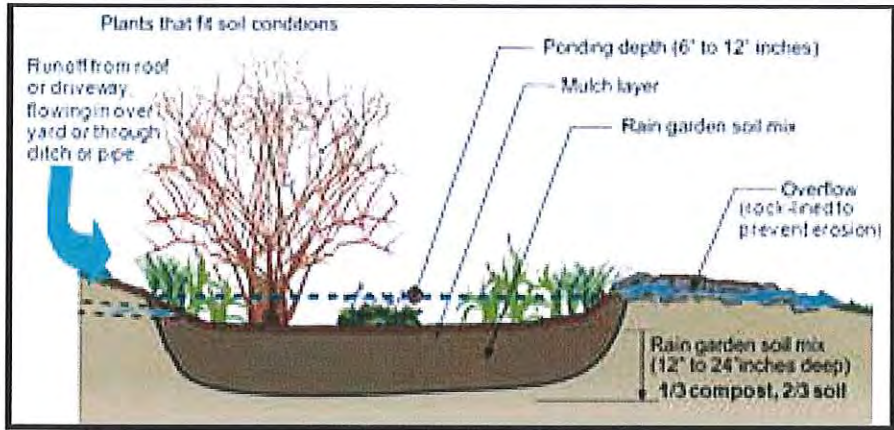
There are a series of requirements that applicants would be required to satisfy (just one.) These include:

- Job creation
- Have the project deemed a regionally significant project which requires even more job creation along with a "significant capital investment."

The final test is the preparation of a cost benefit analysis with the investment in the state jobs or capital must be 10 times greater than the benefits received through the program.

Historic Resources

The Village has an extensive historic district located along Main Street and the eastern portion of the Village. The intent of the District is to help preserve the distinct building stock that adds to the character and value of the Village. Refer to Exhibit 4 for a depiction of the properties within the Village's existing historic district. The Village should consider the preparation of a design precedent analysis that would document existing conditions relative to architectural design, materials, massing, scale so that prospective redevelopment would have a template and resource upon which to draw from. For those existing properties, it has been suggested that any exterior improvements to a building in the historic district require a review by the Historic Preservation Commission. Currently the only time a review is required is if a building permit is required from the Village. In some instances a building owner can make modifications to their property, like new siding, roof, windows, and/or fencing



Typical Section of Rain Garden



Example of Rain Garden



Example of Rain Garden



Example of Bioretention Area

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Exhibit 9
**STORMWATER MANAGEMENT
 TECHNIQUES**

GREENPORT LWRP AND HMP UPDATE
 Village of Greenport, New York



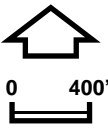
The former Scavenger waste facility should be considered for other potential uses which may provide some economic return to the Village

Proposed Bio diversity and drainage enhancement being considered by Peconic Estuary Program

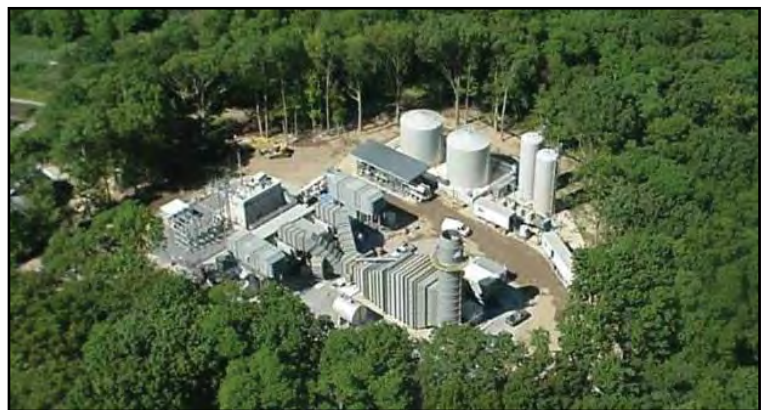
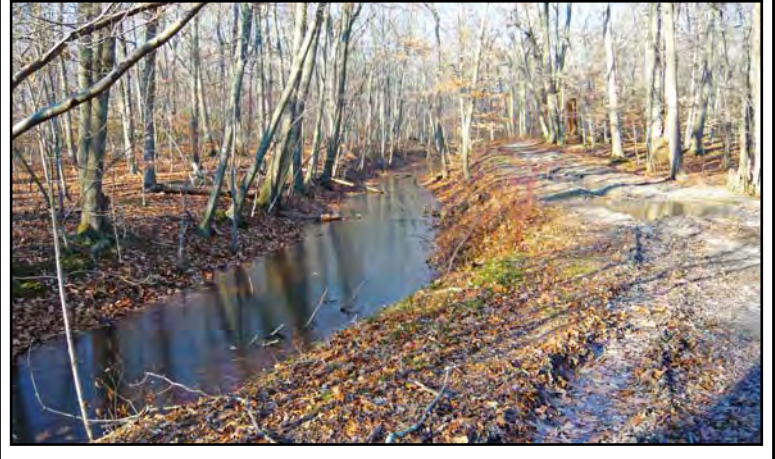
Existing McCann Campground has the area available for expansion to accommodate environmental tourism

Utility Uses

Potential Sound to Bay Trail



A series of man-made drainage ditches were constructed which provide a low-cost storm water drainage function, draining the waters that enter Silver Lake. Over time the drainage ditches have filled in with tree limbs and other natural debris which have decreased their effectiveness. The Village is considering community participation projects with groups like the Boy Scouts to help clear these areas.



The Hawkeye power generating facility is located within Moore's Woods on land that is leased from the Village of Greenport.



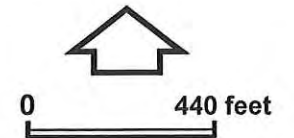
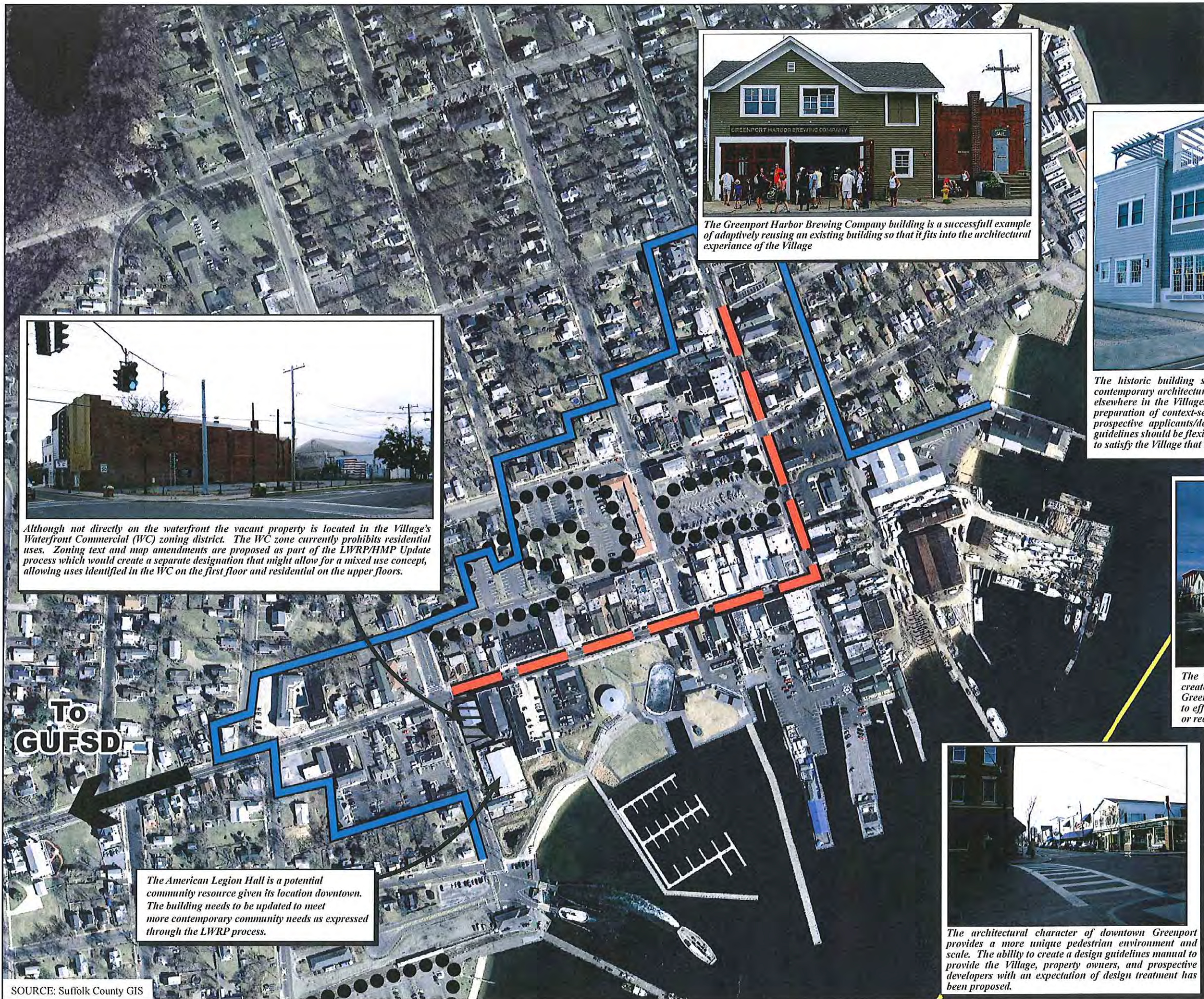
A series of informal and more formal trail improvements provide access to various portions of Moore's Woods, and present opportunities for passive recreation and the possible critical link for a Sound to Bay trail system in coordination with the Town of Southold.



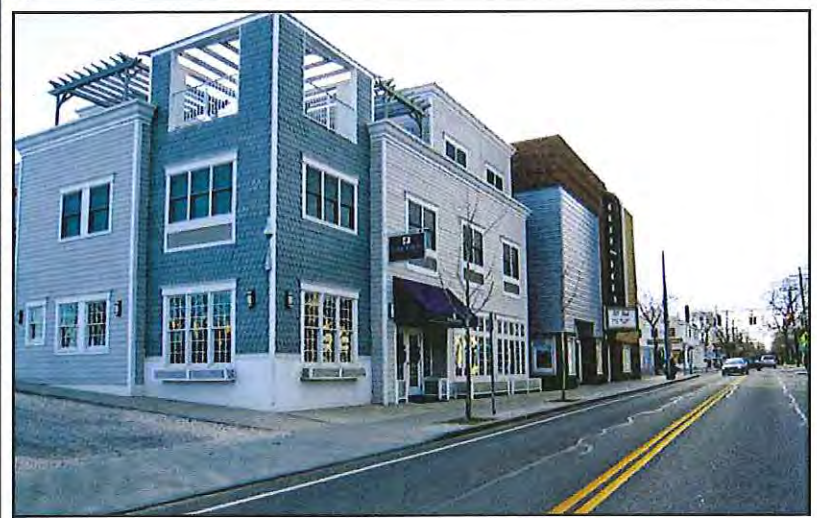
Moore's Woods offers a vast open space that provides opportunities for wildlife habitat. The herd of deer also provide low-cost lawn maintenance for nearby Village recreation fields.

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Exhibit 10
MOORE'S WOODS
 GREENPORT LWRP AND HMP UPDATE
 Village of Greenport, New York



The Greenport Harbor Brewing Company building is a successful example of adaptively reusing an existing building so that it fits into the architectural experience of the Village



The historic building stock of downtown Greenport is intermixed with newer, more contemporary architecture that utilizes some design elements, materials, and massing found elsewhere in the Village. One of the recommendations of the LWRP/HMP Update is the preparation of context-sensitive design guidelines that would provide both the Village and prospective applicants/developers with an expectation of what is intended. The design guidelines should be flexible enough to allow for creative solutions, but with enough direction to satisfy the Village that historical precedents are being addressed.



Although not directly on the waterfront the vacant property is located in the Village's Waterfront Commercial (WC) zoning district. The WC zone currently prohibits residential uses. Zoning text and map amendments are proposed as part of the LWRP/HMP Update process which would create a separate designation that might allow for a mixed use concept, allowing uses identified in the WC on the first floor and residential on the upper floors.



The eclectic design palette and sidewalk treatment create a unique pedestrian environment that adds to Greenport's destination tourism economy. The ability to effectively recreate this condition when development or redevelopment occurs is a critical issue.



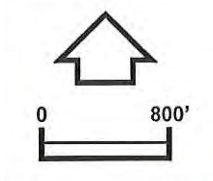
The architectural character of downtown Greenport provides a more unique pedestrian environment and scale. The ability to create a design guidelines manual to provide the Village, property owners, and prospective developers with an expectation of design treatment has been proposed.

The American Legion Hall is a potential community resource given its location downtown. The building needs to be updated to meet more contemporary community needs as expressed through the LWRP process.

To GUFSD

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Exhibit 11
**DOWNTOWN
 ISSUES AND OPPORTUNITIES**
GREENPORT LWRP AND HMP UPDATE
 Village of Greenport, New York



The Eastern Long Island Hospital is one of the largest employers on the North Fork and is an important component of the local economy. The Hospital is evaluating parking resources, potential expansion may present issues to the surrounding neighborhood.

Potential to expand existing sewer district to pick up east side of Stirling Basin, including the marinas, the Baymen's Dock property, and the area leading up to and including Beach Road. The Village has excess capacity in its system to accommodate the district expansion.

The Village maintains a mooring field in Stirling Basin. Support facilities, including parking, dingy storage, head, and showers, are amenities that should be provided for patrons.

The channel leading to Stirling Basin was last dredged in 1976. The Village needs to coordinate with Suffolk County and the Army Corps of Engineers on continuing to maintain this channel given active maritime uses.

The Baymen's Dock property is owned by both the Village of Greenport and the Town of Southold. There is an opportunity to improve the property so that it can better serve the Village's mooring field and the growing aquaculture industry. This effort will require coordination with the Town of Southold.

The Greenport Yacht & Shipbuilding Company site is approximately 4.3± acres in size and is strategically located on Greenport Harbor. The facility has several marine railways which allow it to repair and maintain larger vessels. The facility has suffered from disinvestment over the years, but remains particularly active.

The ±1,570-linear-foot Greenport Harbor breakwater was first constructed in 1883 to provide harbor protection from east and northeast storms. The original crest elevation was ±3.0 feet above high water and allowed for 1.0 foot expected settlement. Crown width was 5.0 feet with side slopes at 1:1. Over time the rocks along the breakwater have become dislodged and settled. Waves overtop the breakwater during periods of extreme high water.

Potential sewer district expansion area.

A reemerging aqua-culture industry is beginning to take hold. The Village considers this an important local industry to promote





Mitchell Marina provides transient boat slips and convenient access to downtown providing potentially significant economic benefits to the Village business community

Exhibit 12

GREENPORT HARBOR

GREENPORT LWRP AND HMP UPDATE
Village of Greenport, New York

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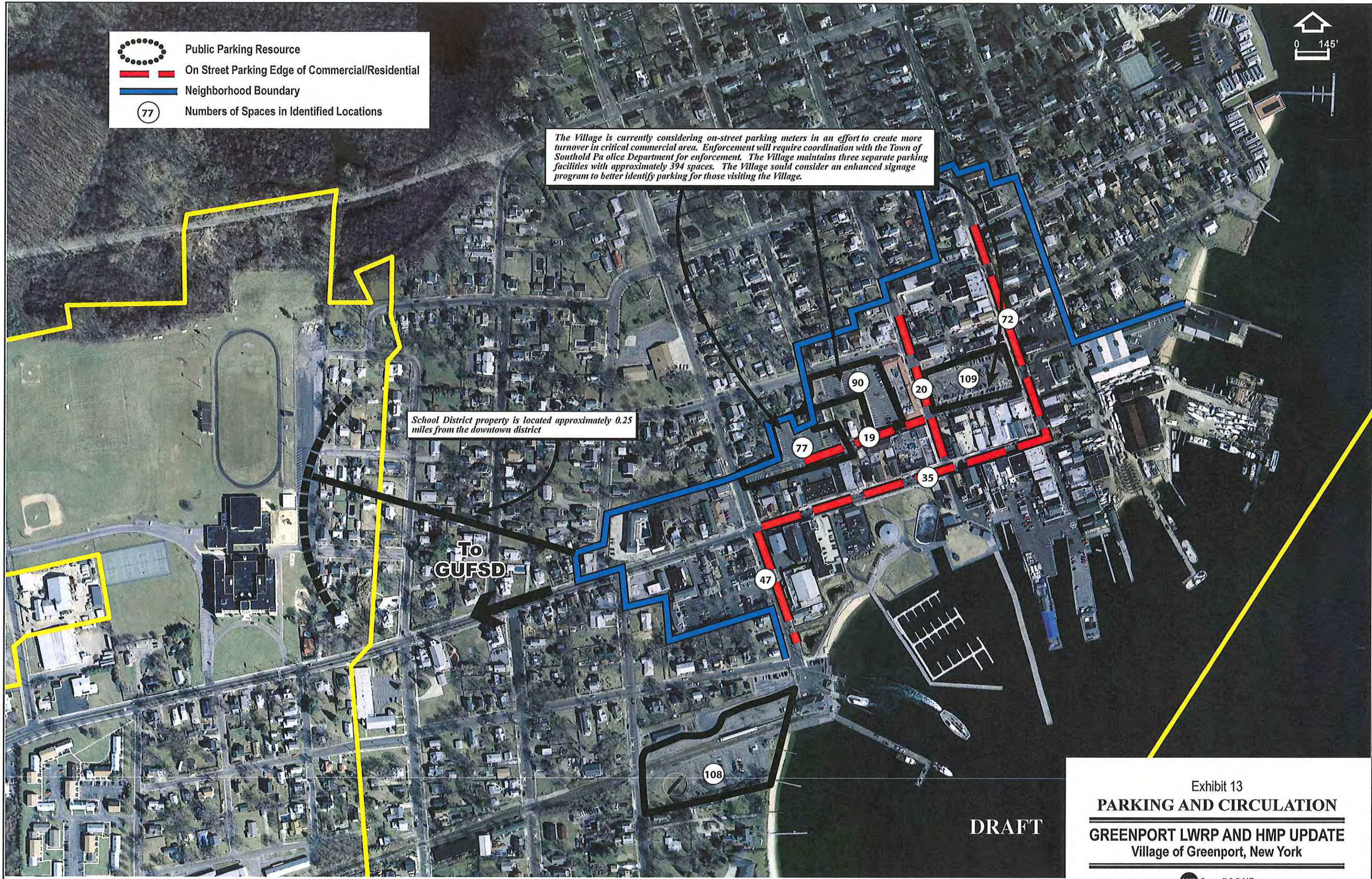
-  Public Parking Resource
-  On Street Parking Edge of Commercial/Residential
-  Neighborhood Boundary
-  Numbers of Spaces in Identified Locations



The Village is currently considering on-street parking meters in an effort to create more turnover in critical commercial area. Enforcement will require coordination with the Town of Southold Police Department for enforcement. The Village maintains three separate parking facilities with approximately 394 spaces. The Village could consider an enhanced signage program to better identify parking for those visiting the Village.

School District property is located approximately 0.25 miles from the downtown district

To GUFSD



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Exhibit 13
PARKING AND CIRCULATION
GREENPORT LWRP AND HMP UPDATE
 Village of Greenport, New York



There has been renewed interest in the aquaculture industry among the North Fork communities. Oyster farming is starting to make a comeback due to improvements to the water quality. Landside support would be a critical element for fostering this industry. The Baymen's site may be a location that could assist in this development.

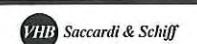


Baymen's Property is owned by Village of Greenport and Town of Southold. There is the potential for cooperative use of the properties to enhance service to the Village's mooring field and support aqua-cultural uses. Identified uses to be considered include parking, dingy storage, showers, pump out capabilities and storage for aqua-culture equipment.

Village of Greenport Mooring Field

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Exhibit 14
BAYMEN'S PROPERTY
GREENPORT LWRP AND HMP UPDATE
 Village of Greenport, New York





The Village has committed to making the preservation and enhancement of its working waterfront a priority as part of the LWRP/HMP Update process. The economic ripple effect extends well beyond the Village's shoreline, and helps to create a more economically diverse community. The growth of the wooden boat building industry has reintroduced craftsmen and have kept other tradesmen busy serving the working waterfront. The Village recognizes that the sometime-surrounding residential uses may not be entirely compatible with the working waterfront, but the historical context of the Village's future economic development depends on a thriving and active waterfront.



The Village's Mitchell Marina and the adjacent uses serve an active transient boat traffic need. Economic studies have shown the importance of transient boat slips to the local economy. Convenient access to downtown amenities make the marina a destination unto itself.



Although not directly on the waterfront, the vacant property is located in the Village's Waterfront Commercial (WC) zoning district. The WC zone currently prohibits residential uses. Zoning text and map amendments are proposed as part of the LWRP/HMP Update process, which would create a separate designation that might allow for a mixed-use concept, allowing uses identified in the WC zone on the first floor and residential on the upper floors.



STIDD Systems, Inc. is a success story from the original LWRP that took a derelict waterfront property and returned it to productive use again. STIDD is a major employer in the Village with a national reputation for manufacturing high-end nautical equipment.

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Exhibit 15
THE WORKING WATERFRONT
GREENPORT LWRP AND HMP UPDATE
 Village of Greenport, New York



The Greenport Yacht & Ship Building Company parcel is a strategic property identified by the Village. Its value as a significant economic engine in the Village needs to be preserved. This facility provides a base of operation for marine construction (docks, piers and bulkheads), as well as maintenance operations for larger vessels that are not found elsewhere along the North Fork.

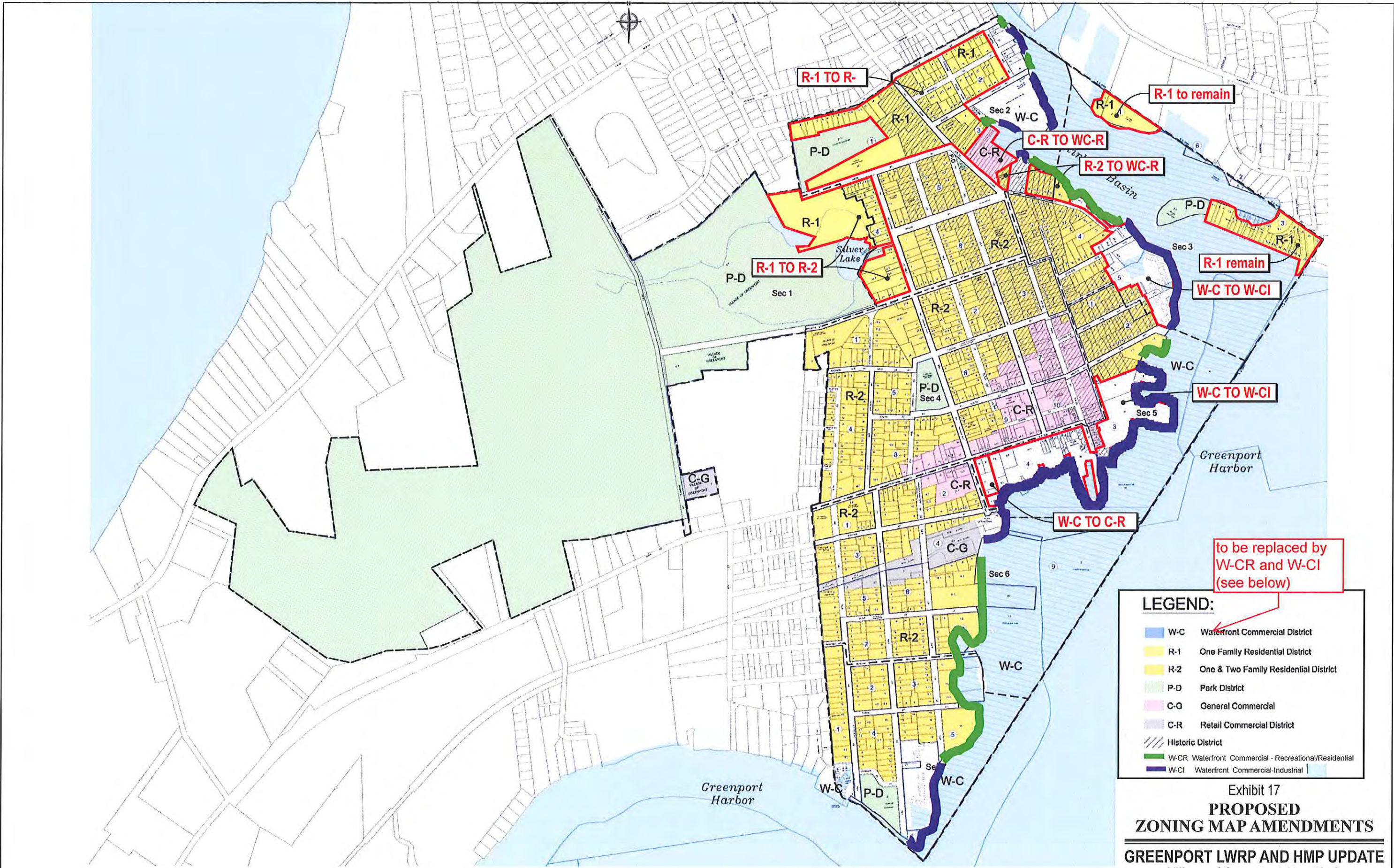


The Greenport Yacht & Ship Building Company property and facilities, while a vital economic presence, has suffered from disinvestment and a need to adapt to more stringent mandates required by environmental regulations. The Village should consider petitioning the State as part of on-going efforts to consider the Stirling Harbor area a maritime economic development zone which would provide incentives for investments and re-investment, and eliminate certain excise taxes related to the sale of fuel, for example, which have caused business to go elsewhere. One of the marine railways on the property needs to be improved in order to accommodate larger vessels used by the Shelter Island Ferry.



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Exhibit 16
**GREENPORT
 YACHT & SHIP BUILDING
 COMPANY PROPERTY**
 GREENPORT LWRP AND HMP UPDATE
 Village of Greenport, New York



R-1 TO R-

R-1 to remain

C-R TO WC-R

R-2 TO WC-R

R-1 TO R-2

R-1 remain

W-C TO W-CI

W-C TO W-CI

W-C TO C-R

to be replaced by
W-CR and W-CI
(see below)

LEGEND:

- W-C Waterfront Commercial District
- R-1 One Family Residential District
- R-2 One & Two Family Residential District
- P-D Park District
- C-G General Commercial
- C-R Retail Commercial District
- Historic District
- W-CR Waterfront Commercial - Recreational/Residential
- W-CI Waterfront Commercial-Industrial

Exhibit 17
**PROPOSED
 ZONING MAP AMENDMENTS**
GREENPORT LWRP AND HMP UPDATE
 Village of Greenport, New York

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without a building permit; a condition that could drastically alter the appearance of the structure.

OPPORTUNITY

Given the extent of the older building stock outside of the existing historic district, it has been suggested that the district be expanded. This would be a major policy consideration for the Village that would need to be discussed at the Village Board level. The process for establishing or expanding an existing historic district is contained in Section 76-4 of the Village Code. This process includes documentation of existing conditions, noticing of property owners and the holding of a public hearing before any decision is made. Exhibit 11 includes a photograph of the existing Greenport Harbor Brewing Company exterior which was modified in keeping with Greenport's existing building stock. This is a positive example of a property owner taking into account existing architectural precedent.

Downtown In-fill

The vacant lot at the corner of Front Street and 3rd Street presents an infill opportunity. The existing WC-Waterfront Commercial zoning district prohibits residential development with the exception of artist dwellings as a permitted accessory use. Given this site's location as part of the downtown fabric, the Village may want to consider an overlay, rezoning or other concept that would permit first floor uses devoted to supporting waterfront commercial uses with residential uses above. This development pattern would be consistent with the balance of the Village's downtown commercial core. The introduction of an additional residential component to downtown would bring residents with additional disposable income to be spent in the local economy. With respect to parking, refer also to Parking Resources discussion below and Exhibit 13, a prospective developer could provide a fee in lieu of parking and have residents utilize existing parking approximate to this location. The fee in lieu of monies would be used by the Village to expand or improve existing municipal parking resources.

American Legion Hall

The American Legion Hall is located on the east side of 3rd Street, mid-block between Front Street and Wiggins Street. The Village and the American Legion are cooperating on rebuilding and reestablishing the American Legion Hall into a more vibrant and active part of the Greenport community, refer to Exhibit 11. The Village has identified this property for adaptive reuse as a community center and possible indoor roller skating venue. Given the Village's substantial investments for the marina, Mitchell Park, carousel, ice rink, and Harborwalk, this investment builds upon those improvements. The reuse of this property would add to the recreational and social opportunities for residents and visitors to Greenport.

The Working Waterfront

The working waterfront is an important planning and policy issue for the Village. The Village has always had a working waterfront which at times is noisy, dirty, busy during odd hours and may smell. Based on input from the Village's Maritime Stakeholders working group, the working waterfront commercial activity has shifted

from commercial fishing operations to more boat repair, boat building and maritime construction (piers, docks, and bulkheading). The reestablishment of the boat building business requires support services that reach throughout the community for supplies and services. The Village should continue to retain its waterfront commercial zoning districts to provide future support for the working waterfront economy. The existing residential community adjacent to the working waterfront must recognize its proximity to these activities and allow for a reasonable exercise of commercial activity. The Village is currently considering amendment to the existing waterfront commercial district. The objective would be to create a district that is not as intense as the existing zone with respect to the boat building and maritime construction activities and allow for some limited residential opportunities. It is envisioned that there would also be opportunities for promoting small-scale aquaculture and fisheries operations. Refer to Exhibit 15.

One of the critical considerations relative to the working waterfront is the ability to access Stirling Harbor. It has been noted during the course of the LWRP Update process that due to natural forces, Sandy Beach has been narrowing and filling in the inlet to Stirling Harbor, refer to Exhibit 12. The increasing shallowness of the inlet restricts boat traffic and the size of vessels that can access the harbor. It is noted that the Village's commercial fishing operations run out of Stirling Harbor as well as an active Marine construction industry and boat building/repair industry. In addition, Eastern Long Island Hospital recently made improvements that would allow them to receive patients by boat. The Village has been coordinating with the Town of Southold for petitions to the U.S. Army Corps of Engineers to fund the dredging operation. Further, the Village, given the cuts in the Federal budget devoted to dredging activity has been considering the purchase of a dredger that could be used for local maintenance. A village-owned dredger would allow for the Village to maintain access to the harbor on a continuing basis and not be subject to scheduling and funding issues caused by other government entities.

Parking Resources

Parking is one of the most critical issues that municipal entities, particularly Village's in New York State, address on an ongoing basis. Village land use patterns are historically more urban in nature and developed before the turn of the 1900's when automobiles use was sporadic, at best. Denser development patterns, in downtown settings, often preclude the incorporation of parking in convenient location and in sufficient numbers to typically satisfy today's more contemporary standards. The Village of Greenport faces these same issues. In December 2009, the Village receives the results of a Parking Management Workshop (The Parking Management Study) prepared for the New York Metropolitan Transportation Council (NYMTC) by Michael R. Kordama Planning Consultants. Existing parking resource in downtown are provided on the following table.

Table 3

ON STREET PARKING	
LOCATION	PARKING SPACES
Front Street (Main & Third)	35
Main Street (Center Street and Harbor)	72
First Street (Front and South Street)	20
South Street (First and Third Street)	19
Third Street (Ferry Plaza and South Street)	47
South Street (First and Second Street)	19
Total (281 and 3 handicapped)	284

OFF STREET PUBLIC PARKING	
VILLAGE OWNED PARKING LOTS	PARKING SPACES
Railroad, ferry and bus area North (54 plus 2 handicapped) South (42) Ferry Plaza (8 plus 2 handicapped)	108
Adam Street Lots (west of First Street; 73 plus 4 handicapped)	77
4 parking lots west of IGA Supermarket (north of South Street; 82 plus 8 handicapped)	90
Adams Street (east of First Street; 103 plus 6 handicapped)	109
Total (372 and 22 handicapped)	394

Source: Michael R. Kordama Planning Consultants

Recommendation in the report are focused on: indentifying and prioritizing parking resources; increasing economic vitality and enhancing retail opportunities; reducing

traffic impact of economic opportunities; reducing traffic impact of economic opportunities and preserving marina and related industries and activities¹

A Parking management system discussed as part of the Parking Management Study identified a priority system for parking spaces including: 1) customers; 2) employees; 3) residents; and 4) commuters².

Recommendations in the Parking Management Study include:

- Implementing on-street and off-street parking pricing strategies. The Village has recently enacted a program to install parking meters on Main Street and Front Street in an effort to create parking turn over along the prime retail locations. Included with this recommendation is the issue of enforcement. The Village has recently entered into a working agreement with the Town of Southold for Parking Enforcement officers within its downtown district. The combination of these two components should result in more parking turn over in the most critical retail area³.
- Location and wayfinding. The Village currently has almost 400 off-street parking spaces within easy walking distance to the downtown retail district. However, it has been noted as part of the LWRP Update process, that signage may not be optimally marked and located so as to direct an out of town visitor to available parking.

The Parking Management Study noted⁴, that as parking utilization increases as a result of a better managed parking system there will be a need to monitor potential impacts to surrounding residential neighborhoods.

One of the concerns relative to the Parking Management Study is the protection of the adjacent residential community from spillover of commercial and tourist related parking into the surrounding area. The Parking Management Study recommended that as parking utilization reached 85% the Village introduce a series of parking management strategies to address the potential to reduce demand during the peak hours season and then to use location and time management strategies.⁵

Town/Village Coordination

During the course of meeting with the maritime stakeholder group, it was expressed that the ability to provide for physical locations within the Village for maritime support services is limited. These could take on the form of warehouse and/or light



¹ Village of Greenport Parking Management workshop, Michael R. Kordama Planning Consultants, December 10, 2009, p.12

² Ibid. p. 13

³ Since the completion of the Parking Management Study, the Village has eliminated, for the time being, the use of parking meters given concerns raised by merchants and the ability to properly enforce the use.

⁴ Ibid., p. 21

⁵ Ibid. p. 16

industrial types of uses. Because the Village of Greenport is essentially built out, it would be important to reach out to the Town of Southold to ensure that the LI – Light Industrial) and LIO (Light Industrial/Office Park) zoning districts are maintained to the west of and proximate to the Village so as to continue to support the Village’s maritime industry. As indicated extensively throughout this Update, there is an opportunity for both communities to coordinate on potential improvements to the Baymen’s Dock property.

Water Quality

The Village of Greenport has traditionally made its living by the water. Water quality and access are critical issues for ensuring that the re-emerging aqua- culture industry has the best opportunity to thrive and prosper. Along those lines the Village, as part of the LWRP Update process, considers the opportunity to treat storm water runoff a priority action item. The discussion below provides some guidance as to how the Village can be responsive to various requirements for stormwater management.

Stormwater

Stormwater is water from rain or melting snow that doesn't soak into the ground but runs off into waterways. It flows from rooftops, over paved areas and bare soil, and through sloped lawns while picking up a variety of materials on its way. The quality of runoff is affected by a variety of factors and depends on the season, local meteorology, geography and upon activities which lie in the path of the flow.

As it flows, stormwater runoff collects and transports pollutants to surface waters. Although the amount of pollutants from a single residential, commercial, industrial or construction site may be unimportant, the combined concentrations of contaminants threaten receiving waters such as bays, rivers, wetlands and other water bodies. Pollution conveyed by stormwater can degrade the quality of drinking water, damage fisheries and habitat of plants and animals that depend on clean water for survival. According to an inventory conducted by the United States Environmental Protection Agency (EPA), half of the impaired waterways are affected by urban/suburban and construction sources of stormwater runoff. Examples of pollution in stormwater are as follows:

- Nutrients such as phosphorus and nitrogen can promote the overgrowth of algae, deplete oxygen in the waterway and be harmful to other aquatic life.
- Bacteria from animal wastes and illicit connections to sewerage systems can make nearby waterbodies and bays unsafe for wading, swimming and the propagation of edible shellfish.
- Oil and grease from automobiles causes sheen and odor and makes transfer of oxygen difficult for aquatic organisms.
- Sediment from construction activities clouds waterways and interferes with the habitat of living things that depend upon those waters.
- Careless application of pesticides, herbicides and fertilizers affect the health of living organisms and cause ecosystem imbalances.

- Litter damages aquatic life, introduces chemical pollution, and diminishes the beauty of our waterways.

Significant improvements in the stormwater treatment industry have been achieved in controlling pollutants that are discharged from sewage and wastewater treatment plants. Across the nation, attention is being shifted to sources of pollution, such as stormwater runoff, that are not normally treated by wastewater treatment plants. Stormwater management, especially in urban areas, is a necessary step in seeking further reductions in pollution in our waterways.

The best way to control contamination to stormwater is usually at the source, where the contaminants can be identified, reduced or contained before being conveyed to surface water. More often than not, it's more expensive and difficult to remove the combination of contaminants that are present at the end-of-pipe where stormwater is finally discharged directly to a receiving waterbody. Sometimes, significant improvements can be made by employing best management practices, or "BMPs". Proper storage of chemicals, good housekeeping and just by paying attention to what's happening during runoff events can lead to relatively inexpensive ways of preventing pollutants from getting into the runoff in the first place and then our waterways.

Regulatory Requirements

The U.S.EPA and New York State Department of Environmental Conservation (NYSDEC) are increasing their attention in several ways. There are three State Pollutant Discharge Elimination System (SPDES) general permits required for activities associated stormwater discharges.

- The Multi- Sector General Permit for Stormwater Discharges Associated with Industrial Activities (MSGP) addresses stormwater runoff from certain industrial activities. This permit requires facilities to develop Stormwater Pollution Prevention Plans (SWPPPs) and report the results of industry-specific monitoring to the New York State Department of Environmental Conservation (NYSDEC) on an annual basis. These are required on a site specific basis.
- A federal regulation, commonly known as Stormwater Phase II, requires permits for stormwater discharges from Municipal Separate Storm Sewer Systems (MS4s) in urbanized areas. Permittees are required to develop Stormwater Management Program (SWMP) and submit annual reports to the Department.
- Construction activities disturbing one or more acres of soil must be authorized under the General Permit for Stormwater Discharges from Construction Activities. Permittees are required to develop a SWPPP to prevent discharges of construction-related pollutants to surface waters.

Municipal Separate Storm Sewer Systems (MS4s)

The Village of Greenport is in a regulated Municipal Separate Storm Sewer Systems (MS4s) as defined by the NYSDEC. The Village must comply with the General Permit for Stormwater Discharges from Municipal Separate Storm Sewer Systems with respect to permitting and reporting. As part of the permit coverage, the MS4s communities must identify measurable goals and select and implement management practices to achieve those measurable goals. The six minimum measures include:

- Public Education and Outreach
- Public Involvement and Participation
- Illicit Discharge Detection and Elimination
- Construction Site Runoff Control
- Post-Construction Runoff Control
- Pollution Prevention and Good Housekeeping

General Permit for Stormwater Discharges from Construction Activities

Construction activities disturbing more than one (1) acre of land must comply with the NYSDEC Pollution Discharge Elimination System (SPDES) for Discharges for Construction Activities, General Permit GP-0-10-000. The New York State Stormwater Technical standards are provided in the New York Standards and Specifications for Erosion and Sediment Control (for during construction) and the New York State Stormwater Management Design Manual (for post-construction).

The Village is responsible for review of projects subject to the General Permit. For projects located in the regulated MS4 areas, the MS4 includes the review of the SWPPP to determine if all design considerations have been met. The MS4 is required to follow all Technical Standards and principles in the review of the SWPPP to ensure the equivalency of the design specification to the erosion and sediment control practices and performance criteria and the sizing criteria of post construction practices.

Development not regulated by the NYSDEC General Permit for Construction Activity

Many construction projects within the Village and LWRP area may not disturb one (1) acre and greater, however, implementation of Green Infrastructure practice guidelines for new and redevelopment projects can promote improved water quality. The New York State Department of Environmental Conservation (NYSDEC) Stormwater Design Manual provides criteria for Green Infrastructure Practices that can be implemented as follows:

Planning Practices for Preservation of Natural Features and Conservation Design

The practices that can be implemented to avoid or minimize land disturbance by preserving natural areas as described below. The conservation design includes laying

out the elements of a project in such a way that the project design takes advantage of a site's natural features, preserves the more sensitive areas and identifies any site and opportunities to prevent or reduce negative effects of development. The techniques available include the following:

Conservation of Natural Areas

- Preservation of Undisturbed Areas - Delineate and place into permanent conservation undisturbed forests, native vegetated areas, riparian corridors, wetlands, and natural terrain.
- Preservation of Buffers - Define, delineate and preserve naturally vegetated buffers along perennial streams, rivers, shorelines and wetlands.
- Reduction of Clearing and Grading - Limit clearing and grading to the minimum amount needed for roads, driveways, foundations, utilities and stormwater management facilities.
- Locating Development in Less Sensitive Areas - Avoid sensitive resource areas such as floodplains, steep slopes, erodible soils, wetlands, mature forests and critical habitats by locating development to fit the terrain in areas that will create the least impact.
- Open Space Design Use clustering, conservation design or open space design to reduce impervious cover, preserve more open space and protect water resources.
- Soil Restoration - Restore the original properties and porosity of the soil by deep till and amendment with compost to reduce the generation of runoff and enhance the runoff reduction performance of post construction practices

Reduction of Impervious Cover

- Roadway Reduction - Minimize roadway widths and lengths to reduce site impervious area.
- Sidewalk Reduction - Minimize sidewalk lengths and widths to reduce site impervious area.
- Driveway Reduction - Minimize driveway lengths and widths to reduce site impervious area.
- Cul-de-sac Reduction - Minimize the number of cul-de-sacs and incorporate landscaped areas to reduce their impervious cover.
- Building Footprint Reduction - Reduce the impervious footprint of residences and commercial buildings by using alternate or taller buildings while maintaining the same floor to area ratio.
- Parking Reduction - Reduce imperviousness on parking lots by eliminating unneeded spaces, providing compact car spaces and efficient parking lanes,

minimizing stall dimensions, using porous pavement surfaces in overflow parking areas, and using multi-storied parking decks where appropriate.

Runoff Reduction by Applying Green Infrastructure Techniques

Runoff reduction falls under two general methods, green infrastructure. Site design techniques include those that reduce overall impervious area and increase conserved areas from the total site area, resulting in reduced requirements for water quality measures. The second group of green infrastructure includes practices that provide runoff reduction by storage of volume runoff. The following is a listing of potential runoff reduction practices and applicability within the Village:

- Conservation of natural areas - Retain the pre-development hydrologic and water quality characteristics of undisturbed natural areas, stream and wetland buffers by restoring and/or permanently conserving these areas on a site. This could include the NYSDEC wetland areas and buffers within the Village
- Sheetflow to riparian buffers or filter strips - Undisturbed natural areas such as forested conservation areas and stream buffers or vegetated filter strips and riparian buffers can be used to treat and control stormwater runoff from some areas of a development project. This could include not only the wetland buffers but also runoff from riparian buffers along shoreline properties.
- Vegetated open swale - The natural drainage paths, or properly designed vegetated channels, can be used instead of constructing underground storm sewers or concrete open channels to increase time of concentration, reduce the peak discharge, and provide infiltration. These should be considered as part of new development or reconstruction of existing streets.
- Tree planting / tree box - Plant or conserve trees to reduce stormwater runoff, increase nutrient uptake, and provide bank stabilization. Trees can be used for applications such as landscaping, stormwater management practice areas, conservation areas and erosion and sediment control. These measures could apply to revegetation of open space, protection of wetland and buffer areas and shoreline properties within the Village
- Disconnection of rooftop runoff - Direct runoff from residential rooftop areas and upland overland runoff flow to designated pervious areas to reduce runoff volumes and rates. These measures can be applied to new development within the Village.
- Rain garden - Manage and treat small volumes of stormwater runoff using a conditioned planting soil bed and planting materials to filter runoff stored within a shallow depression. As discussed below, use of rain gardens can be encouraged for existing homes, new residences and streetends within the Village.
- Green roof - Capture runoff by a layer of vegetation and soil installed on top of a conventional flat or sloped roof. The rooftop vegetation allows

evaporation and evapotranspiration processes to reduce volume and discharge rate of runoff entering conveyance system. This method is potentially applicable to large scale residential development.

- Stormwater planter - Small landscaped stormwater treatment devices that can be designed as infiltration or filtering practices. Stormwater planters use soil infiltration and biogeochemical processes to decrease stormwater quantity and improve water quality. Planters can be encourage for existing buildings and new construction.
- Rain tank/Cistern Capture and store stormwater runoff to be used for irrigation systems or filtered and reused for non-contact activities. Rain tank/Cistern can be encouraged for existing buildings and new construction.
- Porous Pavement - Pervious types of pavements that provide an alternative to conventional paved surfaces, designed to infiltrate rainfall through the surface, thereby reducing stormwater runoff from a site and providing some pollutant uptake in the underlying soils. New projects or reconstruction of existing driveways, parking lots can utilize porous pavements.

Other Water Quality Opportunities

Many streets within the Village have limited stormwater collection systems and runoff drains directly into surrounding water bodies. There are opportunities to improve the water quality running off these streets by directing the stormwater to a water quality facility, such as a rain garden or bioretention area.

A rain garden is a natural or landscaped basin that captures and soaks up water that runs off a roof, driveway, walkway or other hard areas. Rain gardens can also be encouraged to be installed on individual properties through education and Village assistance can further provided added water quality control. A rain garden is planted with native trees, shrubs, flowers and other plants. It collects rain water and allows it to slowly filter into the ground before it becomes polluted stormwater runoff, resulting in healthier urban waterways and habitats. Not only do rain gardens protect habitat for fish and wildlife, they offer a wide range of advantages for your home and garden such as:

- are beautiful and easy to incorporate
- conserve water
- reduce standing water
- reduce mosquito breeding
- survive drought seasons
- create habitat for beneficial bugs, birds and butterflies
- can be installed all shapes and sizes

Refer to Exhibit 9 for examples of stormwater management techniques discussed above. In addition, the Village recently undertook a smoke testing program on the sewer system infrastructure to determine where there might have been roof drain connections discharging into the sewer system.

Utility Expansion

As noted in the existing conditions update section, the Village of Greenport is in the process of finishing expansion improvement plans to its existing wastewater treatment plant. As noted therein, capacity at the treatment plant is rated at approximately 650,000 gpd with peak usage at approximately 325,000 gpd during peak summer usage. Given that the Village already serves areas outside of the Village under separate agreement/contract, there is an opportunity to expand service to other outlying areas. The expansion would allow for the ability to address underlying environmental issues associated with existing septic systems and their potential impact on the environment and the ability to promote potential economic development that may be precluded because of the inherent limitations associated with existing soil conditions. As noted in policies 5 and 5A areas along the north side of Stirling Basin and the area west of the Village are two potential target areas for expansion.

Environmental Tourism

As noted on Exhibit 10, Moore's Woods, The Village of Greenport has extensive land holdings which could be better used as part of a sustainable "environmental tourism" component. This includes the potential to expand McCann campground which is typically more heavily utilized during the warm weather months. The campground provides an affordable opportunity for the public to visit and patronize the greater Greenport area. Given the extent of the land holdings already under control by the Village and the availability of existing utilities the opportunity for expansion would be a relatively inexpensive way to create additional economic opportunities related to seasonal employment and serving a tourist related demand.

A complimentary component to the campground expansion is the creation of a Sound to Trail network through Moore's Woods. This unique passive recreational feature could take advantage of access to two of the North Fork's unique waterfront features- Long Island Sound and the Peconic Bay. The Sound to Peconic could be promoted as an additional attraction for visitors to the greater Greenport area.

Other areas within Moore's Woods could similarly be utilized for potential economic advantage by the Village this includes the former scavenger waste facility which has been cleaned up and vacated. Long term lease arrangements could be contemplated as part a redevelopment opportunity that could provide some economic benefit to the Village.

One newer development in land use conditions is the transfer of ownership of the former Mobil/Exxon site along Fourth Street. The approximately 2.6 acre site has some additional cleanup activities scheduled and ultimately would be transferred to

the Pecomac Land Trust. Preliminary plans call for the site to be used for passive use including the creation of a trail through restored maritime grassland.

As noted on the Downtown Issues and Opportunities graphic, the Village of Greenport downtown can be an extremely vibrant place during the warm weather months, but can be much slower during the winter. The Village and the Business Improvement District are jointly collaborating on ways to enhance existing business and attract new diverse businesses to downtown. During the course of the public input process numerous commenter's remarked about the seasonality of the downtown shopping experience and the desire to have a shopping experience that is more well rounded and would better respond to local shopping needs.

Village Code Revisions

1. Subdivision Ordinance - While the Village of Greenport is a largely built out community, it has no formal subdivision ordinance. Subdivision regulations involve the legal division of a parcel or parcels into a number of lots for future development and sale. In addition to conforming to the provisions of zoning, subdivision regulations also provide precise locations and specifications for streets, drainage facilities, sanitary sewers, storm drains and water mains. While the Village is largely built out, there are still a few remaining lots that are large enough that they could be further subdivided. The subdivision process could be conducted by the Village Board or delegated to either the Planning Board or Zoning Board of Appeals.

2. R-1 to R-2 District - The majority of the residentially zoned areas of the Village are designed as R-2 One and Two-family Residential District. There are selected areas on the east side of Stirling Basin and in the northern portion of the Village north of Webb Street and west of 3rd Street between North Street and Webb Street that are zoned R-1 One Family Residential District. There are two principal issues with re-designation: the R-2 District has a 7,500 square foot minimum lot size compared to the 10,000 for R1; and the R-2 allows for two-family dwellings as a permitted use. Refer to Exhibit 17 for a depiction of proposed zoning map amendments.

One of the issues of rezoning the remaining portions of the R-1 to R-2 District is that it allows for the opportunity to create additional units in existing buildings as two-family dwellings are a permitted use.

3. Suggest creating two WC district classifications: Waterfront Commercial-Industrial & Waterfront Commercial-Recreational/Residential.

The goal of this suggestion is to expand the Greenport shoreline to include more waterfront properties in the Waterfront Commercial district *and* to protect the heavy marine industrial sites already present. There are already a significant number of WC properties in residential neighborhoods and many of the new areas suggested are of similar character. Because larger scale and heavier marine industry activities are currently allowed on all properties classified as WC, including the residential areas, it

Issues and Opportunities and Action Items

is likely pressure may be made in the future to further restrict WC activities. By splitting the WC classification, both of the above goals may be accomplished.

There is a need to identify those Waterfront Commercial properties which are involved in or capable of large scale or heavy marine industries and to preserve these properties for continued waterfront commercial activities. By creating a separate classification for heavier WC and residential WC uses, all of our WC commercial activities can be better protected and expanded.

Proposed: Section 150-11a WC-I Waterfront Commercial District - Industrial.

This district would typically be located in commercial districts or abutting other industrial WC activities. These waterfront commercial activities would represent larger-scale or heavy marine commercial activities typical of shipbuilding facilities, boat repair yards, commercial marinas offering a full range of services, boat storage facilities (both outside and inside) or other marine related manufacturing businesses. Such properties would not typically be in residential districts or WC-Recreational/Residential districts. Existing heavy industry WC facilities would be grandfathered in as WC-I.

The approved uses in WC-I would include all 17 activities currently permitted in the existing WC District zoning code (see listing at end of document). The five Conditional Uses would also apply to this district. However, special consideration should be given for allowing Conditional Uses of the newly established WC-I District. Every effort should be made to preserve the heavy marine industry uses and only allow the conditional uses as ancillary to the primary commercial marine uses (i. e. mixed use with both components). As the heavy industry WC properties are typically the larger parcels in the village, they are high visibility targets for commercial development directed away from marine industries and toward waterfront tourism.

Those WC properties already converted to Conditional Uses or those already engaged in WC recreational/tourism activities would be grandfathered in as WC-I with their current conditional uses permitted.

Proposed: Section 150-11b WC-R Waterfront Commercial District – Recreational/Residential.

This district would typically be located in or abutting residential districts where the character of the area is residential in nature. The permitted marine activities would be a subset of the 17 approved uses and represent recreational and smaller-scale commercial marine operations compatible with the character of the neighboring properties (see suggested list just below). The Conditional Uses listed under the current WC code would likely not be permitted in WC-R, but Conditional Use 4, Marine-related business offices could be considered under strict guidelines. Conditional Use 5, Hospitals for Human Health Care would be an appropriate conditional use in the WC-I district. Consideration should be given as part of site plan review and approval for waterfront properties for encouraging public access along the waterfront.

Proposed Permitted uses – WC-R District. These are extracted from the more complete list for WC-I *with edits* which represent activities more appropriate for a residential neighborhood environment:

- 1) Public and private yacht clubs, *small-scale* marinas and docking facilities (***not*** offering a full range of commercial marina services and the number of boats berthed would be limited, e.g. 1 – 12 as an example).
- 2) Municipal parks and facilities.
- 3) Tour boats, charter and party fishing boats (*typical of ‘six-pack’ charter operations. Vessel size limit should be specified*).
- 4) Retail sale of equipment, goods, supplies, materials, tools and parts used in connection with boating and fishing ***but only in relationship to a current permitted use on the property in this district (e.g. fishing tackle at a marina with a six-pack operation)***.
- 5) Boating instruction schools.
- 6) Maritime museums.
- 7) *Small-scale fisheries operations (typical of independent baymen) involved in line or trap fishing, shell fishing, lobstering, or mariculture operations (vessel size limit to be specified). Upland facilities and operations to be subject to review and approval on a case by case basis by the Planning Board, HRC and ZBA, as appropriate.*
- 8) Aquaculture facilities, including fish rearing and fish release facilities – *larger scale facilities may not be compatible with a residential neighborhood district. Upland support facilities and operations to be subject to review and approval on a case by case basis by the Planning Board, HRC and ZBA, as appropriate.*
- 9) Gallery. [Added 11-19-1998 by L.L. No. 11-1998]
- 10) Studio. [Added 11-19-1998 by L.L. No. 11-1998]

Note: The vessel size limitation indicated above is focused on commercial operations, marine fisheries, in particular. The idea was to limit WC-R operations to baymen-scale of activities, not full-scale land bases for heavy marine fisheries activities. Recreational vessels on WC-R district docks should be berthed in accordance with the size capacity of the docks (and obviously the depth of the marine area sufficient to accommodate the draft of the vessel).

Also note: Any change recommended by the LWRP regarding code changes is separate from actual changes being made to the Village Code. Greenport Village Code changes would undergo a code drafting process, presentation at public hearings for public input, finalization and eventual voting into law by the Village Board of Trustees.

Suggested areas for expanding the WC-R (Residential/Recreational) district:

1. Include waterfront properties east of Fourth Street and south of the LIRR tracks to the foot of Fourth Street. The water fronting these properties is designated WC, but the waterfront properties are not (with the exception of a small spit of land forming the eastern shore of Widow’s Hole). This area of waterfront in Greenport is unique as it is the only area certified for shellfish/mariculture in Greenport Village waters. The downtown harbor area and Stirling Basin are restricted by the DEC.

2. Nearly all of the waterfront properties on Stirling Basin are designated WC. However, there is a section of Stirling Basin properties along Sterling Street (6) and on Main Street (1) which are designated Residential and should also be designated WC-Recreational. Also, the waterfront area between Manor Place and Bridge Street are designated WC and should be designated WC-R (excepting the Triangle Yacht Club and the Alice’s

Seafood/Phillips commercial dock). These areas are all residential in nature and should only be designated WC if the new category of WC-R (Recreational/Residential) is established. Otherwise, undesirable commercial development could occur in these districts.

3. The 'Mobil' property south of Clark Street and east of Fourth Street is currently classified as R-2 but is being transferred to the Peconic Land Trust for preservation. It is suggested the upland property be designated Park District (PD). There may be opportunities to utilize the water (below the low tide line) for continued mariculture applications. This prospect would have to be analyzed relative to impact on the preservation efforts and the public use of the waterfront for recreational purposes.

Current waterfront condominium properties: It is recommended that currently existing waterfront condominiums be classified as WC or converted to WC-I. While no heavy marine activities are anticipated on these sites, the residential use of the properties might be considered as a preexisting nonconforming use (a 'grandfathered' use as the condos were established before the WC designation). Should this use cease (unlikely), the property(s) would revert to WC-I uses.

Current allowed uses in Village Code for WC District:

§ 150-11 WC Waterfront Commercial District.

Editor's Note: See Ch. [139](#), Waterfront Consistency Review, for additional provisions.

[Amended 8-13-1981 by L.L. No. 5-1981; 4-10-1978 by L.L. No. 2-1978; 6-19-1979 by L.L. No. 2-1979; 8-21-1986 by L.L. No. 3-1986; 5-26-1988 by L.L. No. 2-1988; 5-23-1991 by L.L. No. 1-1991; 8-12-1993 by L.L. No. 5-1993; 5-16-1996 by L.L. No. 3-1996; 5-16-1996 by L.L. No. 2-1996]

The objective of this district is to preserve, maintain and encourage water-dependent uses that have traditionally been associated with the Village of Greenport waterfront and to accommodate water-enhanced commercial uses that are compatible with water-dependent uses. In the Waterfront Commercial District, no building or premises shall be used and no building or part of a building shall be erected or altered which is arranged, intended or designed to be used, in whole or in part, for any use except those listed below, and all such uses shall be subject to site plan approval in accordance with § [150-30](#) hereof:

A. Permitted uses.

- 1) Public and private yacht clubs, marinas and docking facilities.
- 2) Municipal parks and facilities.
- 3) Boat launching facilities.
- 4) Tour boats, commercial, charter and party fishing boats.
- 5) Boat sales, rental, service, repair and storage.
- 6) Shipbuilding yards including facilities for building, repairing and maintaining boat engines and other marine equipment.
- 7) Manufacture of items related or incidental to the operations associated with boat building.
- 8) Fish and shellfish processing plants.
- 9) Retail sale of equipment, goods, supplies, materials, tools and parts used in connection with boating and fishing.
- 10) Retail and wholesale of seafood products.

- 11) Retail fuel storage and sales solely for boats.
- 12) Boating instruction schools.
- 13) Oceanographic or marine-related scientific research and equipment manufacture and testing.
- 14) Maritime museums.
- 15) Aquaculture facilities, including fish rearing and fish release facilities.
- 16) Gallery. [Added 11-19-1998 by L.L. No. 11-1998]
- 17) Studio. [Added 11-19-1998 by L.L. No. 11-1998]

B. Conditional uses.

- 1) Motels and hotels which may include conference facilities.
- 2) Eating and drinking establishments.
- 3) Retail sale and manufacturing of retail products.
- 4) Marine-related business offices (except as provided for under permitted accessory uses) which handle matters principally related to the design, manufacture, service, storage, purchase, sale and lease of insurance of boats and related marine equipment; fishing and other marine harvesting; and fish processing.
- 5) Hospitals for human health care.

Suggest changing the zoning status of the Front Street commercial properties which do not have waterfront property.

Those properties which are in the CR (Commercial Retail) district on the south side of Front Street between Main and Third Streets and which do not have waterfront should be redesignated as CR zoning. The same could apply to the several landlocked properties on the east side of Third Street south of Front Street. The current WC designation is cumbersome to store owners and commercial tenants where special approvals are required for WC Conditional Uses or for zoning use variances to operate as a retail business unrelated to permitted uses of the WC zone. It is better to accomplish zoning changes through the LWRP process and subsequent legislation than continue to force the retail businesses to seek exceptions to the code to operate legitimately.

4. Section 150-9.A.18 of the Village of Greenport Zoning Code addresses accessory apartment dwelling units over retail stores and businesses, professional and governmental offices existing as of July 1, 2002 and in accessory building, subject to standards and requirements. Other than a reference in Section 150-9.C (2) Artist Dwelling, it appears that dwelling units over first floor retail and office are not permitted uses. The Village of Greenport has a historically compact downtown setting that is walkable. The presence of residential over first floor uses is consistent with contemporary smart growth planning principles which include:

- Create a range of housing opportunities and choices;
- Create walkable neighborhoods;
- Foster distinctive, attractive places with a strong sense of place;
- Mix of land uses;

- Strengthen and direct development towards existing communities; and
- Take advantage of compact building design.⁶

The re-introduction of a residential component should incorporate limits on the size of the development parcel to eliminate a situation where multiple properties could be assembled into a project that might overwhelm the current scale of the downtown setting. Given relatively restricted land area, parking may not be able to be provided on site. The Village may want to consider a fee in lieu of parking in such cases. The fees collected would be set aside for the Village to expand and improve its parking resources.

5. Accessory Residential Uses - As noted in Section II of this LWRP, the number of seasonal homes has increased over the last decade, reducing the available housing stock. Opportunities for increasing the housing stock in the Village are limited given the lack of vacant developable land. There are however, limited opportunities to take advantage of the use of accessory structures as residential units including the conversion of detached garages as dwelling units or the creation of accessory residential units.

It is noted, however, that the introduction of accessory residential units or other concepts like cottage housing district provides an in-fill element which brings with it more people, cars, etc.



⁶ Taken from “Smart Growth Online,” developed and maintained by the Sustainable Communities Network, <http://www.sustainable.org>

SECTION V - WATERFRONT REVITALIZATION PROGRAM

POLICIES (portions of this section contain pdf conversions of the original LWRP and is subject to further review and correction to typographical errors that are a product of the conversion process)

POLICY 1

RESTORE, REVITALIZE AND REDEVELOP DETERIORATED AND UNDERUTILIZED WATERFRONT AREAS FOR COMMERCIAL AND INDUSTRIAL, CULTURAL, RECREATIONAL AND OTHER COMPATIBLE USES.

POLICY 1A

REVITALIZE GREENPORT'S WATERFRONT AREA BY REDEVELOPING DETERIORATED/ UNDERUTILIZED PROPERTIES AND BUILDINGS FOR APPROPRIATE COMMERCIAL AND RECREATIONAL USES.

POLICY 1B

REVITALIZE GREENPORT'S CENTRAL BUSINESS DISTRICT BY RESTORING UNDERUTILIZED PROPERTIES AND BUILDINGS FOR APPROPRIATE RETAIL, COMMERCIAL AND OTHER COMPATIBLE USES.

Policy 1 and 1A

Explanation of Policy

Greenport's economic and social vitality depends significantly on:
1) the type of redevelopment and rehabilitation in the waterfront area; and

2) the maintenance and appropriate expansion of water-dependent uses in the waterfront area (See Map 4, Existing Land Use). The Village derives its character, identity and economy from its relationship to the surrounding waterfront environment, which extends from Young's Point along Stirling Basin and Greenport Harbor southwest to Fanning Point. Due to its location on a deep water channel, which provides access to the Atlantic Ocean through Gardiner's Bay, Greenport has served as Eastern Long Island's major port. Since the 1830's, it has primarily been the whaling, fishing and shipping/boating industries that have provided the Village with its economic base, employing thousands on its waterfront. The Village's economic base still depends on the water-dependent industries of fishing and shipping/boating.

In recent years, tourism and the second home industry have increased significantly in the Village. Both these industries contribute significantly to the Village's economy and are a desired commodity; however, future development

on the Greenport waterfront shall be carefully sited to ensure that Greenport's waterfront heritage is not lost. Greenport's heritage as a waterfront community, relying on its direct association with the sea, shall be reinforced and preserved.

Deteriorated/underutilized properties in Greenport are located in the following waterfront areas:

Waterfront Area 1

This area extends from Young's Point along Stirling Basin to S.T. Preston and Son, Inc. The only deteriorated property is the Barstow site.

Waterfront Area 2

This area includes S.T. Preston and Son, Inc. along Greenport Harbor to and inclusive of the Long Island Railroad property. This area includes the following deteriorated/underutilized sites: Mitchell and the vacant portion of Boback.

Waterfront Area 3

This area extends from just south of the the Long Island Railroad property along Greenport Harbor to the west of Fanning Point. The only underutilized/deteriorated property is the Mobil site. This site is designated for park and open space use; however residential use is a permitted use for the site.

The range of acceptable water-dependent and water-enhanced uses allowed on the waterfront and on underutilized/deteriorated properties, excluding the Mobil Site, are presented in Policy 2.

POLICY 1B REVITALIZE GREENPORT'S CENTRAL BUSINESS DISTRICT BY RESTORING UNDERUTILIZED PROPERTIES AND BUILDINGS FOR APPROPRIATE RETAIL COMMERCIAL AND OTHER COMPATIBLE USES.

Explanation of Policy

The Village CBD consists primarily of the retail activity that takes place in and about Front and Main Streets. The existing and permitted uses in the CBD are retail stores, personal service shops, offices, restaurants, hotels, and public and semi-public facilities. Revitalization in this retail area will be accomplished through a comprehensive program of infill development, facade rehabilitation, and streetscape improvements. A Central Business District Design Plan shall be developed with standards and guidelines to regulate the character of the revitalization activity.

Since the center of retail and waterfront activity in the Village is concentrated in the CBD and the adjacent Waterfront Area 2, the quality and coordination of land development in these two areas is of particular importance if the Village is going to maintain and improve upon its economic vitality and visual attractiveness. An important objective of this revitalization effort involving these two areas is the provision of a pedestrian walkway system from Front Street through properties in the CBD and adjacent Waterfront Area 2 to a waterside harborwalk. This pedestrian system will provide convenient

public access to and from the CBD and adjacent Waterfront Area 2, and visually appealing open space and needed visual access to the Greenport waterfront. (See Policy 20A).

Development Standards and Guidelines

The following development standards and guidelines shall be adhered to for all development in the waterfront and CBD:

Parking. Adequate off-street parking shall be provided for all uses. Parking areas shall be sufficiently drained so as to contain all drainage on site and to prevent ponding. Whenever feasible, parking areas shall be placed at the rear of buildings and/or screened by plantings so as not to be highly visible from the waterfront and Village streets.

Access. Vehicular ingress and egress, interior traffic circulation, parking space arrangement, loading facilities and pedestrian walkways shall be planned and built so as to promote safety and efficiency. Wherever possible, public access shall be provided to the Village's waterfront to the maximum extent practicable.

Physical compatibility. In order to foster and maintain the small scale seaside character of the Village, all new developments and structures shall not exceed 2 stories or 35 feet in building height, and the building lot coverage shall not exceed 40% of the lot. A minimum front yard of 6 feet is required. If the subject lot is not within 25 feet of a residence district boundary no minimum setback is required. If one is provided it must be a minimum of 10 feet.

Preservation of land for water-dependent uses. Water-dependent uses shall have priority over water-enhanced uses.

Visual considerations. Adjacent and upland views of the water shall be improved, and at a minimum, development activities must not affect existing views in an insensitive manner. Structures shall be clustered or oriented to retain views, save open space, and provide spatial organization to development.

Landscaping. Screening with trees or other plantings may be required for parking and other disturbed areas which are created. A landscaping plan demonstrating that suitable vegetation will be planted and nurtured may be required. Such a plan shall become a part of the approved site plan. The original landform of a site should be maintained or restored, except when changes screen unattractive elements and/or add appropriate interest.

Protection of residential areas. When the site is located adjacent to residences or a residence district, appropriate buffer landscaping, natural screening and fencing are to be provided in order to protect neighborhood tranquility, community character, and property values. A minimum side yard and rear yard setback of 10 feet is required for lots within 25 feet of a residence district boundary.

Lights. Lighting facilities and lighted signs shall be placed and shielded in such a manner as not to cause direct light to shine on other properties, and shall not be permitted to create a hazard on a public street.

Water supply and waste disposal. All developments shall be served by the Village's public water supply and sewer system. On site solid waste disposal containers shall be adequately screened from view.

LWRP Update Revisions

As noted in the 1988 Plan, the Village of Greenport derives its character, identity and economy from its relationship to the surrounding waterfront environment.

The Village recognized that both the tourism and second home industries have increased significantly in the Village. The creation of Mitchell Park and Marina was an attempt to provide amenities that would attract visitors to the Village and encourage additional economic activity, at least on a seasonal basis, with an opportunity to extend the seasonality by including other improvements such as the ice skating rink and now the American Legion Hall.

The 1988 response relative to future development and the waterfront being carefully sited and the reinforcement and preservation of its waterfront heritage is still valid. Input provided during the public involvement process showed a strong response to pursuing and promoting the Village's working waterfront.

The working waterfront has, just as Greenport has, evolved over time. No longer are fishing and aquaculture the dominant industry, but rather other maritime activities such as boat repair/building, and other maritime construction activities (e.g. piers, docks and bulkheads) have taken on a more prominent role. It is noted, however, that changing regulatory requirements have added a level of complexity to operations which requires greater investment to stay compliant. It is further noted that, given the recent improvements to the local water quality, oyster farming is beginning to make a come-back as a potentially important component of the emerging aquaculture industry.

The Baymens Dock property located on the north side of Sterling Basin was identified as a potential area that could support water dependant uses including: dinghy storage for the Village mooring field; bathrooms and showers for those using the mooring field; storage for baymen equipment and potential aquaculture uses (e.g., oyster cages).

Policy 1B

The 1988 Plan called for the creation of a Central Business District Design Plan to regulate revitalization activity through a series of in-fill development, façade rehabilitation and streetscape improvements. The creation of the Design Plan still needs to be achieved. Further, as noted on Exhibit 11 there are opportunities for infill development within downtown. The ability to promote mixed use development, retail/commercial on the first floor, residential or office above would be keeping with more contemporary Smart Growth standards and traditional development patterns. This would require an amendment to the Village Zoning code to allow for a mixed use development with residential above first floor

retail/office. The ability to promote in-fill development would provide the Village with the opportunity for new tax ratables. It would be important to note that redevelopment for mixed uses should be done with some limitation with respect to lot size so that there is some continuity with respect to the scale and massing with the balance of downtown. As noted by the Village Assessor, assessed property values have been fairly stable over the past five years, however costs have continued to rise, a situation not uncommon to other village governments throughout New York State. The Village has worked with the New York Metropolitan Transportation Council as part of a Parking Management Workshop that began to address parking needs in downtown. The Parking Study identified a total of approximately 678 on and off street parking spaces proximate to downtown. Redevelopment activities should recognize these existing parking resources. In addition, there are opportunities to allow for the creation of fee in lieu of parking to allow for more creative redevelopment activity to occur.

POLICY 2

FACILITATE THE SITING OF WATER-DEPENDENT FACILITIES ON OR ADJACENT TO COASTAL WATERS.

Explanation of Policy

The traditional method of land allocation, i.e., the real estate market, with or without local land use controls, offers little assurance that uses which require waterfront sites will, in fact, have access to coastal waters. To ensure that water-dependent uses can continue to be accommodated within the Village, government agencies will avoid undertaking, funding, or approving non-water-dependent uses when such uses would preempt the reasonably foreseeable development of water-dependent uses; furthermore, government agencies will utilize appropriate existing programs to encourage water-dependent activities.

The following uses and facilities are considered as water-dependent:

Uses which depend on the utilization of resources found in coastal waters (for example: fishing);

Recreational activities which depend on access to coastal waters (for example: swimming, fishing, boating, wildlife viewing);

Uses involved in the sea/land transfer of goods (for example: docks, loading areas, short-term storage facilities);

Structures needed for navigational purposes (for example: navigational devices, lighthouses);

Flood and erosion protection structures (for example: breakwaters, bulkheads);

Facilities needed to store and service boats and ships (for example: marinas, boat repair, boat construction yards);

Uses requiring large quantities of water for processing (for example: fish processing plants);

Scientific/educational activities which, by their nature, require access to coastal waters (for example: certain meteorological and oceanographic activities); and

Support facilities which are necessary for the successful functioning of permitted water-dependent uses (for example: first aid stations, short-term storage facilities). Though these uses must be near the given water-dependent use they should, as much as possible, be sited inland from the water-dependent use rather than on the shore.

In addition to water-dependent uses, uses which are enhanced by a waterfront location should be encouraged to locate, although not at the expense of water-dependent uses, along the shore. A water-enhanced use is defined as a use that has no critical dependence on obtaining a waterfront location, but the profitability of the use and/or the enjoyment level of the users would be increased significantly if the use were adjacent to or had visual access to the waterfront.

If there is no immediate demand for a water-dependent use in a given area but a future demand is reasonably foreseeable, temporary non-water-dependent uses should be considered preferable to a non-water-dependent use which involves an irreversible, or nearly irreversible commitment of land. Passive recreational facilities, outdoor storage areas, and non-permanent structures are uses or facilities which would likely be considered as "temporary" non-water dependent uses.

In Greenport, water-dependent and water-enhanced uses are allowed within the following locations of the three waterfront areas:

Waterfront Area 1

Along the entire waterfront area except the following areas: the Sandy Beach Sandspit which is developed with residences; the cemetery located on the east side of Stirling Basin; and two small shoreline areas, developed with residences, located north of Carpenter Avenue and south of the Bay Avenue. Eleven (11) major water-dependent firms are located in this waterfront area.

Waterfront Area 2

Along the entire waterfront area. Four (4) major water-dependent firms, plus the LIRR commercial fishing dock, are located in this waterfront area.

Waterfront Area 3

Only at the tip of Fanning Point on the west and east side of Fifty Street Park. No major water-dependent firms are currently located in this waterfront area.

The following water-dependent and water-enhanced uses are allowed within the three waterfront area.

Permitted Uses

- (1) Public and private yacht clubs, marinas, and docking facilities. Municipal parks and facilities.
- (2) Boat launching facilities.
- (3) Tour boats, commercial, charter, and party fishing boats. Boat sales, rental, service, repair, and storage.
- (4) Shipbuilding yards including facilities for building, repair, and maintaining boat engines and other marine equipment.
- (5) Manufacture of items related or incidental to the operations associated with boat building.

- (6) Fish and shellfish processing plants.
- (7) Retail sale of equipment, goods, supplies, materials, tools, and parts used in connection with boating and fishing.
- (8) Retail and wholesale of seafood products.
- (9) Retail fuel storage and sales solely for boats. Boating instruction schools.
- (10) Oceanographic, or marine-related, scientific research and equipment manufacture and testing.
- (11) Maritime museums.
- (12) Aquaculture facilities, including fish rearing and fish release facilities.

Permitted Accessory Uses

Customary accessory uses, including off-street parking and loading facilities and offices related to the principal permitted use.

Permanent Over Water Structures

Provided that a permanent structure existed prior to October 12, 1988, existing year round, non-conforming uses may be allowed to occupy a permanently enclosed structure on a deck, dock pier, or wharf, or any other over water structure.

Conditional uses

- (1) Motels and hotels which may include conference facilities. Eating and drinking establishments.
- (2) Retail sale and manufacturing of retail products.
- (3) Marine related business offices (except as provided for under permitted accessory uses) which handle matters principally related to the design, manufacture, service, storage, purchase, sale, and lease and insurance of boats and related marine equipment; fishing and other marine harvesting; and fish processing.

- (4) Hospitals for human health care.

Standards for Conditional Uses

Where the subject property abuts the water, conditional uses shall be permitted when established in conjunction with a permitted use or uses and in accordance with the following conditions:

- (1) Conditional uses and related accessory uses shall not exceed more than 70% of the allowed lot coverage.
- (2) Any conditional use shall cease if the permitted use or uses on the subject property are discontinued.
- (3) Such use or combination of conditional uses shall not be permitted over surface waters, except in accord with the following conditions:
 - (a) the adjacent upland property shall be within the Waterfront Commercial District;
 - (b) such use and related accessory use shall be located on and occupy an existing pier on the effective date of this law;
 - (c) such use and related accessory use shall not displace an existing permitted use or uses;
 - (d) such use and related accessory uses shall not cover more than 50% of the over water deck, dock, pier, or wharf, or any other over water structure upon which it is located and shall be located upon the most landward portion of the structure;
 - (e) the waterward portion of the structure shall be designated public accessway or water dependent use;
 - (f) such uses and related accessory uses are summer seasonal (May through October) and shall not be contained in a permanently enclosed structure;
 - (g) the site of such use and related accessory uses provides public access on a year round basis to and on the site as an extension as part of a designated public accessway no less than eight (8) feet in width.
- (4) Consideration shall be given to the quality and extent of views from the adjacent public streets through the property to the water as well as the design and relationship of development to the waterfront as viewed from the water.

Where the subject property does not abut the water, conditional uses shall be permitted when established in accord with condition (4) above.

LWRP Update - No proposed changes

POLICY 3

THE STATE COASTAL POLICY REGARDING MAJOR PORTS IS NOT APPLICABLE TO THE VILLAGE OF GREENPORT.

Policy 3

Explanation of Policy

The Village of Greenport is an outstanding example of an historic small harbor with a maritime identity. During the nineteenth century whaling and shipbuilding provided the Village with its economic base. The shellfish and finfish industries prospered in the early twentieth century after the whaling industry has declined. A revival of the shipbuilding industry occurs within Stirling Harbor.

LWRP Update - No proposed change

POLICY 4

STRENGTHEN THE ECONOMIC BASE OF SMALL HARBOR AREAS BY ENCOURAGING THE DEVELOPMENT AND ENHANCEMENT OF THOSE TRADITIONAL USES AND ACTIVITIES WHICH HAVE PROVIDED SUCH AREAS WITH THEIR UNIQUE MARITIME IDENTITY.

Policy 4

The majority of this Policy remains unchanged but it is important to note that the redevelopment of the Barstow site took place as STIDD Systems, Inc. a manufacturer of various marine products with extensive contracts for services. STIDD is a significant employer of well paying jobs and is an important player in the local economy.

As noted in Policy 1 above, maritime activities such as boat repair/building, and other maritime construction activities (e.g. piers, docks and bulkheads) have taken precedent over the more traditional fishing and aquaculture uses that had typically dominated the Greenport working waterfront. The Village of Greenport recognizes that this trend is important to the local economy and encourages the efforts, like those of the Greenport School District to establish programs that takes advantage of the Village's long maritime history.¹ As noted during the discussions with the Maritime Stakeholders group, the economic impact of the working waterfront users extends throughout the local economy with the requirements for supplies and specialty services. Within the working



¹ The Greenport School District has recently begun to offer small maritime engine repair as a class offering to students. This provides opportunities for students to learn a trade that is relevant to the local area and should be considered a sustainable community practice.

waterfront there is a specialty niche use associated with the design, construction and repair of wooden boats. This unique industry requires specialized craftsmen, who don't necessarily have to be located on the waterfront but within proximity to the operations. In addition, there are opportunities, as boats are launched, to celebrate the event with the larger Greenport (tourist) community. There is an opportunity, within reason, to allow the public to see these facilities in operation. In addition, the Baymen's property has been identified as a possible location that could be improved to help support the aquaculture industry that is being revived along Greenport's coastline.

POLICY 5

ENCOURAGE THE LOCATION OF DEVELOPMENT IN AREAS WHERE PUBLIC SERVICES AND FACILITIES ESSENTIAL TO SUCH DEVELOPMENT ARE ADEQUATE, EXCEPT WHEN SUCH DEVELOPMENT HAS SPECIAL FUNCTIONAL REQUIREMENTS OR OTHER CHARACTERISTICS WHICH NECESSITATES ITS LOCATION IN OTHER COASTAL AREAS.

POLICY 5A

MAINTAIN AND WHERE NECESSARY IMPROVE PUBLIC SERVICES AND INFRASTRUCTURE WHICH SERVE THE VILLAGE WATERFRONT AREA AND CENTRAL BUSINESS DISTRICT TO ASSURE THEIR CONTINUED AVAILABILITY TO MEET EXISTING AND LIMITED FUTURE DEVELOPMENT NEEDS.

Policy 5 and 5A

As noted, the Village of Greenport is unique in its ability to provide comprehensive utility services to its residents, non-residential users, and those adjacent to its borders. This is especially true of the sewage treatment plant which is currently undergoing expansion and improvements. The present plant operation is at approximately 50 percent of capacity during peak usage. This provides the opportunity for the Village to accommodate growth within and outside its borders, if it so chooses. This is particularly relevant in downtown but also in select areas outside of the Village such as the north side of Sterling Basin and Sandy Beach. This would also provide opportunities to enhance marine pump out capabilities. As noted in recent studies by Stony Brook University, the presence of septic systems built too densely and too closely to tidal waters provides the nutrients that feed blooms of algae that are destructive to aquatic vegetation and shellfish².

POLICY 6

EXPEDITE PERMIT PROCEDURES IN ORDER TO FACILITATE THE SITING OF DEVELOPMENT ACTIVITIES AT SUITABLE LOCATIONS.

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² The Southampton Press, March 31, 2011, Scientists Have Identified Culprit, Michael Wright

Policy 6

For development of permitted water-dependent uses and permitted water-enhanced uses at deteriorated and/or underutilized sites within the Village's waterfront commercial areas, the Village will make every reasonable effort to coordinate and expedite local permit procedures and regulatory activities as long as the integrity of the regulatory objectives is not jeopardized. The Village's efforts in expediting permit procedures are part of a much larger system for regulatory development which also includes County, State and Federal government agencies. Regulatory programs and procedures should be coordinated and synchronized between all levels of government and, if necessary, legislative and/or programmatic changes will be recommended from the local level.

LWRP Update -

Recommendations include updating the Village Code to bring its zoning and land use regulations into more contemporary standards. Other code amendments include the provision for a basic subdivision code of which there is none presently. This also includes an evaluation of existing lot sizes to current zoning standards which currently require numerous homeowners to seek variances because incompatible zoning standards are applied to a pre-existing condition.

POLICY 7

THE STATE COASTAL POLICY REGARDING THE PROTECTION OF SIGNIFICANT COASTAL FISH AND WILDLIFE HABITATS IS NOT APPLICABLE TO THE VILLAGE OF GREENPORT.

Policy 7 – No proposed changes

POLICY 8

PROTECT FISH AND WILDLIFE RESOURCES IN THE COASTAL AREA FROM THE INTRODUCTION OF HAZARDOUS WASTES AND OTHER POLLUTANTS WHICH BIO-ACCUMULATE IN THE FOOD CHAIN OR WHICH CAUSE SIGNIFICANT SUBLETHAL OR LETHAL EFFECT ON THOSE RESOURCES.

Policy 8

Explanation of Policy

Hazardous wastes are unwanted by-products of the manufacturing processes and are generally characterized as being flammable, corrosive, reactive, or toxic. More specifically, hazardous waste is defined in the Environmental Conservation Law (Section 27-0901(3)) as "a waste or combination of wastes which because of its quantity, concentration, or physical, chemical or infectious characteristics may: (1) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed or otherwise managed." A list of hazardous wastes has been adopted by DEC (6NYCRR, Part 371)

The handling (storage, transport, treatment and disposal) of the materials included on this list is being strictly regulated in New York State to prevent their entry or introduction into

the environment, particularly into the State's air, land and waters. Such controls should effectively minimize possible contamination of and accumulation in the State's coastal fish and wildlife resources at levels that cause mortality or create physiological or behavioral disorders. Other pollutants are those conventional wastes, generated from point and non-point sources, and not identified as hazardous wastes but controlled through other State's laws.

No proposed changes

POLICY 9

EXPAND RECREATIONAL USE OF FISH AND WILDLIFE RESOURCES IN COASTAL AREAS BY INCREASING ACCESS TO EXISTING RESOURCES, SUPPLEMENTING EXISTING STOCKS, AND DEVELOPING NEW RESOURCES. SUCH EFFORTS SHALL BE MADE IN A MANNER WHICH ENSURES THE PROTECTION OF RENEWABLE FISH AND WILDLIFE RESOURCES AND CONSIDERS OTHER ACTIVITIES DEPENDENT ON THEM.

Policy 9

Explanation of Policy

Recreational uses of coastal fish and wildlife resources include consumptive uses such as fishing and hunting, and non-consumptive uses such as wildlife photography, bird watching, and nature study.

Recreational fishing is a major activity in the Village of Greenport. The public fish from boats, piers, and bulkheads along the shoreline. The recent increase in seasonal residents and vacationers has resulted in increased demand for dock space for recreational boats. Some of this demand may be met by the redevelopment of the Mitchell property (Policy 1).

Recreational use of existing publicly- and privately-owned waterfront areas for on-shore recreational fishing and the passive enjoyment of waterfowl and other wildlife resources can be improved through the development of the harborwalk (Policy 20A) and street-end parks (Policy 20), including such areas as Sandy Beach, the former Mobil Oil property and Fanning Point.

The following guidelines should be considered by State and Federal agencies as they determine the consistency of their proposed action with the above policy.

- Consideration should be made by Federal and State agencies as to whether an action will impede existing or future utilization of the State's recreational fish and wildlife resources.

- Efforts to increase access to recreational fish and wildlife resources should not lead to overutilization of that resource or cause impairment of the habitat. Sometimes such impairment can be more subtle than actual physical damage

to the habitat. For example, increased human presence can deter animals from using the habitat area.

- The impacts of increasing access to recreational fish and wildlife resources should be determined on a case-by-case basis.
- Any public or private sector initiatives to supplement existing stocks (e.g., stocking a stream with fish reared in a hatchery) or develop new resources (e.g., creating private fee-hunting or fee-fishing facilities) must be done in accord with existing State law.

The development of the harbor walk and Mitchell Marina have helped the Village address this issue. The reference to the development of street end parks (see also Policy 20) could be coupled with stormwater management concerns related to the implementation of the mandated storm sewer separation systems (MS4 requirements). The redesign of street ends could accommodate water quality treatment as part of an open space element. The balance of the explanation of Policy would remain as is.

POLICY 10

FURTHER DEVELOP COMMERCIAL FINFISH, SHELLFISH AND CRUSTACEAN RESOURCES IN THE COASTAL AREA BY: (i) ENCOURAGING THE CONSTRUCTION OF NEW, OR IMPROVEMENT OF EXISTING ON-SHORE COMMERCIAL FISHING FACILITIES;(ii) INCREASING MARKETING OF THE STATE'S SEAFOOD PRODUCTS; and (iii) MAINTAINING ADEQUATE STOCKS AND EXPANDING AQUACULTURE FACILITIES. SUCH EFFORTS SHALL BE IN A MANNER WHICH ENSURES THE PROTECTION OF SUCH RENEWABLE FISH RESOURCES AND CONSIDERS OTHER ACTIVITIES DEPENDENT ON THEM.

POLICY 10A

ENCOURAGE THE DEVELOPMENT OF NEW, OR EXPANDED COMMERCIAL FISHING FACILITIES IN GREENPORT, AND PROTECT EXISTING COMMERCIAL FISHING FACILITIES FROM ENCROACHMENT BY POTENTIALLY CONFLICTING LAND USES.

Policy 10

Explanation of Policy

Due to Greenport's natural deep water harbor which can easily accommodate large fishing vessels, its commercial fishing heritage, and strategic location with respect to fishing grounds and coastal market areas, Greenport is an important part of New York's commercial fishing industry. All of Greenport's commercial fishing facilities are privately-owned and operated, with the exception of the publicly-owned commercial fishing dock at the LIRR property. See Section II, D for a list and description of commercial fishing facilities in the Village.

In recent years, there has been an increase in demand for recreational marina and dock space, waterfront high-density residential use, and water-enhanced uses geared to the tourist industry, such as restaurants, hotels and retail shops. In order to reduce the encroachment of water-enhanced uses on water-dependent uses, only water-enhanced uses of a compatible nature shall be conditionally permitted in the Village's waterfront commercial area. (See Policies 1, 2 and 4).

In order to provide for the development of new or expanded commercial fishing facilities in Greenport the following shall occur:

Redevelopment of the Barstow shipyard site to provide commercial fishing support services.

The development of a fishing dock for use by locally operated commercial fishing vessels.

The following guidelines should be considered by government agencies as they determine the consistency of their proposed action with the above policies and specific plan recommendations listed:

A public agency's commercial fishing development initiative should not pre-empt or displace private sector initiative.

A public agency's efforts to expand existing or create new on-shore commercial fishing support facilities should be directed towards unmet development needs rather than merely displacing existing commercial fishing activities from a nearby port. This may be accomplished by taking into consideration existing State or regional commercial fishing development plans.

Consideration should be made by State and Federal agencies whether an action will impede existing utilization or future development of the State's commercial fishing resources.

Commercial fishing development efforts should be made in a manner which ensures the maintenance and protection of the renewable fishery resources.

LWRP Update

The commercial fishing opportunities in Greenport are somewhat limited given the changing nature of that industry. One of the recent impediments to the maritime industry is the imposition of certain excise taxes, particularly on the sale of fuel for commercial vessels. The imposition decreases the competitive advantage Greenport may have and has caused in part, commercial vessels to utilize other harbors. With the increase in cost for fuel, it was noted that commercial users look elsewhere to not only purchase fuel but also other sundry items as ice and provisions. One of the recommendations is to have the appropriate New York State agencies reevaluate this policy so as to allow for enhanced opportunities for commerce. This may mean the establishment of a trade area similar to the former Empire Zones where the tax burden and other potential impediments to commerce were eased to enhance business growth.

A related topic is the advancement of aquaculture within the Greenport Harbor area. Given the improvements of the water quality over time, aquaculture, especially oyster farming, is having an initial resurgence in the area. Given the relatively confined space along the waterfront available to support the rebirth of the industry, the Village should coordinate with the Town of Southold on the development of the Baymen's Dock property on the north side of Sterling Basin, or other suitable

locations, to potentially accommodate some aspects of this use (particularly the storage of equipment).

It is noted that the former Barstow site has been developed as a water-related use, STIDD Systems, Inc. rather than the commercial fishing support services initially envisioned in the original LWRP. It is important to note that STIDD Systems, Inc. is a significant employer in Greenport and whose support system extends throughout the economic fabric of the Village. The LIRR dock is used for locally operated commercial fishing.

POLICY 11

BUILDINGS AND OTHER STRUCTURES WILL BE SITED IN THE COASTAL AREA SO AS TO MINIMIZE DAMAGE TO PROPERTY AND THE ENDANGERING OF HUMAN LIVES CAUSED BY FLOODING AND EROSION.

Policy 11

Within flood hazard areas (See Map 3, Natural Characteristics), the following standards for construction and siting of development shall apply:

All new construction and substantial improvements shall be anchored to prevent flotation, collapse, or lateral movement of the structure.

All new construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.

All new construction and substantial improvements shall be constructed using methods and practices that minimize flood damage.

All new and replacement water supply and sanitary sewage systems shall be designed to minimize or eliminate infiltration of floodwaters into the system and in the case of sanitary sewage systems shall be designed to minimize or eliminate discharge from the system into flood waters.

On-site waste disposal systems shall be located to avoid impairment to them or contamination from them during flooding.

All subdivision proposals shall be consistent with the need to minimize flood damage.

All subdivision proposals shall have adequate drainage provided to reduce exposure to flood damage.

All subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical, and water systems located and constructed to minimize flood damage.

Base flood elevation data shall be provided for subdivision proposals and other proposed development which contain at least 50 lots or 5 acres (whichever is less).

New residential construction and substantial improvements to any residential structure shall have the lowest floor, including basement, elevated to or above base flood level elevation.

New non-residential construction and substantial improvement of any commercial, industrial

or other non-residential structure shall either have the lowest floor, including basement, elevated to the level of the base flood elevation; or be floodproofed so that below the base flood level the structure is watertight with walls substantially impermeable to the passage of water; have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy; and be certified by a registered professional engineer or architect that the standards of this subsection are satisfied.

In Coastal High Hazard Areas (Zones V4, VS and V7), where special flood hazards associated with high velocity waters from tidal surges and hurricane wave wash occur, (See Map 3, Natural Characteristics), the following standards shall apply:

All structures shall be located landward of the reach of mean high tide.

All buildings and structures shall be elevated so that the lowest portion of the structural members of the lowest floor is located no lower than the base flood elevation level, with all space below the lowest floor's supporting member open so as not to impede the flow of water, except for breakaway walls.

All buildings and structures shall be securely anchored on pilings or columns.

Pilings or columns used as structural support shall be designed and anchored so as to withstand all applied loads of the base flood flow. There shall be no fill used for structural support.

Any alteration, repair, reconstruction or improvement to a structure shall not enclose the space below the lowest floor unless breakaway walls are used.

Breakaway walls shall be allowed below the base flood elevation provided they are not a part of the structural support of the building and are designed so as to breakaway, under abnormally high tides or wave action, without damage to the structural integrity of the building on which they are to be used.

If breakaway walls are utilized, such enclosed space shall not be used for human habitation.

Prior to construction, plans for any structure that will have breakaway walls must be submitted to the Building Inspector for approval.

LWRP Update

The standards outlined in the original plan would remain in full force and effect, however, the Village could address the issue of on-site septic waste disposal systems, in part, by creating extensions to the existing sewer system. This would include areas along the east side of Stirling Basin and Sandy Point; see also Policy 5 and 5A.

In addition, New York State has commissioned a Sea Level Rise Task Force (www.dec.ny.gov/energy/45202.html) that documented anticipated sea level rise projections throughout the marine coastal counties and portions of the Hudson River Valley. Tide-gauge observations indicate that relative sea level rise in New York State ranged from 0.9 to 1.1 inches per decade over the last century. The table below provides some estimate of sea level rise over the next seventy years.

Projected Sea Level Rise in Two Regions in New York (ClimAID Integrated Assessment, 2010)

Lower Hudson Valley and Long Island	2020s	2050s	2080s
Sea Level Rise	2 to 5 inches	7 to 12 inches	12 to 23 inches

Source: NYSDEC website

POLICY 12

ACTIVITIES OR DEVELOPMENT IN THE COASTAL AREA WILL BE UNDERTAKEN SO AS TO MINIMIZE DAMAGE TO NATURAL RESOURCES AND PROPERTY FROM FLOODING AND EROSION BY PROTECTING NATURAL PROTECTIVE FEATURES INCLUDING BEACHES, DUNES, BARRIER ISLANDS AND BLUFFS. PRIMARY DUNES WILL BE PROTECTED FROM ALL ENCROACHMENTS THAT COULD IMPAIR THEIR NATURAL PROTECTIVE CAPACITY.

Policy 12

Explanation of Policy

Natural protective features help safeguard coastal lands and property from damage, as well as reduce the danger to human life, resulting from flooding and erosion. Excavation of coastal features, improperly designed structures, inadequate site planning, or other similar actions which fail to recognize their fragile nature and high protective values, lead to the weakening or destruction of these landforms.

Beach areas and sand dunes are the only significant natural protective features found along the Greenport waterfront. The alteration of sand dunes, which would increase potential flood damage, is prohibited. Since much of Greenport's waterfront area is developed with bulkheads, non-contiguous, relatively small areas of beach are found in the waterfront area. (See Section II, for a more in-depth description of Village beach areas). Beaches are unsuitable for commercial or residential development due to the unstable and dynamic nature of beach soils. Since disturbance of beach soils by development can adversely affect their protective capacity, residential and commercial development is prohibited on beach areas in the Village. Activities or development in close proximity to Village beach areas shall ensure that all potential adverse impacts are minimized. The planting of maritime shrubs and beach grass is encouraged on beach areas in the Village to help stabilize these areas, particularly the beach area of Sandy Beach and the adjacent beach areas located on the basin side of Beach Lane. Existing maritime shrubs and beach grass shall not be removed from any beach area in the Village. See Policy 33.

LWRP Update

While not directly related, the Peconic Estuary Program has established a program relative to the (re)establishment of Eel Grass throughout the Peconic Estuary. Eel grass provides a different environment and one more in keeping with a pre-development condition along the waterfront. While most of the Greenport waterfront is improved with hardened structures, there are opportunities, like those associated with various municipal road ends where reintroducing of Eel Grass beds may, in limited conditions, be included as a design concept, refer to Exhibit 9.

All other existing policies remain in full force and effect.

POLICY 13

THE STATE COASTAL POLICY REGARDING THE PROTECTION OF EROSION PROTECTIVE FEATURES IS NOT APPLICABLE TO THE VILLAGE OF GREENPORT.

POLICY 13A

THE CONSTRUCTION OR RECONSTRUCTION OF DOCKS, SEAWALLS, REVETMENTS, BULKHEADS, BREAKWATERS, AND OTHER SHORELINE STRUCTURES SHALL BE UNDERTAKEN IN A MANNER WHICH WILL, TO THE MAXIMUM EXTENT PRACTICABLE, PROTECT AGAINST OR WITHSTAND THE DESTRUCTIVE FORCES OF WAVE ACTION AND ICE MOVEMENT FOR A THIRTY YEAR PERIOD.

Policy 13 and 13A

Explanation of Policy

Significant portions of the Village's shoreline are developed with bulkheads and docks to provide docking convenience for ships using the harbor.

Today, approximately two thirds of the Village's shoreline is bulkheaded and in many instances docks protrude from the bulkheaded shoreline. This is particularly true in the Waterfront Areas 1 and 2 where the shoreline is intensively developed with waterfront commercial uses. Shoreline sites that are the least developed with bulkheads are located on the southeast side of Stirling Basin and along isolated segments of Waterfront Area 3.

Bulkheading of remaining undeveloped shoreline areas in the Village is strongly discouraged. When the need to bulkhead a shoreline area in the Village is necessary the bulkhead shall:

be placed landward of any existing beach areas, maritime shrubland, or beach grass that may exist;

be properly designed and constructed to minimize or prevent damage to public or private property;

be designed and constructed according to generally accepted engineering principles, which have demonstrated success, or where sufficient data is not currently available, a likelihood of success in controlling long-term erosion on the immediate site for at least 30 years.

The construction, modification or restoration of revetments, bulkheads, docks, breakwaters, seawalls, other shoreline structures are subject to the following requirements:

1. They must be designed and constructed according to generally accepted engineering principles.
2. A long term maintenance replacement program must be provided, which

includes specifications for normal maintenance of degradable materials and periodic replacement of removable materials.

3. All materials used in such structures must be durable and capable of withstanding wave impacts, ice movement, weathering, and other effects of storm conditions for thirty years or must be replaced as necessary.

See Policy 17.

LWRP Update - The policies from the original plan remain in full force and effect.

POLICY 14

ACTIVITIES AND DEVELOPMENT INCLUDING THE CONSTRUCTION OR RECONSTRUCTION OF EROSION PROTECTION STRUCTURES SHALL BE UNDERTAKEN SO THAT THERE WILL BE NO MEASURABLE INCREASE IN EROSION OR FLOODING AT THE SITE OF SUCH ACTIVITIES OR DEVELOPMENT, OR AT OTHER LOCATIONS.

Policy 14

LWRP Update

In addition to maintaining the goals and policies already outlined as part of Policy 14, New York State Department of Environmental Conservation (DEC) in 2003, enacted specific stormwater regulations, principally the State Pollutant Discharge Elimination System (SPDES) for Construction Activities and the Municipal Storm Sewer Separation System (MS4) programs. This permitting process requires erosion and sediment control measure to be put in place and maintained during construction activities that disturb more than one acres of land area at a time.

The MS4 program requires permits for stormwater discharges from municipal separate storm sewer systems (MS4s) for urbanized areas. Municipalities are required to develop a Stormwater Management Program. As part of the preparation of this LWRP Update, Section IV outlines conceptual design and program techniques to assist the Village in establishing its MS4 program. The overall goal is to improve water quality for receiving waters.

POLICY 15

MINING, EXCAVATION OR DREDGING IN COASTAL WATERS SHALL NOT SIGNIFICANTLY INTERFERE WITH THE NATURAL COASTAL PROCESSES WHICH SUPPLY BEACH MATERIALS TO LAND ADJACENT TO SUCH WATERS AND SHALL BE UNDERTAKEN IN A MANNER WHICH WILL NOT CAUSE AN INCREASE IN EROSION OF SUCH LAND.

Policy 15

Explanation of Policy

Coastal processes, including the movement of beach materials by water, and any mining, excavation or dredging in nearshore or offshore waters which changes the supply and net

flow of such materials can deprive shorelands of their natural regenerative powers. Such mining, excavation, and dredging should be accomplished in a manner so as not to cause a reduction of supply, and thus an increase of erosion, to such shorelands. Offshore mining is a future alternative option to landmining for sand and gravel deposits which are needed to support building and other industry.

In the Village of Greenport there is little natural beach material found along the Village's shoreline due to the heavily bulkheaded nature of its waterfront area. Small quantities of beach material are being supplied to the adjacent coastal areas from the Village waterfront, via natural processes.

Dredge spoil removed from the two Village locations where dredging will occur, Stirling Basin and the dock at the Long Island Railroad property, will be used for beach nourishment. The disposal site is the back side of the inlet adjacent to Beach Lane.

In addition, the following conditions must be met during dredging to assure that the Village's man-made and natural shoreline will not be undermined:

The natural angle of repose for area sediments will not be oversteeped;

Dredging adjacent to bulkheads will be undertaken so that the depth of the area to be dredged does not exceed the toe of the bulkhead, and the bulkhead will not be undermined or weakened in any manner; and,

Dredging activity shall not alter the natural movement or flow of harbor waters in a manner that will increase the erosion potential of Village shoreline areas.

See Policy 35.

LWRP Update

No change to Policy 15 other than recognition that the Village anticipates that dredging will be required within Sterling Basin in the near future.

POLICY 16

PUBLIC FUNDS SHALL ONLY BE USED FOR EROSION PROTECTIVE STRUCTURES WHERE NECESSARY TO PROTECT HUMAN LIFE, AND NEW DEVELOPMENT WHICH REQUIRES A LOCATION WITHIN OR ADJACENT TO AN EROSION HAZARD AREA TO BE ABLE TO FUNCTION, OR EXISTING DEVELOPMENT; AND ONLY WHERE THE PUBLIC BENEFITS OUTWEIGH THE LONG TERM MONETARY AND OTHER COSTS INCLUDING THE POTENTIAL FOR INCREASING EROSION AND ADVERSE EFFECTS ON NATURAL PROTECTIVE FEATURES.

Policy 16

Explanation of Policy

Public funds are used for a variety of purposes on the Village's shoreline. This policy recognizes the public need for the protection of human life and existing investment in development or new

development which requires a location in proximity to the coastal area or in adjacent waters to be able to function. However, it also recognizes the adverse impacts of such activities and development on the rate of erosion and on natural protective features and requires that careful analysis be made of such benefits and long-term costs prior to spending public funds.

LWRP Update - No change to Policy 16.

POLICY 17

WHENEVER POSSIBLE, USE NON-STRUCTURAL MEASURES TO MINIMIZE DAMAGE TO NATURAL RESOURCES AND PROPERTY FROM FLOODING AND EROSION. SUCH MEASURES SHALL INCLUDE: (i) THE SET BACK OF BUILDINGS AND STRUCTURES; (ii) THE PLANTING OF VEGETATION AND THE INSTALLATION OF SAND FENCING AND DRAINING; (iii) THE RESHAPING OF BLUFFS; AND (iv) THE FLOOD-PROOFING OF BUILDINGS OR THEIR ELEVATION ABOVE THE BASE FLOOD LEVEL.

Policy 17

Explanation of Policy

This policy recognizes both the potential adverse impacts of flooding and erosion upon development and upon natural protective features in the coastal area, as well as the costs of protection against those hazards which structural measures entail. This policy shall apply to the planning, siting, and design of proposed activities and development, including measures to protect existing activities and development. To ascertain consistency with the policy, it must be determined if anyone, or a combination of, non-structural measures would afford the degree of protection appropriate both to the character and purpose of the activity or development, and to the hazard. If non-structural measures are determined to offer sufficient protection, then consistency with this policy would require the use of such measures wherever possible.

In determining whether or not non-structural measures to protect against erosion or flooding will afford the degree of protection appropriate, an analysis, and if necessary, other materials such as plans or sketches of the activity or development, of the site and of the alternative protection measures should be prepared to allow an assessment to be made.

See Policies 11. 12. 13. 14. and 15.

LWRP Update - No change to Policy 17.

POLICY 18

TO SAFEGUARD THE VITAL ECONOMIC, SOCIAL AND ENVIRONMENTAL INTEREST OF THE STATE AND ITS CITIZENS, PROPOSED MAJOR ACTIONS IN THE COASTAL AREA MUST GIVE FULL CONSIDERATION TO THOSE INTERESTS, AND TO THE SAFEGUARDS WHICH THE STATE HAS ESTABLISHED TO PROTECT VALUABLE COASTAL RESOURCE AREAS.

Policy 18

Explanation of Policy

Proposed major actions may be undertaken in the coastal area if they will not significantly impair valuable coastal waters and resources, thus frustrating the achievement of the purposes of the safeguards which the State has established to protect those waters and resources. Proposed actions must take into account the social, economic and environmental interests of the State and its citizens in such matters that would affect natural resources, water levels and flows, shoreline damage, hydro-electric power generation, and recreation.

LWRP Update - No change to Policy 18.

POLICY 19

PROTECT, MAINTAIN AND INCREASE THE LEVEL AND TYPES OF ACCESS TO PUBLIC WATER-RELATED RECREATION RESOURCES AND FACILITIES SO THAT THESE RESOURCES AND FACILITIES MAY BE FULLY UTILIZED BY ALL THE PUBLIC IN ACCORDANCE WITH REASONABLY ANTICIPATED PUBLIC RECREATION NEEDS AND THE PROTECTION OF HISTORIC AND NATURAL RESOURCES. IN PROVIDING SUCH ACCESS, PRIORITY SHALL BE GIVEN TO PUBLIC BEACHES, BOATING FACILITIES, FISHING AREAS AND WATERFRONT PARKS.

Policy 19

Explanation of Policy

The three publicly-owned waterfront recreational facilities within the Village are Fifth Street Park, Sandy Beach, and the Village/Town boat launching facility. The Village's Fifth Street Park is located in Waterfront Area 3 just west of Fanning Point; Sandy Beach is located in Waterfront Area 1 west of Young's Point; and the boat launch is located on the east side of Stirling Basin also in Waterfront Area 1. Transportation modes used to gain access to these waterfront recreational facilities include motor driven vehicles, bicycles, watercraft and foot. Access to these facilities by Village residents via existing Village streets and adjacent waterways is sufficient and shall be maintained. The existing level of public access to these facilities shall not be diminished. It is recognized, however, that opportunities for public access to and recreational use of the publicly-owned foreshore can be significantly improved, as discussed in Policy 20.

The following guidelines will be used in determining the consistency of a proposed action with this policy:

1. The existing access to public water-related recreation resources and facilities shall not be reduced, nor shall the possibility of increasing access in the future from adjacent or proximate public lands or facilities to public water-related recreation resources and facilities be eliminated, unless in the latter case, estimates of future use of these resources and facilities are too low to justify maintaining or providing increased public access.

The following is an explanation of the terms used in the above guidelines:

- a. Access- the ability and right of the public to reach and use public coastal lands and waters.

- b. Public water-related recreation resources or facilities all public lands or facilities that are suitable for passive or active recreation that requires either water or a waterfront location or is enhanced by a waterfront location.
- c. Public lands or facilities - lands or facilities held by State or local government in fee simple or less-than-fee simple ownership and to which the public has access or could have access, including underwater lands and the foreshore.
- d. A reduction in the existing level of public access includes but is not limited to the following:
 - (1) The number of parking spaces at a public water-related recreation resource or facility is significantly reduced.
 - (2) The service level of public transportation to a public water-related recreation resource or facility is significantly reduced during peak season use and such reduction cannot be reasonably justified in terms of meeting systemwide objectives.
 - (3) Pedestrian access is diminished or eliminated because of hazardous crossings required at new or altered transportation facilities, electric power transmission lines, or similar linear facilities.
 - (4) There are substantial increases in the following: already existing special fares (not including regular fares in any instance) of public transportation to a public water-related recreation resource or facility, except where the public body having jurisdiction over such fares determines that such substantial fare increases are necessary; and/or admission fees to such a resource or facility, and an analysis shows that such increases will significantly reduce usage by individuals or families with incomes below the State government established poverty level.
- e. An elimination of the possibility of increasing public access in the future includes, but is not limited to the following:
 - (1) Construction of public facilities which physically prevent the provision, except at great expense, of convenient public access to public water-related recreation resources and facilities.
 - (2) Sale, lease or transfer of public lands that could otherwise provide public access to a public water-related resource or related recreation facility.
 - (3) Construction of private facilities which physically prevent the provision of convenient public access to public water-related recreation resources or facilities from public lands and

facilities.

2. Any proposed project to increase public access to public water-related recreation resources and facilities shall be analyzed according to the following factors:
 - a. The level of access to be provided should be in accord with estimated public use. If not, the proposed level of access to be provided shall be deemed inconsistent with this policy.
 - b. The level of access to be provided shall not cause a degree of use which would exceed the physical capability of the resource or facility. If this were determined to be the case, the proposed level of access to be provided shall be deemed inconsistent with this policy.
3. The public-sector will not undertake or fund any project which increases access to a water-related resource or facility that is not open to all members of the public.

LWRP Update

The Baymen's Dock property, jointly owned by the Village of Greenport and the Town of Southold has potential opportunities for improvement including enhancing parking, bathroom facilities, and storage for dinghies and other aquaculture equipment; refer to Section IV of this LWRP. The proposed improvements would require the cooperation of the Town of Southold. Other policies would remain in place.

POLICY 20

ACCESS TO THE PUBLICLY-OWNED FORESHORE AND TO LANDS IMMEDIATELY ADJACENT TO THE FORESHORE OR THE WATER'S EDGE THAT ARE PUBLICLY OWNED SHALL BE PROVIDED. AND IT SHOULD BE PROVIDED IN A MANNER COMPATIBLE WITH ADJOINING USES. SUCH LANDS SHALL BE RETAINED IN PUBLIC OWNERSHIP.

POLICY 20A

ACCESS TO THE PUBLICLY OWNED FORESHORE AND TO LANDS IMMEDIATELY ADJACENT TO THE FORESHORE OR THE WATER'S EDGE SHALL BE PROVIDED THROUGH THE CREATION OF A HARBORWALK IN WATERFRONT AREA 2.

Policy 20

Explanation of Policy

While such publicly-owned lands referenced in this policy shall be retained in public ownership, traditional sales of easements on lands underwater to adjacent onshore property

owners are consistent with this policy, provided such easements do not substantially interfere with continued public use of the public lands on which the easement is granted. Also, public use of such publicly-owned underwater lands and lands immediately adjacent to the shore shall be discouraged where such use would be inappropriate for reasons of public safety, military security, or the protection of fragile coastal resources.

The following guidelines will be used in determining the consistency of a proposed action with this policy:

1. Existing access from adjacent or proximate public lands or facilities to the existing public coastal lands and/or waters shall not be reduced, nor shall the possibility of increasing access in the future from adjacent or nearby public lands or facilities to public coastal lands and/or waters be eliminated, unless such actions are demonstrated to be of overriding regional or Statewide public benefit, or in the latter case, estimates of future use of these lands and waters are too low to justify maintaining or providing increased access.
2. The existing level of public access within public coastal lands or waters shall not be reduced or eliminated.
3. Public access from the nearest public roadway to the shoreline and along the coast shall be provided by new land use or development, except where (a) it is inconsistent with public safety, military security, or the protection of identified fragile coastal resources; (b) adequate access exists within one-half mile; or (c) agriculture would be adversely affected. Such access shall not be required to be open to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.
4. The public-sector will not undertake or fund any project which increases access to a water-related resource or facility that is not open to all members of the public.
5. Proposals for increased public access to coastal lands and waters shall be analyzed according to the following factors:
 - a. The level of access to be provided should be in accord with estimated public use. If not, the proposed level of access to be provided shall be deemed inconsistent with the policy.
 - b. The level of access to be provided shall not cause a degree of use which would exceed the physical capability of the resource. If this were determined to be the case, the proposed level of access to be provided shall be deemed inconsistent with the policy.

In Greenport, in order to provide access opportunities and to enhance the recreational use of the publicly-owned foreshore, modest improvements will be made to the following small

waterfront areas located within Village-owned rights-of-way or on privately-owned property located between Village rights-of-way and the waterfront. Each site is of very limited size and not suitable for residential or commercial development. These sites shall be developed into mini waterfront parks for passive recreational activities, since they are unsuitable for intensive recreational activity. Improvements to these areas will include benches, viewing platforms, plaques containing notes of historical significance, refined pedestrian walkways to the waterfront and landscaping.

These sites are located in the following locations: Waterfront Area 1

1. at the east end of Bay Avenue
2. the narrow section of land between Stirling Street and Stirling Harbor (privately-owned) Waterfront Area 2
4. at the east end of Wiggins Street (privately-owned) Waterfront Area 3
5. at the LIRR site immediately south of the existing fishing dock
6. at the south end of Fifth Street and the area immediately to the east of Fanning Point.

In addition, public access as well as passive recreational activities will be provided for at the Mobil site (see Policy 21A).

LWRP Update - No substantial change to Policy 20. The former Mobil Oil property has been cleaned up under the New York State brownfields cleanup program. Currently there is no public access to the site. The property has recently been sold to the Peconic Land Trust who will make the property available to the public as passive recreation.

Policy 20a

Explanation of Policy

Increased public access shall be provided to the maximum extent practicable through private and publicly-owned land in the Village, for numerous activities and pursuits which require only minimal facilities for their enjoyment. Such activities include: fishing from a pier, deck or beach; walking along the waterfront; gaining access to vantage points from which to view the water or activities taking place in the harbor; birdwatching; and photography.

All waterfront development within Waterfront Area 2 (from and inclusive of S.T. Preston and Son, Inc., to and inclusive of the Long Island Rail Road property) shall be required, as law permits, to provide public access to the foreshore through the creation of a harborwalk. The walkway is to be constructed along the water's edge in an east-west direction from S.T. Preston and Son, Inc. to the LIRR property.

The harborwalk will become part of the overall pedestrian walkway system that will connect and

provide convenient access to the Village's active waterfront, business area, and historic landmarks for the interest and enjoyment of the Village residents and visitors.

LWRP Update - No change in Policy 20A.

POLICY 21

WATER-DEPENDENT AND WATER-ENHANCED RECREATION WILL BE ENCOURAGED AND FACILITATED, AND WILL BE GIVEN PRIORITY OVER NON-WATER RELATED USES ALONG THE COAST, PROVIDED IT IS CONSISTENT WITH THE PRESERVATION AND ENHANCEMENT OF OTHER COASTAL RESOURCES AND TAKES INTO ACCOUNT DEMAND FOR SUCH FACILITIES. IN FACILITATING SUCH ACTIVITIES, PRIORITY SHALL BE GIVEN TO AREAS WHERE ACCESS TO THE RECREATION OPPORTUNITIES OF THE COAST CAN BE PROVIDED BY NEW OR EXISTING PUBLIC TRANSPORTATION SERVICES AND TO THOSE AREAS WHERE THE USE OF THE SHORE IS SEVERELY RESTRICTED BY EXISTING DEVELOPMENT.

POLICY 21A

REDEVELOP THE MOBIL SITE FOR PUBLIC WATERFRONT RECREATION USE.

LWRP Update

Policy 21

Since the adoption of the 1988 LWRP, the Village has initiated and completed Mitchell Marina, a publically accessible marina with a slip capacity of approximately 82 slips for transient boat traffic. As a transient facility, Mitchell Marina does not directly compete with the other private facilities. In addition, the creation of a marina catering to transient boat traffic provides significant economic benefits to the host community because of the need for boat repairs, supplies and services necessary for boaters. Based on a preliminary evaluation, the transient boat slips at Mitchell Marina bring in approximately \$ 1.0 million annually to the local economy³. In addition, there are several other marinas in the area that offer complimentary services including the sale of fuel, including Stirling Basin Shipyard and Marina and Townsend Manor

Policy 21A

Mobil Oil has recently reached an agreement with an interested third party to allow the property to be used for passive recreation purposes.

POLICY 22

DEVELOPMENT, WHEN LOCATED ADJACENT TO THE SHORE, WILL PROVIDE FOR WATER-RELATED RECREATION, AS A MULTIPLE USE, WHENEVER SUCH RECREATIONAL USE IS

▼
3 On-line Boating Economic Impact Model, Recreation Marine Research Center, Michigan State University.

APPROPRIATE IN LIGHT OF REASONABLY ANTICIPATED DEMAND FOR SUCH ACTIVITIES AND THE PRIMARY PURPOSE OF THE DEVELOPMENT.

Policy 22

LWRP Update - No change in Policy 22.

POLICY 23

PROTECT, ENHANCE AND RESTORE STRUCTURES, DISTRICTS, AREAS OR SITES THAT ARE OF SIGNIFICANCE IN THE HISTORY, ARCHITECTURE, ARCHEOLOGY OR CULTURE OF THE STATE, ITS COMMUNITIES, OR THE NATION.

Policy 23

Explanation of Policy

Among the most valuable of Greenport's man-made resources are those structures or areas which are of historic, archeological, or cultural significance. The protection of these structures must involve a recognition of their importance by all agencies and the ability to identify and describe them. Protection must include concern not just with specific sites but with areas of significance, and with the area around specific sites. The policy is not to be construed as a passive mandate but must include effective efforts when appropriate to restore or revitalize through adaptive reuse. While the program is concerned with the preservation of all such resources within the coastal boundary, it will actively promote the preservation of historic and cultural resources which have a coastal relationship.

The structures, districts, areas or sites that are of significance in the history, architecture, archeology or culture of Greenport, the State or the Nation comprise the following resources:

1. A resource on, nominated to be on, or determined eligible to be on the National or State Registers of Historic Places.
2. An archeological resource which is on the State Department of Education's inventory of archeological sites or the Office of Parks, Recreation and Historic Preservation's Archeological Site File.
3. A local landmark, park, or locally designated historic district that is located within the boundary of an approved local waterfront revitalization program.

Greenport's heritage as a nineteenth-century coastal fishing and trading center is discernible today because its built environment is fairly well preserved. Many Federal, Greek revival, and Victorian style buildings can be found throughout the Village. The existence of this well preserved, rich architectural and historic past is the primary reason why tourism has increased significantly in the Village in recent years.

Among the numerous resources of architectural and historic importance, one area, the Greenport

Village Historic District, is on the National Register of Historic Places. See Section II, Inventory and Analysis, for a more in-depth discussion of the Village's historic district.

The Greenport Village Historic District includes the following areas: Main Street between the harbor on the south and the intersection of Washington and Bridge Streets on the north; First Street between the properties at 411 and 422 First Street and Webb Street; Carpenter Street between its intersection with Bay Avenue and its dead end on the north; Broad Street between Main Street on the east and First Street on the west; Ludlam Place, Central Avenue and Bay Avenue between Carpenter Street on the west and the harbor on the east; and Stirling Street between its intersection with Main Street on the west and the properties at 160 and 165 Sterling Street on the east.

In the near future, in cooperation with the N.Y.S. Office of Parks, Recreation, and Historic Preservation, additional historic resources outside of the historic district may be identified for nomination to the State and Federal Registers.

The following guidelines and standards apply to construction activity within the Greenport Village Historic District:

no person shall carry out any exterior alteration, restoration, reconstruction, demolition, new construction or moving of a landmark or structure which would adversely affect the appearance and cohesiveness of the district;

properties which contribute to the character of the historic district shall be retained, with their historic features altered as little as possible;

any alteration of existing properties shall be compatible with its historic character, as well as with the surrounding district; and

new construction shall be compatible with the district in which it is located.

In applying the principle of compatibility, the following factors will be considered:

the general design, character and appropriateness of the proposed alteration or new construction;

the scale of proposed alteration or new construction in relation to the property itself, surrounding properties, and the neighborhood;

texture, materials, and color and their relation to similar features of other properties in the neighborhood;

visual compatibility with surrounding properties, including proportion of the property's front facade, proportion and arrangement of windows and other

openings within the facade, roof shape, and the rhythm of spacing of properties on streets, including setbacks; and

the importance of historic, architectural or other features to the significance of the property.

Changes to interior spaces, or to architectural features that are not visible from a public street or alley, unless they are open to the public, or publicly owned or funded, are not subject to the standards cited above.

Two one-mile square sites shown on the New York State Historic Preservation Office Site File Map, and one, one-mile diameter site shown on the New York State Archeological Site Locations Overlay Map, are sites within or near the Village of Greenport having the potential of being archeologically significant. These figures are centered on points of high archeological sensitivity at locations of known archeological sites. Sites of archeological sensitivity may also exist outside the boundaries of these figures. Whether a proposed project is located within or outside these figures, a field reconnaissance survey, conducted under the guidelines of the New York State Education Department, will be done before an assessment of a project's potential impact on archeological resources is determined. In addition, the State Office of Parks, Recreation, and Historic Preservation will also be contacted to determine whether significant archeological resources are present at the site and what measures are necessary to preserve these resources. All practicable means shall be used to preserve significant archeological resources.

This policy shall not be construed to prevent the construction, reconstruction, alteration, or demolition of any building, structure, earthwork, or component thereof of a recognized historic, cultural or archeological resource which has been officially certified as being imminently dangerous to life or public health. Nor shall the policy be construed to prevent the ordinary maintenance, repair, or proper restoration, according to the U.S. Department of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, of any buildings, structure, site or earthwork, or component thereof of a recognized historic, cultural or archeological resource which does not involve a significant change to the resource, as defined above.

LWRP Update -

One of the assets outlined in the original plan was the historic resources, particularly portions of Greenport's built environment. Policy 23 articulates the goals that led to the Village establishing a historic district and regulations pertaining to physical improvements to buildings with the intent of ensuring that compatible construction would take place consistent with the intent in which the district was established. Over time, as the Village has had the opportunity to enforce review criteria several inconsistencies were revealed including: historic reviews are only required when a building permit needs to be issued. However, there are instances when the exterior of a building could be altered without requiring a building permit. It has been suggested during the course of this LWRP Update that the Village code be revised to require a certificate of appropriateness for any exterior change to a property within the historic district. In addition, it was further noted that there has been some confusion in the Village among residents as to whether they are in the district

or not. Based on the description provided in the original LWRP, Exhibit 4 of this LWRP provides a more detailed outline of the properties located within the district.

POLICY 24

THE STATE COASTAL POLICY REGARDING SCENIC RESOURCES OF STATEWIDE SIGNIFICANCE IS NOT APPLICABLE TO THE VILLAGE OF GREENPORT.

POLICY 25

PROTECT, RESTORE OR ENHANCE NATURAL AND MAN-MADE RESOURCES WHICH ARE NOT IDENTIFIED AS BEING OF STATEWIDE SIGNIFICANCE BUT WHICH CONTRIBUTE TO THE OVERALL SCENIC QUALITY OF THE COASTAL AREA.

Policy 24 and 25

The visual characteristics of the Village's coastal area vary widely. The blend of its rugged, bulkheaded shoreline, with pockets of natural beach and maritime vegetation, historic waterfront commercial and residential settlements, combined with varied and spectacular views of Stirling Basin, Greenport Harbor, and Shelter Island Sound make the Village's shoreline a unique and valuable waterfront resource of high visual quality. In order for the Village to realize the full potential of its waterfront as a scenic resource, visually degrading conditions found in the three waterfront areas and in the CBD shall be removed.

Flashing, mobile, directly illuminated or reflecting cloth or flyer signs shall not be erected, affixed, or maintained in the Village, and the source of any exterior illumination shall not be visible across property lines. In addition, marquees shall not be erected over any public street or sidewalk in the Village.

Specific waterfront sites which contain deteriorated structures include the Barstow shipyard site, the Mitchell property, and the Mobil site. Generally, these sites contain abandoned or derelict structures that are in a state of disrepair.

In order to remove unsightly conditions in the Village's CBD, which include, but are not limited to, overhead electrical and telephone lines, deteriorated building facades, inadequate landscaping, etc., the Village will implement revitalization and redevelopment efforts according to the standards and guidelines of the CBD design plan mentioned in Policy 1B.

In addition, the Village's Historic District furthers the goal of improved scenic quality in the Village by serving to preserve and protect the small harbor character and architecturally rich resources of the Village.

See Policies 1A, 1B and 23.

LWRP Update -

As noted in Policy 1B above, the preparation of a design manual for the central business district would provide the Village with some level of guidance as to more appropriate techniques for redevelopment including a design precedent analysis.

It is noted that the specific waterfront sites which contained deteriorated structures including the Barstow shipyard site, Mitchell property and Mobil Oil site have all been either redeveloped or remediated.

All other policies remain in full force and effect.

POLICY 26

THE STATE COASTAL POLICY REGARDING THE PROTECTION OF AGRICULTURAL LANDS IS NOT APPLICABLE TO THE VILLAGE OF GREENPORT.

Policy 26

No change to Policy 26.

POLICY 27

DECISIONS ON THE SITING AND CONSTRUCTION OF MAJOR ENERGY FACILITIES IN THE COASTAL AREA WILL BE BASED ON PUBLIC ENERGY NEEDS, COMPATIBILITY OF SUCH FACILITIES WITH THE ENVIRONMENT, AND THE FACILITY'S NEED FOR A SHOREFRONT LOCATION.

Policy 27 Explanation of Policy

Demand for energy in New York will increase, although at a rate slower than previously predicted. The State expects to meet these energy demands through a combination of conservation measures; traditional and alternative technologies; and use of various fuels, including coal, in greater proportion. A determination of public need for energy is the first step in the process for siting any new facilities. The directives for determining this need are set forth in the New York State Energy Law. With respect to transmission lines and steam electric generating facilities, Articles VII and VIII of the State's Public Service Law require additional forecasts and establish the basis for determining the compatibility of location. The policies derived from the siting regulations under these Articles are entirely consistent with the general coastal zone policies derived from other laws, particularly the regulations promulgated pursuant to the Waterfront Revitalization and Coastal Resources Act. That Act is used for the purposes of ensuring consistency with the State Coastal Management Program and this Local Waterfront Revitalization Program.

In consultation with the Village of Greenport, the Department of State will comment on the State Energy Office policies and planning reports as may exist; present testimony for the record during relevant certification proceedings under Articles VII and VIII of the PSL; and use the State SEQRA and DOS regulations to ensure that decisions on other proposed energy facilities

(other than transmission facilities and steam electric generating plants) which would impact the waterfront area are made consistent with the policies and purposes of the Village of Greenport Local Waterfront Revitalization Program.

The siting and construction of a major energy facility in the Village of Greenport is inappropriate because the Village's coastal area is not a suitable location for such a facility based on the following: The Village's entire land mass consists of only one square mile; the Village is nearly fully developed with many small scale residential, retail commercial and water-dependent uses many of which are historically significant; only a few scattered small lots represent opportunities for development; the Village owns and operates its own power facility which provides electricity to Village residents; and the Village's character and heritage is one that relies on its direct association with the sea and its commercial waterfront, The construction of a major power facility would cause irreparable damage to the Village's environment and economy.

LWRP Update -

It is important to note that the initial response to Policy 27 indicated that a major energy facility in the Village of Greenport would be inappropriate. However, on or about 2003, the Village did grant permission to Greenport Power, LLC to build and operate a 54 megawatt electric generating facility on approximately two acres of land associated with the Village's municipal sewer system. The Facility is under long term contract to provide capacity, energy and ancillary service to the Long Island Power Authority. The Village of Greenport does not consider this to be a major energy facility.

POLICY 28

THE STATE COASTAL POLICY REGARDING ICE MANAGEMENT IS NOT APPLICABLE TO THE VILLAGE OF GREENPORT.

Policy 28

Not applicable to the Village of Greenport.

POLICY 29

ENCOURAGE THE DEVELOPMENT OF ENERGY RESOURCES ON THE OUTER CONTINENTAL SHELF, IN LAKE ERIE AND OTHER WATER BODIES. AND ENSURE THE ENVIRONMENTAL SAFETY OF SUCH ACTIVITIES.

Policy 29

No change to Policy 29

POLICY 30

MUNICIPAL, INDUSTRIAL, AND COMMERCIAL DISCHARGE OF POLLUTANTS INCLUDING BUT NOT LIMITED TO, TOXIC AND HAZARDOUS SUBSTANCES, INTO COASTAL WATERS WILL CONFORM TO STATE AND NATIONAL WATER QUALITY STANDARDS.

Policy 30

LWRP Update

The Village of Greenport is in the process of making significant improvements to its municipal sewage treatment facility including the installation of full-scale biological nitrogen removal units, ultraviolet light disinfection system upgrades, as well as other improvements to enhance the system's ability to more effectively treat sewage prior to discharge. In addition, one of the proposals in the LWRP Update is to expand the sewer district to pick up other properties and businesses that currently use in-ground septic systems; the primary area contemplated is the east side of Stirling Basin and Sandy Beach.

No other changes to Policy 30.

POLICY 31

STATE COASTAL AREA POLICIES AND PURPOSES OF APPROVED LOCAL WATERFRONT REVITALIZATION PROGRAMS WILL BE CONSIDERED WHILE REVIEWING COASTAL WATER CLASSIFICATIONS AND WHILE MODIFYING WATER QUALITY STANDARDS; HOWEVER, THOSE WATERS ALREADY OVERBURDENED WITH CONTAMINANTS WILL BE RECOGNIZED AS BEING A DEVELOPMENT CONSTRAINT.

Policy 31

LWRP Update

Current classification of fresh and saline waters in Greenport include the following: Moore's Drain (tidal portion); Moore's Drain (non-tidal portion); Silver Lake; Stirling Basin; and, Shelter Island Sound (includes Greenport Harbor). The water quality in these areas has improved since the adoption of the 1988 LWRP. The water quality has improved so much that viable aquacultural activities are now in operation. However, with the inclusion of MS4 requirements including the ability to more effectively treat stormwater runoff through road end treatments, water quality inlets as well as the future opportunity to capture more of the in ground septic waste as part of a potential sewer system expansion, there are additional opportunities to further enhance water quality. Future expansion of aquaculture activities has been identified as a priority for the Village to promote a more sustainable local economic setting.

POLICY 32

THE STATE COASTAL POLICY REGARDING THE USE OF ALTERNATIVE SANITARY WASTE SYSTEMS IS NOT APPLICABLE TO THE VILLAGE OF GREENPORT.

Policy 32

Not applicable to the LWRP update.

POLICY 33

BEST MANAGEMENT PRACTICES WILL BE USED TO ENSURE THE CONTROL OF STORMWATER RUNOFF AND COMBINED SEWER OVERFLOWS DRAINING INTO COASTAL WATERS.

Policy 33

Explanation of Policy

Best management practices include both structural and non-structural methods of preventing or mitigating pollution caused by stormwater runoff. Stormwater runoff in the Village collects in street gutters and flows directly into Village wetlands and surface waterbodies.

The Village sewer system is a separate, closed system not affected by the flow of stormwater runoff. At present, the development of a municipal stormwater collection system to better control stormwater runoff and to lessen the impact on surface water quality is desired but not economically feasible.

To reduce the amount of stormwater runoff and pollutants entering coastal waters, the following non-structural and structural approaches shall be employed:

reduced use of road salt and improved street cleaning will be encouraged;

for all new commercial development, stormwater shall be contained on site;

during the construction period of a site development, stormwater runoff generated by development activity will be retained on-site to reduce site erosion and excessive sediments from entering coastal waters;

disturbed soils that are exposed during the construction period of site development shall be covered with a mulch in order to reduce the erosion potential of the exposed soil from the forces of rain and wind;

in no case shall stormwater be diverted to another property during site preparation or after development has been completed.

LWRP Update-

The Village is in the process of responding to State mandates for preparing a municipal storm sewer separation system (MS4), refer also to Policy 14. Section IV outlines conceptual improvements and techniques the village could incorporate to treat stormwater including design treatments for municipal road ends and water quality inlets.

To reduce the amount of stormwater runoff and pollutants entering local wetlands particularly Moore's Wood reduced use of road salt and improved street cleaning needs to be better monitored. The installation of Stormceptors or other comparable treatment option, for storm systems leading to Moore's Woods should be contemplated as a technique to reducing the introduction of road grit and salt into the wetland system. An amendment to the code to require the use of permeable materials for driveway construction on new homes is an additional design technique to help reduce stormwater runoff.

Consistent with the importance of enhancing water quality, marinas accommodating a limited number of vessels, (an exact number to be determined by the Village Board) need to include pump out facilities and other pertinent support facilities.

POLICY 34

DISCHARGE OF WASTE MATERIALS INTO COASTAL WATERS FROM VESSELS WILL BE LIMITED SO AS TO PROTECT SIGNIFICANT FISH AND WILDLIFE HABITATS, RECREATIONAL AREAS AND WATER SUPPLY AREAS.

Policy 34

Explanation of Policy

The discharge of sewage, garbage, rubbish, and other solid and liquid materials from watercraft and marinas into the State's waters is regulated. Priority will be given to the enforcement of this law in areas such as shellfish beds and other significant habitats, beaches, and public water supply intakes, which need protection from contamination by vessel wastes. Also, specific effluent standards for marine toilets have been promulgated by the Department of Environmental Conservation (6NYCRR, Part 657).

The dumping of oil, refuse, garbage, untreated sewage, or waste is prohibited in Village waters. To further the intent of this policy, pumpout facilities are required at new marinas or expansions of existing marinas within the coastal area of the Village. Pumpout facilities must also be installed at all marinas within three (3) years from the approval date of Greenport's Local Waterfront Revitalization Program.

LWRP Update - No change to Policy 34.

POLICY 35

DREDGING AND DREDGE SPOIL DISPOSAL IN COASTAL WATERS WILL BE UNDERTAKEN IN A MANNER THAT MEETS EXISTING STATE DREDGING PERMIT REQUIREMENTS, AND PROTECTS SIGNIFICANT FISH AND WILDLIFE HABITATS, SCENIC RESOURCES, NATURAL PROTECTIVE FEATURES, IMPORTANT AGRICULTURAL LANDS, AND WETLANDS.

Policy 35

Dredging and filling in coastal waters and disposal of dredged materials will be undertaken in a manner that meets existing State permit requirements, and protects significant fish and

wildlife habitats, scenic resources, natural protective features, important agricultural lands and wetlands. It has been noted that the placement of dredge spoil on the western end of Sandy Beach may have contributed to a potential change in the eco-system of the area. A more suitable place for the deposition of dredge spoil should be evaluated consistent with sound practice.

Explanation of Policy

Dredging often proves to be essential for waterfront revitalization and development, maintaining navigation channels at sufficient depths, pollutant removal and meeting other coastal management needs. Such dredging projects, however, may adversely affect water quality, fish and wildlife habitats, wetlands and other important coastal resources. Often these adverse effects can be minimized through careful design and timing of the dredging operation and proper siting of the dredge spoil disposal site. Dredging permits will be granted if it has been satisfactorily demonstrated that these anticipated adverse effects have been reduced to levels which satisfy State dredging permit standards set forth in regulations developed pursuant to Environmental Conservation Law (Articles 15, 24, 25 and 34), and are consistent with the policies of this program which pertain to the protection of coastal resources.

Two locations in the Village require dredging on a periodic basis. One location is the Federal navigation channel in Stirling Basin and the other location is the commercial fishing dock at the LIRR property. Since the Federal Navigation Channel in Stirling Basin was completed in 1939, it has been dredged three times. The last time, 1976, 12,000 cubic yards were dredged to allow recreation boats and commercial fishing vessels to pass through the channel to existing marinas and commercial fishing facilities along the shore of Stirling Basin. In 1983, 41,700 cubic yards were dredged from the underwater lands in the vicinity of the commercial fishing dock in order to provide adequate water depth for commercial fishing vessels. In the past, material dredged from the waters of Greenport have consisted mainly of sand and/or gravel and have been suitable for beach nourishment. When dredging is proposed in Greenport, the following guidelines shall be used in determining dredge spoil deposition.

Village beach areas suitable for beach nourishment will be given priority consideration over other potential beach areas outside of the Village which are suitable for beach nourishment.

Dredge spoil for beach nourishment shall be of suitable quality.

Dredge spoil shall be deposited in such a manner which does not result in the introduction or reintroduction of dredge material into Stirling Basin or the underwater lands near the commercial fishing dock. When dredging is conducted near the Village's shoreline or within Village waters the standards as listed in Policy 15 shall be met.

No change to Policy 35.

POLICY 36

ACTIVITIES RELATED TO THE SHIPMENT AND STORAGE OF PETROLEUM AND OTHER HAZARDOUS MATERIALS WILL BE CONDUCTED IN A MANNER THAT WILL PREVENT OR

AT LEAST MINIMIZE SPILLS INTO COASTAL WATERS; ALL PRACTICABLE EFFORTS WILL BE UNDERTAKEN TO EXPEDITE THE CLEANUP OF SUCH DISCHARGES; AND RESTITUTION FOR DAMAGES WILL BE REQUIRED WHEN THESE SPILLS OCCUR.

Policy 36

Explanation of Policy

See Policy 39 for definition of hazardous wastes.

This policy shall apply not only to commercial storage and distribution facilities but also to residential and other users of petroleum products, radio-active and other toxic or hazardous wastes. Spills, seepage or other accidents which occur on or adjacent to coastal waters or which, by virtue of natural or man-made drainage facilities, eventually reach coastal waters, are included under this policy.

All government agencies shall act vigorously under the applicable laws and regulations (including the New York State Petroleum Bulk Storage Act of 1983 and regulations issued thereunder) to prevent or control such discharges, to minimize drainage from them, and to obtain full and prompt compensation for the damage and cost caused by them. To this end the Village will seek the cooperation of neighboring municipalities and of the State and County authorities concerned.

No change to Policy 36

POLICY 37

BEST MANAGEMENT PRACTICES WILL BE UTILIZED TO MINIMIZE THE NON-POINT DISCHARGE OF EXCESS NUTRIENTS, ORGANICS AND ERODED SOILS INTO COASTAL WATERS.

Policy 37

Explanation of Policy

Best management practices used to reduce these sources of pollution could include, but are not limited to, encouraging organic gardening and best management principles, soil erosion control practices, and surface drainage control techniques.

In the residential areas of the Village, primary sources of pollution which contribute to the non-point discharge of excess nutrients and organics into coastal waters are usually connected with products used to maintain lawns and gardens. The use of pesticides, herbicides and organic compounds which can degrade surface and groundwater quality will be discouraged through public education programs and by encouraging the use of landscape materials native to Long Island.

Standards used to reduce or eliminate eroded soils into coastal waters are listed in Policy 33.

LWRP Update -

The 1998 LWRP recognizes that there are a series of best management practices that could be employed to minimize point source discharge. In addition, Suffolk County Water Authority has prepared a series of recommendations

<http://www.scwa.com/environment/fertilizer.cfm> that can further reduce potential impacts related to residential use. In addition, the Village of Greenport is in the process of becoming compliant with the storm sewer separation system (MS4) program to further reduce potential impacts related to storm water discharge.

POLICY 38

THE QUALITY AND QUANTITY OF SURFACE WATER AND GROUNDWATER SUPPLIES WILL BE CONSERVED AND PROTECTED PARTICULARLY WHERE SUCH WATERS CONSTITUTE THE PRIMARY OR SOLE SOURCE OF WATER SUPPLY.

Policy 38

With one exception, all of the water supply wells that serve the Village of Greenport are located outside of the Village municipal boundaries. In 1997 the Village of Greenport sold the water system operations and facilities to the Suffolk County Water Authority (SCWA). The Village now purchases water from the SCWA. The Village has since initiated water conservation program to reduce the municipal use of water.

POLICY 39

THE TRANSPORT, STORAGE, TREATMENT AND DISPOSAL OF SOLID WASTES, PARTICULARLY HAZARDOUS WASTES, WITHIN COASTAL AREAS WILL BE CONDUCTED IN SUCH A MANNER SO AS TO PROTECT GROUNDWATER AND SURFACE WATER SUPPLIES, SIGNIFICANT FISH AND WILDLIFE HABITATS, RECREATION AREAS, IMPORTANT AGRICULTURAL LANDS AND SCENIC RESOURCES.

Policy 39

Explanation of Policy

The definitions of "solid wastes" and "solid wastes management facilities" are taken from New York's Solid Waste Management Act (Environmental Conservation Law, Article 27). Solid wastes include sludges from air or water pollution control facilities, demolition and construction debris and industrial and commercial wastes.

Hazardous wastes are unwanted by-products of manufacturing processes generally characterized as being flammable, corrosive, reactive, or toxic. More specifically, hazardous waste is defined in Environmental Conservation Law (Section 27-0901.3) as "a waste or combination of wastes which because of its quantity, concentration, or physical, chemical or infectious characteristics may: (1) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible or incapacitating reversible illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed or otherwise managed." A list of hazardous wastes has been adopted by DEC (6NYCRR, Part 371).

Examples of solid waste management facilities include resource recovery facilities, sanitary landfills and solid waste reduction facilities. Although a fundamental problem associated with the disposal

and treatment of solid wastes is the contamination of water resources, other related problems may include: filling of wetlands and littoral areas, atmospheric loading, and degradation of scenic resources.

LWRP Update - No change to Policy 39.

POLICY 40

THE STATE COASTAL POLICY REGARDING EFFLUENT DISCHARGED FROM ELECTRIC GENERATING AND INDUSTRIAL FACILITIES IS NOT APPLICABLE TO THE VILLAGE OF GREENPORT.

POLICY 41

LAND USE OR DEVELOPMENT IN THE COASTAL AREA WILL NOT CAUSE NATIONAL OR STATE AIR QUALITY STANDARDS TO BE VIOLATED.

Policy 41

The Village's Local Waterfront Revitalization Program incorporates the air quality policies and programs developed for the State by the Department of Environmental Conservation pursuant to the Clean Air Act and State laws on air quality. The requirements of the Clean Air Act are the minimum air quality control requirements applicable within the waterfront area.

Program decisions with regard to specific sites for major new or expanded energy, transportation, or commercial facilities will reflect an assessment of their compliance with the air quality requirements of the State Implementation Plan.

LWRP Update - No changes to Policy 41

POLICY 42

COASTAL MANAGEMENT POLICIES WILL BE CONSIDERED IF THE STATE RECLASSIFIES LAND AREAS PURSUANT TO THE PREVENTION OF SIGNIFICANT DETERIORATION REGULATIONS OF THE FEDERAL CLEAN AIR ACT.

Policy 42

Explanation of Policy

The policies of this program concerning proposed land and water uses and the protection and preservation of coastal resources will be taken into account prior to any action to change prevention of significant deterioration land classifications in the coastal region or adjacent areas.

LWRP Update - No change in Policy 42.

POLICY 43

LAND USE OR DEVELOPMENT IN THE COASTAL AREA MUST NOT CAUSE THE GENERATION OF SIGNIFICANT AMOUNTS OF THE ACID RAIN PRECURSORS: NITRATES AND SULFATES.

Policy 43

Explanation of Policy

The Village's Local Waterfront Revitalization Program incorporates the State's policies on acid rain. As such, this program assists in the State's efforts to control acid rain. These efforts to control acid rain will enhance the continued viability of coastal fisheries, wildlife, scenic and water resources.

LWRP Update - No change in Policy 43

POLICY 44

PRESERVE AND PROTECT TIDAL AND FRESHWATER WETLANDS AND PRESERVE THE BENEFITS DERIVED FROM THESE AREAS.

Policy 44

Explanation of Policy

Tidal wetlands include the following ecological zones: coastal fresh marsh; intertidal marsh; coastal shoals, bars and flats; littoral zone; high marsh or salt meadow; and formerly connected tidal wetlands. These tidal wetland areas are officially delineated on the Department of Environmental Conservation's Tidal Wetlands Inventory Map.

Freshwater wetlands include marshes, swamps, bogs and flats supporting aquatic and semi-aquatic vegetation and other wetlands so defined in the New York State Freshwater Wetlands Act and the New York State Protection of Waters Act. Village freshwater wetlands are located within Moore's Woods and include: Silver Lake and the freshwater wetlands immediately adjacent and contiguous to the Lake, and the non-tidal portion of Moore's Drain. Tidal wetlands within the Village include the tidal portion of Moore's Drain and the wetlands found in isolated locations along the shoreline of Stirling Basin and Greenport Harbor. See Map 3, Natural Characteristics, for the approximate location of these wetland areas.

The following actions are prohibited unless a written permit is issued by the Village.

To place or deposit debris, fill or materials, including structures, into, within, or upon any freshwater or tidal wetland.

To dig, dredge or in any other way alter, or remove any material from any submerged land, or freshwater or tidal wetland.

All uses and operations approved by the Village shall be conducted in a manner that will cause the least possible damage to, encroachment on, or interference with any tidal and freshwater wetland.

The Department of Environmental Conservation shall be notified of proposed actions within 100 feet of any freshwater wetland and within 300 feet of any tidal wetland in order to assess the impact of the proposed action on the freshwater or tidal wetland.

LWRP Update-

The Village is currently considering improvements to Moore's Woods so as to enhance its ability to once again act as a spawning ground for certain species of fish but also to enhance the drainage capabilities that have diminished over time. One of the issues is to include certain stormwater management techniques to reduce filling of specific inlets associated with roadway drainage, particularly sand used during the cold weather months.

Village of Greenport LWRP and HMP Update

Public Input Appendix

**Correspondence, Meeting Minutes and
Interactive Polling Session Results**

DRAFT

November 15, 2010

To: File

From: David B. Smith

Re: Interview with Capt. Martin Flatley

The Village of Greenport is in the process of preparing an update for their Local Waterfront Revitalization Program and Harbor Management Plan. As part of that effort, the service providers to the Village were contacted to provide a summary of the services and any issues they may experience working with the Village.

The Village of Greenport disbanded their police department several years ago and now contract with the Town of Southold Police Department (the Department) for police services. The Department normally has between 46-51 members plus 13 civilian public safety dispatchers handling calls for the Police Department, Fire Departments and Ambulance services in the Town. The Department typically responds to between 13-14,000 calls to service per year. The Town is divided up into different patrol sectors, the Village of Greenport is its own sector with an officer assigned. A second officer is assigned to patrol the area east of the Village. Typical response time to for a call to service in the Village is less than 2 minutes. During the Summer months and for special events the Department provides foot patrol offices to help work downtown. Some preliminary issues relative to service relate to parking enforcement which is problematic to properly enforce given the manpower necessary. The Main Street/Webb Street/1st Street intersection is problematic given geometric layout. In addition, there is considerable congestion at the Village transportation hub at the foot of Third Street related to the Shelter Island Ferry queuing, LIRR terminus and Hampton Jitney Bus line, especially in the peak season.

Potential follow up items:

Discussion of parking coordination and enforcement in the Village

DRAFT

November 15, 2010

To: File

From: David B. Smith

Re: LWRP Interview with Mike Comanda, Superintendent of Schools Greenport Union Free School District

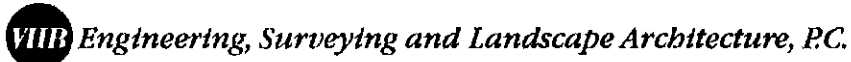
The Greenport School District serves the entire Village of Greenport and portions of the Town of Southold adjacent to the Village. The District has a current enrollment of 611 students, averaging approximately 50 students per grade. The School District operates out of a single facility on West Front Street just outside of the Village municipal line. The District has experienced a relatively stable enrollment pattern, although the school facilities could accommodate approximately 800 students. The School District provides a number of club activities for students to participate after normal school hours and provides use of their recreation fields for the community. In addition, there is an auditorium that the District makes available to the larger Greenport Community for special events. There is an outreach program with the residents of Peconic Landing, a senior housing community, including a meet and greet program in the mornings and an elementary reading program. In an effort to offer a more locally targeted tech program, the School District will begin offering small engine marine repair shop program.

The School District is in the process of public discussions prior to two separate bond propositions: one for new roof, boilers, windows, heating and cooling systems, fire alarms and phone system; and, alternative energy system.

Potential Items for Follow up:

Comments from the first community meeting indicated concern about there not being enough for young people to do in Greenport. May want to have a survey/poll/meeting with older grades to find out if there is something in particular (facility/program) that the Village should be aware of.

Follow up with active shipyards re: small engine repair shop class.



To: File

Date: November 18, 2010

Project No.: 2830000

From: David B. Smith

Re: Interview Notes from Jack Naylor

The Village of Greenport is in the process of preparing an update for their Local Waterfront Revitalization Program and Harbor Management Plan. As part of that effort, the service providers to the Village were contacted to provide a summary of the services and any issues they may experience working with the Village.

Interview with Jack Naylor, Director of Utilities. Responsible for highway, water, sewer and electric service in the Village, with a staff of 22-25 personnel. The sewage treatment plant upgrade is currently underway and is expected to be completed in September 2011. Capacity is rated at approximately 650,000 gpd. Usage ranges from 220,000 gpd to 250,000 gpd in the Winter/off peak months and 325,350 gpd in the Summer/peak months. There are service areas outside of the Village, serviced by separate agreement/contract including Peconic Landing.

The Village of Greenport sold its water production/storage facilities to Suffolk County Water Authority but the Village still maintains the distribution system. The Suffolk County Water Authority is an independent, not-for-profit, public benefit corporation and are not part of the Suffolk County government. They have no taxing powers, all of the money they need to operate comes from the sale of water and the sale of their own AA rated tax-free municipal bonds. Warren Jenson from the SCWA is the initial contact person.

The Village of Greenport receives buys its electric power from the New York Power Authority. The first 5.4 megawatts of power originates at Niagra Falls. The Village maintains its own reserve power in the form of its own diesel powered generation plant as "reserve capacity" and may be called upon to run at any time to provide power to "the grid". For power needs above 5.4 megawatts, the Village incurs a cost premium as NYPA must secure power supply for the Village on the open energy market. Peak usage is typically in the Summer months with approximately 6.7 megawatts of use. A privately owned generation plant leases land from the Village and provides electric service to the LIPA grid on an as needed basis.

Stormwater management is an issue for the Village given the proximity of Peconic Bay and Long Island Sound. The Village is in the process of evaluating a municipal separate storm sewer system (MS4) to treat stormwater before release into local water bodies.

Some discussion on use of Moore's Woods for possible enhanced recreation use related to mountain biking, with the creation of new trail system.

Items for follow up: potential for expanding the sewer system beyond existing limits to pick up other areas and pump outs along the waterways. Conceptual planning for road ends related to stormwater management techniques.

Conceptual treatments for stormwater systems at roads ends.

Municipal energy audit for the Village to reduce peak loading levels.

DRAFT

November 23, 2010

To: File

From: David B. Smith

Re: Interview with Mike Acebo

The Village of Greenport is in the process of preparing an update for their Local Waterfront Revitalization Program and Harbor Management Plan. As part of that effort, the service providers to the Village were contacted to provide a summary of the services and any issues they may experience working with the Village. Interview conducted with Mike Acebo, Village of Greenport BID.

The BID has an annual taxing budget of approximately \$30,000 and is served by a mostly volunteer staff with some part time workers during the several festivals occurring within the Village.

One of the initial issues raised is not enough parking and lack of effective enforcement. It was suggested that the recently prepared parking planning study be reviewed in connection with this issue.

Demographics of the community appear to be changing, it was suggested that a comparison be made between trends related to full time residents vs. those that own second homes in the community.

Greenport is becoming more and more a destination point. General observation that there are not enough hotel rooms to service demand during peak months.

The programming of activities in Mitchell Park has helped create more active waterfront including: classic car displays, Greenport Orchestra, Dancing in the Park and various festivals.

Overall impression that the rents are too high in downtown, general observation that during the winter months too many storefronts sit vacant waiting for busier summer season.

Need to do a better job re: wayfinding signage to specific areas/attractions within the Village. Need to keep downtown cleaner, appearance issue.

Separate issues re: harbor management, mooring field in Sterling Creek doesn't offer services necessary for that operation including parking, trash, shower, dingy dock and pump out capabilities. A business program should be put together to try and coordinate these services, perhaps at the Town/Village property. The area in and around Greenport is a no discharge zone, suggestion that there be more pump out stations. Some existing systems go into septic systems, suggestion that the Village consider expanding sewer service district to connect to outlying areas not served. The Village should consider mandating that water related uses associated with boat use take pump out. Overall objective to ensure cleaner waters with the Bay.

DRAFT

December 2, 2010

To: File

From: David B. Smith

Re: Interview with Asha Gallacher

The Village of Greenport maintains its own Housing Authority which is a HUD funded program with 87 vouchers used for housing. There is typically a three year waiting list for families. The program is income based with 30% of income going towards rent. The Housing Authority maintains two affordable housing properties a 1-family unit and a 3-family unit. As a general note there is a need for workforce housing in the community, however, recent attempts at developing this particular type of housing was met with some resistance. The potential success of this type of housing as part of a mixed use concept would be enhanced by the compact walkable nature of the community. There have been issues with absentee landlords in the Village in the past.

DRAFT

Date: January 11, 2011

To: File

From: David B. Smith

Re: Interview with Greenport Fire Department Assistant Chief Ken White

The Village of Greenport is in the process of preparing an update for their Local Waterfront Revitalization Program and Harbor Management Plan. As part of that effort, the service providers to the Village were contacted to provide a summary of the services and any issues they may experience working with the Village.

The Fire Department is an all volunteer service with approximately 80 active volunteers and a total roster of ±140 volunteers. The fire Department can pull in volunteers from outside the Village municipal boundaries including East Orient and Southold. The Department has maintained steady enrollment however there is a perceived need to have newer recruits to continue to replenish the ranks. The general observation that a lack of industrial type uses has reduced the ability to have a more readily availability of possible new recruits.

The Department responds to approximately 600-700 calls to service per year (676 as of 12/16/10), although the general observation is that the calls to service have increased over time. The increase in calls to service is likely related to more EMS rescue calls to respond to various senior facilities (San Simeon, Peconic Landing). The Department maintains two firehouses: one at Flint Street housing a pumper truck and a Seagraves heavy rescue truck; and, 3rd Street with 3 pumper a 102 foot ladder truck and two EMS ambulance units. The department participates as part of a mutual aid plan with other surrounding Fire Districts. The Fire Department maintains a 24' water rescue boat for water side events. The Department has the opportunity to provide unlimited hydrant drafting out of the bay for use in fighting fires along the waterfront.

Issues raised included:

Illegal conversions of housing units is a concern because of potential for overcrowding and the difficulty in fighting a fire in those conditions.

Water pressure at the Marina needs to be evaluated and that water supply to the end of the Long Dock needs to be checked.

The Department need to remain vigilant regarding continued training, particularly with facilities such as the Hawkeye complex in the Village and the specific issues related to power plants.

Draft

Date: January 11, 2011

To: File

From: David B. Smith

Re: Interview with Ray Eble, Eastern Long Island Hospital

The Village of Greenport is in the process of preparing an update for their Local Waterfront Revitalization Program and Harbor Management Plan. As part of that effort, the service providers to the Village were contacted to provide a summary of the services and any issues they may experience working with the Village. The following are notes from a discussion with Mr. Ray Eble, Director of Support Services for Eastern Long Island Hospital.

The Hospital was first established in 1905 and currently employs 340 people making it one of the largest employers on the North Fork. The Hospital offers a variety of services including ICU, psychiatric care, operating room, emergency room, cardio facility, radiology, MRI and decontamination unit for Plum Island. The Hospital has the facilities to accommodate a 65 foot coast guard cutter for water rescue and a helipad.

The hospital maintains several properties in the Village for doctor's offices and a thrift store. The hospital interacts with the local schools to run a summer program that has typically 6-8 students participate as interns each year. The Hospital staff participate as part of a disaster management committee with other emergency service providers.

The lack of parking for hospital uses has been an issue at times.



February 16, 2011

To: File

From: David B. Smith

Re: Interview with Mark Terry, Town of Southold LWRP Administrator

On February 11, 2011 an interview was conducted with Mark Terry from the Town of Southold Planning Department regarding the Village of Greenport's ongoing LWRP update process. A general overview of the LWRP process for the Village was presented and compared to the process enacted by the Town. A brief review of the relationship between the Town's property associated with the Village dock in Sterling Basin was discussed, it was suggested that the specifics of that property should be brought up with the Supervisor. As a follow-up, VHB will coordinate with both parties to discuss further.

Additional items for consideration included looking at "Green Marinas/Green Boatyards" best management practices and the treatment of road ends as a means of addressing stormwater management. Follow up with the town should also include discussion of the proposed Bay to Sound Trail effort.



Date: November 3, 2010

To: Hon. David Nyce, Mayor

From: David B. Smith

Re: kick off meeting Village of Greenport LWRP Agenda

1. **General introduction – D. Nyce**
2. **Project overview – D. Smith**
3. **Projected timeline and major milestones**
4. **Discussion of public participation format**
 - Stakeholders
 - Interview process (Department Heads/Service Providers)
 - SWOT technique (facilitator/reporter/recorder)
 - Other outreach techniques (Village web-site)
5. **Next steps**

Attachments

- a. **September 29, 2010 memo from Saccardi & Schiff, Inc.**
- b. **Existing Village of Greenport LWRP Policies**
- c. **Aerial**

Saccardi & Schiff, Inc.

Planning and
Development
Consultants

445 Hamilton Avenue
White Plains
Suite 404
New York 10601
Tel: 914-781-3582
Fax: 914-781-3759
www.saccschiff.com

MEMORANDUM

DATE: September 29, 2010
TO: David Nyce, Mayor
FROM: David B. Smith
RE: Initial Project Scoping Meeting

The following is provided in advance of the upcoming initial Project Scoping Meeting. As the Village of Greenport begins the process of updating its original Local Waterfront Revitalization Program (LWRP) and its Harbor Management Plan (HMP) we have identified public involvement as a critical issue to the success of the update process. The first step will be to hold a meeting with the Project Steering Committee and the initially identified Stakeholders Group. The purpose of this preliminary meeting is to outline the structure of the proposed planning process, including public involvement, and to begin to identify significant issues that will need to be focused on as part of the process. It would also be helpful if the committee members could identify other key individuals or entities that would be important to reach out to.

We look at the benefits of having an updated LWRP and HMPS to include:

- **Community Consensus** – Public participation is a critical element of the LWRP process. Building consensus provides clearer direction for plan implementation.
- **Consistency with the Plan** – The adoption of an LWRP means that direct actions, funding and permitting by the State must be consistent with an approved LWRP. This provides a measure of local control over state-initiated actions.
- **Financial Assistance** – An LWRP greatly enhances a community's ability to access public and private funding for implementing projects. The Village of Greenport can look to a number of successful projects that were identified in the initial LWRP.

John J. Saccardi, AICP
David B. Schiff, AICP, PP
David B. Smith

Syrette Dym, AICP

Bonita J. Von Ohlsen, RLA
Nina Peek, AICP
Gina Martini D-Onofrio, AICP

Land Development
Comprehensive Planning
Zoning
Real Estate Economics
Environmental Studies
Housing
Community Development

September 29, 2010

Page 2

With the cooperation and input from the Steering Committee and Stakeholders Group we look forward to successfully addressing the points raised above.

In the meantime, should you have any question or comments on the above please feel free to call me directly at (914) 761-3582.

**SECTION III. WATERFRONT REVITALIZATION PROGRAM POLICIES DEVELOPMENT
POLICIES (the LWRP can be found on-line at the following link)
[http://www.thevillageofgreenport.org/files/file/Village%20of%20Greenport%20%20LWRP%201989.p
df](http://www.thevillageofgreenport.org/files/file/Village%20of%20Greenport%20%20LWRP%201989.pdf)**

POLICY I

RESTORE, REVITALIZE AND REDEVELOP DETERIORATED AND UNDERUTILIZED WATERFRONT AREAS FOR COMMERCIAL AND INDUSTRIAL, CULTURAL, RECREATIONAL AND OTHER COMPATIBLE USES.

POLICY IA

REVITALIZE GREENPORT'S WATERFRONT AREA BY REDEVELOPING DETERIORATED/ UNDERUTILIZED PROPERTIES AND BUILDINGS FOR APPROPRIATE COMMERCIAL AND RECREATIONAL USES.

POLICY IB

REVITALIZE GREENPORT'S CENTRAL BUSINESS DISTRICT BY RESTORING UNDERUTILIZED PROPERTIES AND BUILDINGS FOR APPROPRIATE RETAIL COMMERCIAL AND OTHER COMPATIBLE USES.

POLICY 2

FACILITATE THE SITING OF WATER-DEPENDENT FACILITIES ON OR ADJACENT TO COASTAL WATERS.

POLICY 3

THE STATE COASTAL POLICY REGARDING MAJOR PORTS IS NOT APPLICABLE TO THE VILLAGE OF GREENPORT.

POLICY 4

STRENGTHEN THE ECONOMIC BASE OF SMALL HARBOR AREAS BY ENCOURAGING THE DEVELOPMENT AND ENHANCEMENT OF THOSE TRADITIONAL USES AND ACTIVITIES WHICH HAVE PROVIDED SUCH AREAS WITH THEIR UNIQUE MARITIME IDENTITY.

POLICY 6

EXPEDITE PERMIT PROCEDURES IN ORDER TO FACILITATE THE SITING OF DEVELOPMENT ACTIVITIES AT SUITABLE LOCATIONS.

POLICY 7

THE STATE COASTAL POLICY REGARDING THE PROTECTION OF SIGNIFICANT COASTAL FISH AND WILDLIFE HABITATS IS NOT APPLICABLE TO THE VILLAGE OF GREENPORT.

POLICY 8

PROTECT FISH AND WILDLIFE RESOURCES IN THE COASTAL AREA FROM THE INTRODUCTION OF HAZARDOUS WASTES AND OTHER POLLUTANTS WHICH BIO-ACCUMULATE IN THE FOOD CHAIN OR WHICH CAUSE SIGNIFICANT SUBLETHAL OR LETHAL EFFECT ON THOSE RESOURCES.

POLICY 9

EXPAND RECREATIONAL USE OF FISH AND WILDLIFE RESOURCES IN COASTAL AREAS BY INCREASING ACCESS TO EXISTING RESOURCES, SUPPLEMENTING EXISTING STOCKS, AND DEVELOPING NEW RESOURCES. SUCH EFFORTS SHALL BE MADE IN A MANNER WHICH

ENSURES THE PROTECTION OF RENEWABLE FISH AND WILDLIFE RESOURCES AND CONSIDERS OTHER ACTIVITIES DEPENDENT ON THEM.

POLICY 10

FURTHER DEVELOP COMMERCIAL FINFISH, SHELLFISH AND CRUSTACEAN RESOURCES IN THE COASTAL AREA BY: (i) ENCOURAGING THE CONSTRUCTION OF NEW, OR IMPROVEMENT OF EXISTING ON-SHORE COMMERCIAL FISHING FACILITIES;(ii) INCREASING MARKETING OF THE STATE'S SEAFOOD PRODUCTS; and (iii) MAINTAINING ADEQUATE STOCKS AND EXPANDING AQUACULTURE FACILITIES. SUCH EFFORTS SHALL BE IN A MANNER WHICH ENSURES THE PROTECTION OF SUCH RENEWABLE FISH RESOURCES AND CONSIDERS OTHER ACTIVITIES DEPENDENT ON THEM.

POLICY 10A

ENCOURAGE THE DEVELOPMENT OF NEW, OR EXPANDED COMMERCIAL FISHING FACILITIES IN GREENPORT, AND PROTECT EXISTING COMMERCIAL FISHING FACILITIES FROM ENCROACHMENT BY POTENTIALLY CONFLICTING LAND USES.

POLICY 11

BUILDINGS AND OTHER STRUCTURES WILL BE SITED IN THE COASTAL AREA SO AS TO MINIMIZE DAMAGE TO PROPERTY AND THE ENDANGERING OF HUMAN LIVES CAUSED BY FLOODING AND EROSION.

POLICY 12

ACTIVITIES OR DEVELOPMENT IN THE COASTAL AREA WILL BE UNDERTAKEN SO AS TO MINIMIZE DAMAGE TO NATURAL RESOURCES AND PROPERTY FROM FLOODING AND EROSION BY PROTECTING NATURAL PROTECTIVE FEATURES INCLUDING BEACHES, DUNES BARRIER ISLANDS AND BLUFFS. PRIMARY DUNES WILL BE PROTECTED FROM ALL ENCROACHMENTS THAT COULD IMPAIR THEIR NATURAL PROTECTIVE CAPACITY.

POLICY 13

THE STATE COASTAL POLICY REGARDING THE PROTECTION OF EROSION PROTECTIVE FEATURES IS NOT APPLICABLE TO THE VILLAGE OF GREENPORT.

POLICY 13A

THE CONSTRUCTION OR RECONSTRUCTION OF DOCKS, SEAWALLS, REVETMENTS. BULKHEADS, BREAKWATERS, AND OTHER SHORELINE STRUCTURES SHALL BE UNDERTAKEN IN A MANNER WHICH WILL, TO THE MAXIMUM EXTENT PRACTICABLE. PROTECT AGAINST OR WITHSTAND THE DESTRUCTIVE FORCES OF WAVE ACTION AND ICE MOVEMENT FOR A THIRTY YEAR PERIOD.

POLICY 14

ACTIVITIES AND DEVELOPMENT INCLUDING THE CONSTRUCTION OR RECONSTRUCTION OF EROSION PROTECTION STRUCTURES, SHALL BE UNDERTAKEN SO THAT THERE WILL BE NO MEASURABLE INCREASE IN EROSION OR FLOODING AT THE SITE OF SUCH ACTIVITIES OR DEVELOPMENT, OR AT OTHER LOCATIONS.

POLICY 15

MINING, EXCAVATION OR DREDGING IN COASTAL WATERS SHALL NOT SIGNIFICANTLY INTERFERE WITH THE NATURAL COASTAL PROCESSES WHICH SUPPLY BEACH MATERIALS TO LAND ADJACENT TO SUCH WATERS AND SHALL BE UNDERTAKEN IN A MANNER WHICH WILL NOT CAUSE AN INCREASE IN EROSION OF SUCH LAND.

POLICY 16

PUBLIC FUNDS SHALL ONLY BE USED FOR EROSION PROTECTIVE STRUCTURES WHERE NECESSARY TO PROTECT HUMAN LIFE, AND NEW DEVELOPMENT WHICH REQUIRES A LOCATION WITHIN OR ADJACENT TO AN EROSION HAZARD AREA TO BE ABLE TO FUNCTION, OR EXISTING DEVELOPMENT; AND ONLY WHERE THE PUBLIC BENEFITS OUTWEIGH THE LONG TERM MONETARY AND OTHER COSTS INCLUDING THE POTENTIAL FOR INCREASING EROSION AND ADVERSE EFFECTS ON NATURAL PROTECTIVE FEATURES.

POLICY 17

WHENEVER POSSIBLE, USE NON-STRUCTURAL MEASURES TO MINIMIZE DAMAGE TO NATURAL RESOURCES AND PROPERTY FROM FLOODING AND EROSION. SUCH MEASURES SHALL INCLUDE: (1) THE SET BACK OF BUILDINGS AND STRUCTURES; (ii) THE PLANTING OF VEGETATION AND THE INSTALLATION OF SAND FENCING AND DRAINING; (iii) THE RESHAPING OF BLUFFS; AND (iv) THE FLOOD-PROOFING OF BUILDINGS OR THEIR ELEVATION ABOVE THE BASE FLOOD LEVEL.

POLICY 18

TO SAFEGUARD THE VITAL ECONOMIC, SOCIAL AND ENVIRONMENTAL INTEREST OF THE STATE AND ITS CITIZENS, PROPOSED MAJOR ACTIONS IN THE COASTAL AREA MUST GIVE FULL CONSIDERATION TO THOSE INTERESTS, AND TO THE SAFEGUARDS WHICH THE STATE HAS ESTABLISHED TO PROTECT VALUABLE COASTAL RESOURCE AREAS.

POLICY 19

PROTECT, MAINTAIN, AND INCREASE THE LEVEL AND TYPES OF ACCESS TO PUBLIC WATER-RELATED RECREATION RESOURCES AND FACILITIES SO THAT THESE RESOURCES AND FACILITIES MAY BE FULLY UTILIZED BY ALL THE PUBLIC IN ACCORDANCE WITH REASONABLY ANTICIPATED PUBLIC RECREATION NEEDS AND THE PROTECTION OF HISTORIC AND NATURAL RESOURCES. IN PROVIDING SUCH ACCESS, PRIORITY SHALL BE GIVEN TO PUBLIC BEACHES, BOATING FACILITIES, FISHING AREAS AND WATERFRONT PARKS.

POLICY 20

ACCESS TO THE PUBLICLY-OWNED FORESHORE AND TO LANDS IMMEDIATELY ADJACENT TO THE FORESHORE OR THE WATER'S EDGE THAT ARE PUBLICLY OWNED SHALL BE PROVIDED. AND IT SHOULD BE PROVIDED IN A MANNER COMPATIBLE WITH ADJOINING USES. SUCH LANDS SHALL BE RETAINED IN PUBLIC OWNERSHIP.

POLICY 20A

ACCESS TO THE PUBLICLY OWNED FORESHORE AND TO LANDS IMMEDIATELY ADJACENT TO THE FORESHORE OR THE WATER'S EDGE SHALL BE PROVIDED THROUGH THE CREATION OF A HARBORWALK IN WATERFRONT AREA 2.

POLICY 21

WATER-DEPENDENT AND WATER-ENHANCED RECREATION WILL BE ENCOURAGED AND FACILITATED, AND WILL BE GIVEN PRIORITY OVER NON-WATER RELATED USES ALONG THE COAST, PROVIDED IT IS CONSISTENT WITH THE PRESERVATION AND ENHANCEMENT OF OTHER COASTAL RESOURCES AND TAKES INTO ACCOUNT DEMAND FOR SUCH FACILITIES. IN FACILITATING SUCH ACTIVITIES, PRIORITY SHALL BE GIVEN TO AREAS WHERE ACCESS TO THE RECREATION OPPORTUNITIES OF THE COAST CAN BE PROVIDED BY NEW OR EXISTING PUBLIC TRANSPORTATION SERVICES AND TO THOSE AREAS WHERE THE USE OF THE SHORE IS SEVERELY RESTRICTED BY EXISTING DEVELOPMENT.

POLICY 21A

REDEVELOP THE MOBIL SITE FOR PUBLIC WATERFRONT RECREATION USE.

POLICY 22

DEVELOPMENT, WHEN LOCATED ADJACENT TO THE SHORE, WILL PROVIDE FOR WATER-RELATED RECREATION, AS A MULTIPLE USE, WHENEVER SUCH RECREATIONAL USE IS APPROPRIATE IN LIGHT OF REASONABLY ANTICIPATED DEMAND FOR SUCH ACTIVITIES AND THE PRIMARY PURPOSE OF THE DEVELOPMENT.

POLICY 23

PROTECT, ENHANCE AND RESTORE STRUCTURES, DISTRICTS, AREAS OR SITES THAT ARE OF SIGNIFICANCE IN THE HISTORY, ARCHITECTURE, ARCHEOLOGY OR CULTURE OF THE STATE, ITS COMMUNITIES, OR THE NATION.

POLICY 24

THE STATE COASTAL POLICY REGARDING SCENIC RESOURCES OF STATEWIDE SIGNIFICANCE IS NOT APPLICABLE TO THE VILLAGE OF GREENPORT.

POLICY 25

PROTECT, RESTORE OR ENHANCE NATURAL AND MAN-MADE RESOURCES WHICH ARE NOT IDENTIFIED AS BEING OF STATEWIDE SIGNIFICANCE BUT WHICH CONTRIBUTE TO THE OVERALL SCENIC QUALITY OF THE COASTAL AREA.

POLICY 26

THE STATE COASTAL POLICY REGARDING THE PROTECTION OF AGRICULTURAL LANDS IS NOT APPLICABLE TO THE VILLAGE OF GREENPORT.

POLICY 27

DECISIONS ON THE SITING AND CONSTRUCTION OF MAJOR ENERGY FACILITIES IN THE COASTAL AREA WILL BE BASED ON PUBLIC ENERGY NEEDS, COMPATIBILITY OF SUCH FACILITIES WITH THE ENVIRONMENT, AND THE FACILITY'S NEED FOR A SHOREFRONT LOCATION.

POLICY 28

THE STATE COASTAL POLICY REGARDING ICE MANAGEMENT IS NOT APPLICABLE TO THE VILLAGE OF GREENPORT.

POLICY 29

ENCOURAGE THE DEVELOPMENT OF ENERGY RESOURCES ON THE OUTER CONTINENTAL SHELF, IN LAKE ERIE AND OTHER WATER BODIES. AND ENSURE THE ENVIRONMENTAL SAFETY OF SUCH ACTIVITIES.

POLICY 30

MUNICIPAL, INDUSTRIAL, AND COMMERCIAL DISCHARGE OF POLLUTANTS INCLUDING BUT NOT LIMITED TO, TOXIC AND HAZARDOUS SUBSTANCES, INTO COASTAL WATERS WILL CONFORM TO STATE AND NATIONAL WATER QUALITY STANDARDS.

POLICY 31

STATE COASTAL AREA POLICIES AND PURPOSES OF APPROVED LOCAL WATERFRONT REVITALIZATION PROGRAMS WILL BE CONSIDERED WHILE REVIEWING COASTAL WATER CLASSIFICATIONS AND WHILE MODIFYING WATER QUALITY STANDARDS; HOWEVER,

THOSE WATERS ALREADY OVERBURDENED WITH CONTAMINANTS WILL BE RECOGNIZED AS BEING A DEVELOPMENT CONSTRAINT.

POLICY 32

THE STATE COASTAL POLICY REGARDING THE USE OF ALTERNATIVE SANITARY WASTE SYSTEMS IS NOT APPLICABLE TO THE VILLAGE OF GREENPORT.

POLICY 33

BEST MANAGEMENT PRACTICES WILL BE USED TO ENSURE THE CONTROL OF STORMWATER RUNOFF AND COMBINED SEWER OVERFLOWS DRAINING INTO COASTAL WATERS.

POLICY 34

DISCHARGE OF WASTE MATERIALS INTO COASTAL WATERS FROM VESSELS WILL BE LIMITED SO AS TO PROTECT SIGNIFICANT FISH AND WILDLIFE HABITATS, RECREATIONAL AREAS AND WATER SUPPLY AREAS.

POLICY 35

DREDGING AND DREDGE SPOIL DISPOSAL IN COASTAL WATERS WILL BE UNDERTAKEN IN A MANNER THAT MEETS EXISTING STATE DREDGING PERMIT REQUIREMENTS, AND PROTECTS SIGNIFICANT FISH AND WILDLIFE HABITATS, SCENIC RESOURCES, NATURAL PROTECTIVE FEATURES, IMPORTANT AGRICULTURAL LANDS, AND WETLANDS.

POLICY 36

ACTIVITIES RELATED TO THE SHIPMENT AND STORAGE OF PETROLEUM AND OTHER HAZARDOUS MATERIALS WILL BE CONDUCTED IN A MANNER THAT WILL PREVENT OR AT LEAST MINIMIZE SPILLS INTO COASTAL WATERS; ALL PRACTICABLE EFFORTS WILL BE UNDERTAKEN TO EXPEDITE THE CLEANUP OF SUCH DISCHARGES; AND RESTITUTION FOR DAMAGES WILL BE REQUIRED WHEN THESE SPILLS OCCUR.

POLICY 37

BEST MANAGEMENT PRACTICES WILL BE UTILIZED TO MINIMIZE THE NON-POINT DISCHARGE OF EXCESS NUTRIENTS, ORGANICS AND ERODED SOILS INTO COASTAL WATERS.

POLICY 38

THE QUALITY AND QUANTITY OF SURFACE WATER AND GROUNDWATER SUPPLIES WILL BE CONSERVED AND PROTECTED PARTICULARLY WHERE SUCH WATERS CONSTITUTE THE PRIMARY OR SOLE SOURCE OF WATER SUPPLY.

POLICY 39

THE TRANSPORT, STORAGE, TREATMENT AND DISPOSAL OF SOLID WASTES, PARTICULARLY HAZARDOUS WASTES, WITHIN COASTAL AREAS WILL BE CONDUCTED IN SUCH A MANNER SO AS TO PROTECT GROUNDWATER AND SURFACE WATER SUPPLIES, SIGNIFICANT FISH AND WILDLIFE HABITATS, RECREATION AREAS, IMPORTANT AGRICULTURAL LANDS AND SCENIC RESOURCES.

POLICY 40

THE STATE COASTAL POLICY REGARDING EFFLUENT DISCHARGED FROM ELECTRIC GENERATING AND INDUSTRIAL FACILITIES IS NOT APPLICABLE TO THE VILLAGE OF GREENPORT.

POLICY 41

LAND USE OR DEVELOPMENT IN THE COASTAL AREA WILL NOT CAUSE NATIONAL OR STATE AIR QUALITY STANDARDS TO BE VIOLATED.

POLICY 42

COASTAL MANAGEMENT POLICIES WILL BE CONSIDERED IF THE STATE RECLASSIFIES LAND AREAS PURSUANT TO THE PREVENTION OF SIGNIFICANT DETERIORATION REGULATIONS OF THE FEDERAL CLEAN AIR ACT.

POLICY 43

LAND USE OR DEVELOPMENT IN THE COASTAL AREA MUST NOT CAUSE THE GENERATION OF SIGNIFICANT AMOUNTS OF THE ACID RAIN PRECURSORS: NITRATES AND SULFATES.

POLICY 44

PRESERVE AND PROTECT TIDAL AND FRESHWATER WETLANDS AND PRESERVE THE BENEFITS DERIVED FROM THESE AREAS.

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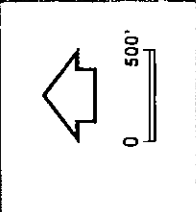


DRAFT

AERIAL

GREENPORT LWRP
Village of Greenport, New York

VHS/Succariti T





To: File

Date: November 21, 2010

Project No.: 28300.00

From: David B. Smith

Re: Initial SWOT Exercise Steering
Committee/Stakeholders

On November 4, 2010 a representative from VHB met with the Greenport LWRP Steering Committee and Stakeholders Group for the Village of Greenport LWRP and HMP updates. At this meeting we reviewed the project timeline and public participation methods contemplated to be used. One of the methods is the use of strengths, weaknesses, opportunities and threats (SWOT) exercise to engage the participants and initiate discussion. This is a technique to be used as part of the initial public participation meeting. Members of the Steering Committee and Stakeholders will be asked to help as part of the process as facilitators, recorders and reporters. Results of a preliminary SWOT exercise conducted on the 4th are provided below.

Strengths:

- Access to the water (LI Sound, Peconic Bay)
- Real sense of community
- Small town feel
- Walkability of the community
- Maritime activities
- Community Hospital
- Historic resources and character
- No skyscrapers
- Sense of self-sufficiency
- Architectural resources
- Imperfections
- Historic Structures
- Fishing
- Destination
- Yard Waste Pickup

Weaknesses:

- More activities to keep youth occupied
- Lack of funding for youth programs
- Coordination with Red Cross
- Deer population
- Recurring maintenance to infrastructure

Keeping the community diverse
Water quality in the Peconic Bay
Motorcycles w/out mufflers (Town of Southold enforcement)
Parking accessibility in the Summer
Noise enforcement
Lack of jobs for young people
Economy is too seasonal
Lack of workforce housing
Second home ratio too high
Lack of public transit (LIRR, bus)
Lack of variety of housing, need more goods for locals
Absentee landlords and overcrowding

Opportunities:

Set the standards for green building and sustainability
Burying of overhead lines as part of beautification program
Reuse of American Legion Hall (community center)
Grow waterfront uses
Entertainment for kids
Aquaculture, coordination with County leases
Storage for aquaculture uses
Evaluate opportunities for hi-tech jobs
Expanding the historic district
Parking expansion
Build upon anchor stores and in downtown
Jobs for youth in traditional industries
Movie theatre reuse for more of the year
More 24/7 activity and uses
Redevelopment of the LIRR property
Better stewardship of our major open spaces such as Moores woods

Threats:

Big box uses even as far away as Riverhead
Overdevelopment and cost of housing
Runoff/pollution
Chain stores (7-11)
Flooding on Front Street, 2nd and 3rd Streets
Failure of utilities (diesel generators)
Sinking breakwater – ACOE issue and access to
Boat speed enforcement in the harbor
Ability to staff volunteer agencies
Homogenization of businesses
Lack of or cutting off services to LIRR
Keep the process diverse
Lack of parking
Youth involvement
Zoning Evaluation
Water enforcement (sewage pump out)



Date: December 10, 2010
To: Hon. David Nyce, Mayor
From: David B. Smith
Re: Second Meeting Village of Greenport LWRP Agenda

1. **Introduction – Mayor Nyce**
2. **Review of Format for First Public Meeting (January/February)**
- Strengths Weaknesses Opportunities Threats-technique (facilitator/reporter/recorder)
3. **Review of preliminary SWOT exercise from November**
4. **Report on Interviews and Public Outreach**
5. **Initial Discussion Issues and Opportunities**
6. **Next steps**

Attachments

- a. **Draft SWOT results (November 3rd meeting)**

To: File

Date: November 21, 2010

Project No.: 28300.00

From: David B. Smith

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Committee/ Stakeholders

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Keep the process diverse
Lack of parking
Youth involvement
Zoning Evaluation
Water enforcement (sewage pump out)



Date: February 7, 2011
To: Eileen Wingate, Building Inspector
From: David B. Smith
Re: Meeting with Village Boards and Commissions

The Village has set some time this Thursday at 5:00 PM for a meeting with the Planning Board, Zoning Board of Appeals and possibly the Historic Review Commission. The purpose of this meeting is to get input from the various boards/commissions as to how they view their role in the administration of the zoning regulations that govern land use. Because the updated LWRP, particularly with an expanded role the Village has requested of this revision, taking on elements of a comprehensive plan, it would important to hear about what works and what does not relative to zoning. As an example, an unusually large number of variance requests related to a specific provision in the code may mean that that particular section of the code needs to be revisited and possibly revised. I believe that there were other zoning issues, (e.g., housing in downtown) that may need to be discussed further. It is this level of discussion that I would like to engage in before opening the meeting up to other issues if time allows.

I would tentatively suggest the following as an agenda:

1. General Introduction of the Process - D. Smith
2. Overview of each Board's/Commission's responsibility
3. Discussion of significant issues
4. General discussion of other planning and zoning issues
5. Next step

Should you have any questions regarding the above please feel free to call me directly at (914) 761-3582.

Code and Other Issues:

1. Zoning: R1 vs. R2 districts
 - a. R1 is a small area to the north of the Village with no obvious criteria which distinguishes it from R2.
 - b. Basis? Larger lot and setback standards and more restrictive density - is this to preserve larger lots or is this reflective of a district of smaller lots.
 - c. Unify residential districts with a single standard and occupancy.
 - d. Possibly consider a smaller standard district (cottage district) which could allow smaller lots, but single occupancy zoning.
 - e. Cluster zoning for high density residential use should be evaluated.
2. Planning/Zoning: Subdivisions – there should be requirements for agency review (Trustee, building, planning, zoning) prior to filing a subdivision. Currently, only zoning variances precipitate a subdivision review. Subdivisions may have impacts on the village which it should assess prior to filing.
3. Zoning: Artist studio/loft zoning should be eliminated or broadened to a more general residential use of commercial property. Current code requires registry of artists who are prequalified for occupancy of such units. There is no relationship of building out units and demand for such. Currently used as a method of creating residential units in commercial buildings which later are granted for general residential use. Better to establish standards for creation of residential space associated with commercial properties.
4. Zoning: Supplemental regulations are unclear. Should be revised to provide standards to apply to all zoning districts and clarify those which apply to specific districts.
5. Historic: Eliminate the inconsistency of historic review based on building permits and no review if no building permit is required. There should be review of all exterior improvements of historic district properties which are not replacements in kind.
6. Historic: Harmonize Historic district to include a more uniform area of jurisdiction. Include the downtown commercial district in the historic zone.
7. Enforcement: Revise code on use of sidewalks by businesses with focus on outdoor dining.
8. Enforcement: Noise ordinance for Greenport – coordinate with Town for enforcement.
9. Waterfront assets and management:
 - a. Maintain control of marina, harbor mooring field, and fisherman's dock
 - b. Sterling Harbor and channel dredging
 - c. Railroad dock and visitor's dock oversight and uses
 - d. Establish standards for use of harbor and docks – e.g. long-term leases for cruise, charter and commercial uses.
 - e. Maintain availability of shore-based and mobile marine waste pump out.

LWRP meeting – Feb 10, 2011

10. Mitchell Park management:
 - a. Preserve access and use of the park by the public by limiting commercial uses.
 - b. Set standards for commercial use and special event uses of the park which evaluates the benefits to the village, local business and the town.
 - c. Establish fees for use of the park by outside groups which provides recouping costs borne by village and for loss of public access during events.
11. Regional Transportation and Traffic/Parking:
 - a. Be proactive with other governmental and private organizations to maintain rail service to Greenport and the North Fork.
 - b. (if not 11a.) Work to establish a light rail system to service the North Fork to replace LIRR service and link up to LIRR for westbound transportation.
 - c. Maximize parking opportunities in the village business areas.
 - d. Explore establishment of satellite parking area linked to transportation to village center.



February 21, 2011

DRAFT

To: File

From: David B. Smith

Re: Meeting with the Planning Board, Zoning Board and Historic Commission

On February 11, 2011, a joint meeting with representatives from the Planning Board, Zoning Board of Appeals and the Historic Commission was convened to discuss the Village's ongoing LWRP update process. A brief presentation was made as to the background of the Village's initial LWRP process and how the different Boards/committees play a role in the process, particularly with implementation. The Chairman of each provided a background of responsibilities of each. The following is a summary of issues raised.

While the Village has only a handful of subdividable properties left in the Village, there are no subdivision regulations to regulate this aspect of land development.

A number of the area variances appearing before the ZBA relate to lot size, appears to be an issue of overlaying a zoning district without regard to the existing built environment.

There is no architectural review board in the Village and the Historic District provides some of that review process for those structures within the district. One of the triggers for review is if an applicant needs a building permit. In some instances, a building owner can make modifications to their property like new siding, roof, windows and or fencing without a building permit. These modifications could considerably change the appearance of the building.

Historic Commission suggested that the Village's district be expanded to cover other properties that would add to the district and that site plan applications be referred to the Commission for review. Suggested that a property in the district require review if there is any exterior change to the building.

There are some residents that are not aware that they are in the District, It would be helpful to have a more definitive map of what properties are in the district.

The group discussed the creation of a design guidelines manual to assist the Village in determining standards for review of development and redevelopment projects.

Discussion of apartments in downtown commercial district. Apparently artist lofts create some issues regarding substandard conditions, creation of residential units would be beneficial for promoting diversity in downtown.

Need to take better advantage of deep water port and use this as a resource to attract uses that need this condition.

Suggested outreach to SUNY Maritime for mutual opportunities



Village of Greenport Local Waterfront Revitalization Program (LWRP) and Harbor Management Plan (HMP) Update

Community Conversation – April 6, 2011

In 2010, the Village of Greenport retained the firm of Saccardi & Schiff, Inc. to assist in the preparation of the Village's LWRP and HMP documents. Tonight's meeting is the first of a series of public meetings to gather input and feedback. This first meeting will provide an overview of the planning process, present existing conditions, and engage the public in an interactive format to discuss preliminary issues and opportunities.

Meeting agenda:

- Introduction and Opening Remarks **Mayor David Nyce**
- Overview of LWRP/HMP Process **David Smith VHB/Saccardi & Schiff**
- SWOT **David Smith VHB/Saccardi and Schiff**
- Preliminary Issues and Opportunities **David Smith VHB/Saccardi and Schiff**
- Turning Point Presentation **CJ Hoss VHB/Saccardi and Schiff**
- Q & A/Next Steps **David Smith VHB/Saccardi and Schiff**

To: David B. Smith

Date: May 13, 2011

Project No.: 28300

From: CJ Hoss

Re: Summary of SWOT Exercise

VHB/Saccardi & Schiff conducted a SWOT (Strengths, Weaknesses, Opportunities and Threats) exercise as part of the public meeting on April 6, 2011. The SWOT exercise asked attendees to evaluate Greenport (the built/natural environment and the residents) on each of the four categories. The following are Strengths, Weaknesses, Opportunities and Threats from the viewpoint of the attendees:

Strengths

- Diverse population
- Waterfront availability
 - Permits activities such as boating, fishing and recreation
- Deep port
- Improved water quality (has resulted in opportunities such as oyster harvesting)
- Marine railways (three total)
- Egalitarian characteristics
- Contentiousness
- Historic character
 - Architecture and building stock
- Beautiful scenery, vistas
- Pedestrian friendly
- Availability of public transportation
- Tourist destination
- Opportunities for alternative energy (wind and solar)
- Local knowledge
- Municipal/public services and utilities
- Forward thinking community that is not over regulated
- Small, compact and independent
- Protected/conserved natural resources
- Artists

Weaknesses

- Contentiousness, conflicting viewpoints
- Remote location leads to minimization
- LIRR repairs
- Seasonal community/residents
 - Reduces potential housing stock for year-round residents
- No natural gas supplied to community
- Lack of jobs
- Lack of code enforcement
 - Misinterpretation of codes
 - Selective enforcement
- Outdated zoning
 - Community has evolved adoption of the code; code requires regular updating
- Open, exposed waterfront
- Lacking encouragement for waterfront uses
- Opportunities for water-related recreation not available for all youths
 - Affordability issues for use of boats by youths
- Lack of access for docking

Opportunities

- Involving children in waterfront activities
- Seek private capital investment to create jobs
 - Shipbuilding, oyster cultivation, maritime activities
- Sharkey's/winter harbor fisheries
 - Encourage commercial or educational use
- Municipal fees for use of ferry port
 - Payments to upkeep waterfront
- Expand the sewer district
- Control waterfront with existing business owners
 - Work with existing businesses to cultivate greater employment opportunities
- Alternative energy

Threats

- Development along North Road and to the west
 - Could pull commercial from downtown Greenport
- Loss of businesses that provide everyday needs
- Natural disaster
- Flooded basements
- Peconic Bay – sewer and stormwater runoff, water quality degradation
 - Could result in loss of economic engine- fishing, aquaculture and tourism
- MS4 Regulations

- **Transient/seasonal community**
 - Results in loss of potential volunteers

Village of Greenport Local Waterfront Revitalization Program (LWRP) and Harbor Management Plan (HMP) Update

Community Conversation – May 19, 2011

The Village of Greenport has the distinction of having one of the first local waterfront revitalization programs (LWRPs) in the State of New York. The original purpose of the LWRP was to protect and help rebuild and restructure the working waterfront in the Village. While many documents like this tend to be “shelved” after completion, the Village has been actively using the LWRP as a tool for planning since its adoption in 1988. There was a subsequent amendment in the late nineties to allow for the park at the Mitchell property and a harbor management plan (HMP) was added to allow for the marina construction. After much consideration and discussion with the NYS Department of State, the work plan for this LWRP update would do the same as the original document did for the waterfront for the inland property of the Village. For example the work program includes parkland (such as Moore’s Woods) and our utilities, building patterns, etc. Geographical requirements for LWRPs are not fixed, and as the Village is only one square mile, there is an opportunity to use the LWRP update as the Village’s comprehensive planning document. The purpose of tonight’s meeting is to gather input and feedback. This meeting will provide an overview of the planning process, present existing conditions, and engage the public in an interactive format to discuss preliminary issues and opportunities.

Meeting agenda:

- Introduction and Opening Remarks **Mayor David Nyce**
- Overview of LWRP/HMP Process **David Smith VHB/Saccardi & Schiff**
- SWOT Summary **David Smith VHB/Saccardi and Schiff**
- Preliminary Issues and Opportunities **David Smith VHB/Saccardi and Schiff**
- Turning Point Presentation **CJ Hoss VHB/Saccardi and Schiff**
- Q & A/Next Steps **David Smith VHB/Saccardi and Schiff**



Notes:

Comments can be forwarded to:

Dave Smith
c/o VHB/Saccardi & Schiff
445 Hamilton Avenue, Suite 404
White Plains, NY 10601
davidsmith@vhb.com

Doug Moore ZBA Chair

1. Suggest creating two WC district classifications: Waterfront Commercial-Industrial and Waterfront Commercial-Recreational/Residential. There is a need to identify those Waterfront Commercial properties which are involved in or capable of larger scale or heavy marine industries and to preserve these properties for continued waterfront commercial activities. Because larger scale and heavier marine industry activities are currently allowed on all properties classified as WC, many in residential areas, pressure may be made in the future to further restrict WC activities. By creating a separate classification for heavier WC and residential WC uses, our WC commercial properties can be better protected.

150-11a WC-I Waterfront Commercial District - Industrial.

This district would typically be located in commercial districts or abutting other industrial WC activities. These waterfront commercial activities would represent larger-scale or heavy marine commercial activities typical of shipbuilding facilities, boat repair yards, commercial marinas offering a full range of services, boat storage facilities (both outside and inside) or other marine related manufacturing businesses. Such properties would not typically abut residential districts or WC-Recreational/Residential districts.

The approved uses should include all 17 current activities permitted in the existing WC District zoning code. The five Conditional uses would also apply to this district, but likely not to the WC- Recreational/Residential district. Special consideration should be given for conditional uses of the newly established WC-I District. Every effort should be made to preserve the heavy marine industry use and only allow the conditional uses as ancillary to the primary commercial marine uses. Existing WC-I facilities would be grandfathered in as WC-I.

150-11b WC-R Waterfront Commercial District – Recreational / Residential.

This district would typically be located in or abutting residential districts where the character of the area is residential in nature. The permitted marine activities would represent recreational and smaller-scale commercial marine operations compatible with the character of the neighboring properties.

Permitted uses. These are extracted from the more complete list for WC-I *with edits* which represent activities more appropriate for a residential neighborhood environment.

- 1) Public and private yacht clubs, *small-scale* marinas and docking facilities (*not offering a full range of commercial marina services and the number of boats berthed would be limited, e.g. 12?*).
- 2) Municipal parks and facilities.
- 3) Tour boats, charter and party fishing boats (*vessel size limit to be specified*).
- 4) Retail sale of equipment, goods, supplies, materials, tools and parts used in connection with boating and fishing *but only in relationship to a permitted use on the property in this district.*
- 5) Boating instruction schools.
- 6) Maritime museums.
- 7) *Small-scale fisheries operations (typical of independent baymen) involved in line or trap fishing, shell fishing, lobstering, or mariculture operations (vessel size limit to be specified). Upland facilities and operations to be subject to review and approval on a case by case basis by the planning board, HRC and ZBA, as appropriate.*
- 8) X? Aquaculture facilities, including fish rearing and fish release facilities – *may not be compatible with a residential neighborhood district. Again, Upland facilities and*

operations to be subject to review and approval on a case by case basis by the planning board, HRC and ZBA, as appropriate.

- 9) Gallery. [Added 11-19-1998 by L.L. No. 11-1998]
- 10) Studio. [Added 11-19-1998 by L.L. No. 11-1998]

2. Suggest expanding the WC (Residential/Recreational) district to include waterfront properties east of Fourth Street and south of the LIRR tracks to the foot of Fourth Street. The water fronting these properties is designated WC, but the waterfront properties are not (with the exception of a small spit of land forming the eastern shore of Widow's Hole). Nearly all of the waterfront properties on Greenport Harbor and on Stirling Basin are designated WC. However, there is a section of Stirling Basin properties along Sterling Street (6) and on Main Street (1) which are designated Residential and should also be designated WC-Recreational. These areas are all residential in nature and should *only* be designated WC if the new category of WC-Recreational/Residential is established. Otherwise, undesirable commercial development could occur in these districts.

3. Suggest abolishing the R-1 district classification in Greenport and bringing the R-1 and R-2 districts under a single R-2 designation. It is not clear in the current R-1 code whether the larger lot size and setback minimums are to preserve the single residence occupancy of larger lots which might have predominated in this district *or* whether this district had smaller lots which were deemed better suited for single residence occupancy. Historically, folklore suggests that this area was owned by one or several individuals and there was a desire to avoid "overpopulation" of these neighborhoods by limiting the residential unit density.

4. Additionally, the Village should consider creating a new district classification as "Cottage District". Some neighborhoods which typically have mostly small lots (50 foot wide and less) and small houses could be compatible with a higher density of housing. Such a district could allow smaller lots with smaller setbacks, reduced minimum sq. ft. building size, *but* with occupancy restricted to one single family dwelling unit (e.g. 4000 sq. ft. minimum lot, 50 x 80 or 40 x 100 foot lots, 10 foot side and 20 foot front and rear setbacks, 750 sq. ft. single occupancy house).

5. Greenport should establish a review procedure for approval of all lot subdivisions, regardless of size. Currently, there is no village code regulating property subdivision. Even for subdivisions which could create two or more legally conforming lots, there could be negative impacts on neighboring properties or on the Village resulting from a lot division.

Current allowed uses in Village Code for WC District:

§ 150-11 WC Waterfront Commercial District.

Editor's Note: See Ch. 139, Waterfront Consistency Review, for additional provisions.

[Amended 8-13-1981 by L.L. No. 5-1981; 4-10-1978 by L.L. No. 2-1978; 6-19-1979 by L.L. No. 2-1979; 8-21-1986 by L.L. No. 3-1986; 5-26-1988 by L.L. No. 2-1988; 5-23-1991 by L.L. No. 1-1991; 8-12-1993 by L.L. No. 5-1993; 5-16-1996 by L.L. No. 3-1996; 5-16-1996 by L.L. No. 2-1996]

The objective of this district is to preserve, maintain and encourage water-dependent uses that have traditionally been associated with the Village of Greenport waterfront and to accommodate water-enhanced commercial uses that are compatible with water-dependent uses. In the Waterfront Commercial District, no building or premises shall be used and no building or part of a building shall be erected or altered which is arranged, intended or designed to be used, in whole or in part, for any use except those listed below, and all such uses shall be subject to site plan approval in accordance with § 150-30 hereof:

A. Permitted uses.

- 1) Public and private yacht clubs, marinas and docking facilities.
- 2) Municipal parks and facilities.
- 3) Boat launching facilities.
- 4) Tour boats, commercial, charter and party fishing boats.
- 5) Boat sales, rental, service, repair and storage.
- 6) Shipbuilding yards including facilities for building, repairing and maintaining boat engines and other marine equipment.
- 7) Manufacture of items related or incidental to the operations associated with boat building.
- 8) Fish and shellfish processing plants.
- 9) Retail sale of equipment, goods, supplies, materials, tools and parts used in connection with boating and fishing.
- 10) Retail and wholesale of seafood products.
- 11) Retail fuel storage and sales solely for boats.
- 12) Boating instruction schools.
- 13) Oceanographic or marine-related scientific research and equipment manufacture and testing.
- 14) Maritime museums.
- 15) Aquaculture facilities, including fish rearing and fish release facilities.
- 16) Gallery. [Added 11-19-1998 by L.L. No. 11-1998]
- 17) Studio. [Added 11-19-1998 by L.L. No. 11-1998]

B. Conditional uses.

- 1) Motels and hotels which may include conference facilities.
- 2) Eating and drinking establishments.
- 3) Retail sale and manufacturing of retail products.
- 4) Marine-related business offices (except as provided for under permitted accessory uses) which handle matters principally related to the design, manufacture, service, storage, purchase, sale and lease of insurance of boats and related marine equipment; fishing and other marine harvesting; and fish processing.
- 5) Hospitals for human health care.



August 23, 2011 – DRAFT

To: File

From: Dave Smith

Village of Greenport Planning and Zoning Issues Checklist

The following is provided in response to comments raised previously by members of the Planning, Zoning and Historical Commissions. It is intended that this would be used as a basis for discussion as part of a follow up meeting with this group.

A portion of the northern section of the Village is zoned R-1 One Family Residential along with isolated areas along the east side of Sterling Basin and Sandy Point. Given existing lot sizes, rezoning to R-2 would not likely result in the creation of a significant number of non-conforming lots. This would provide the opportunity for the creation of additional residential units in the event existing units were converted from single family to two-family units.

Evaluate R-2 lot size requirements against existing lot sizes. While it appears that the majority of lots in the R-2 zone meet the area requirement there are other dimensional requirements, primarily related to lot width, which cause lots to be non-conforming.

Cottage zoning concept has been applied in a number of communities throughout the country as a means for providing a different housing product (building size typically between 700 and 975 s.f.). This could be applied as an overlay zoning concept although there would appear to be few areas substantial enough to accommodate this type of development (perhaps at the end of Webb Street or North Street Extension).

Under New York State Village Law the Village Board can authorize the use of clustering by the Planning Board in the event an application comes before the Board. As noted above, there appears to be limited land area available to take advantage of this technique.

The Village currently has no subdivision regulations, a role typically filled by the Planning Board. The purpose of the subdivision review is to ensure that there are properly platted lots which, to the extent practicable, meet the requirements of the zoning code. The determination of lot-count also provides some clarification to specific issues such as lot access and configuration (e.g., is the village comfortable with shared access and or flag lots?)

The Village currently has limited opportunities for promoting residential uses above first floor non-residential use in the Retail Commercial District. The ability to promote residential use in the downtown district is consistent with historical development patterns and Smart Growth planning trends. The ability to provide off street parking would need to be evaluated further, or consider the payment of a fee in lieu of parking to which the Village could use to expand parking resources. In some limited instances, there may be a need to consider in the W-C District this same opportunity for residential over retail (perhaps limited to the area between Main Street and 3rd).

Additional input from the Maritime Stakeholders group would be important to determining if there are additional uses that should be allowed within the W-C District or if there are other operational aspects of waterfront uses that could be better accommodated in the zoning code.

As part of the LWRP process a more detailed map could be prepared illustrating more clearly which properties are located in the Village's historic district.

A suggestion has been made, which has been included as part of the draft recommendations that any exterior improvement to a building in the historic district require a review by the Historic Preservation Commission. This would appear to be more in keeping with the intent of the Village's Historic Preservation ordinance.

A suggestion was made to expand the existing historic district to include the downtown commercial district. This would be a major policy consideration for the Village that needs to be discussed at the Village Board level. The process for establishing or expanding an existing historic district are contained in Section 76-4 of the Village Code. This process includes documentation of existing conditions, noticing of property owners and the holding of a public hearing before any decision is made.

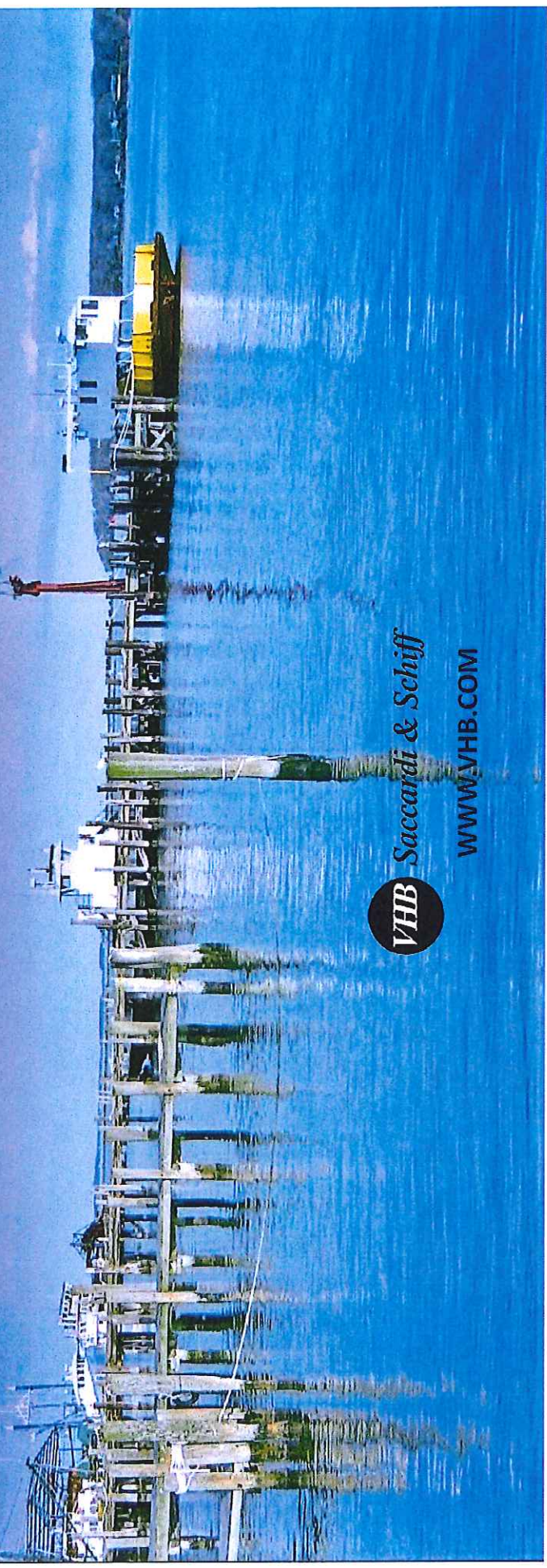


Village of Greenport
Local Waterfront Revitalization Program (LWRP)
and
Harbor Management Plan (HMP)
Updates

Interactive Polling Session
May 19, 2011



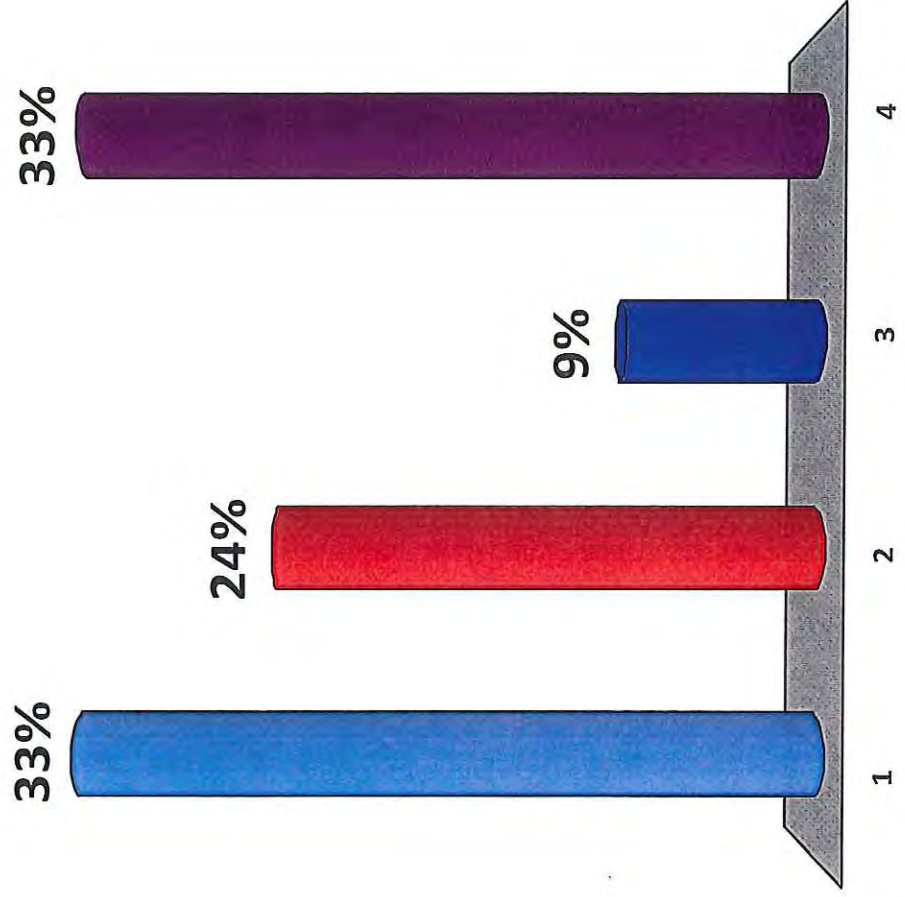
VHB Saccardi & Schiff
WWW.VHB.COM





What is your preferred method for catching bluefish?

1. Bunker
2. Shiner
3. Sandworms
4. Grenades



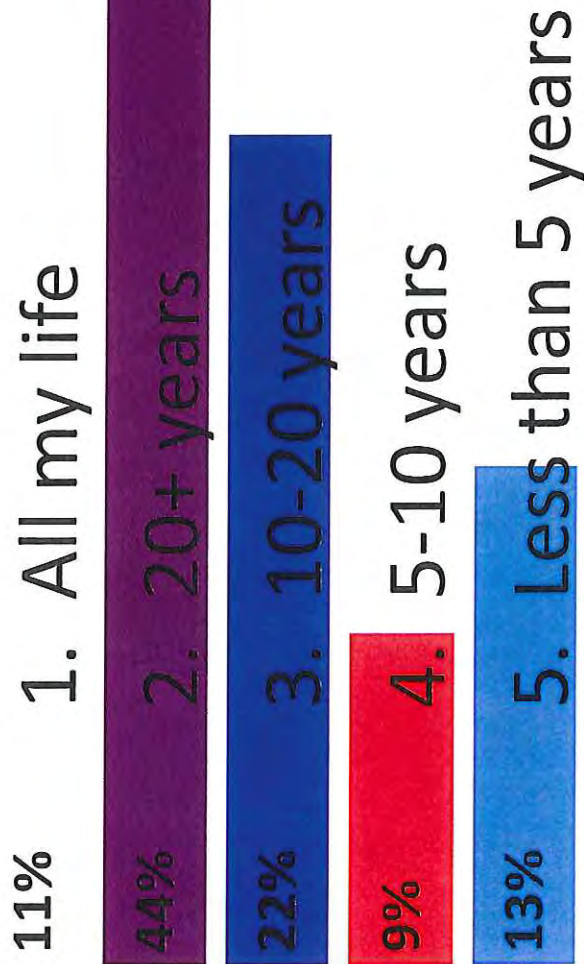


Saccardi&Schiff

Village of Greenport Local Waterfront
Revitalization Program & Harbor Management



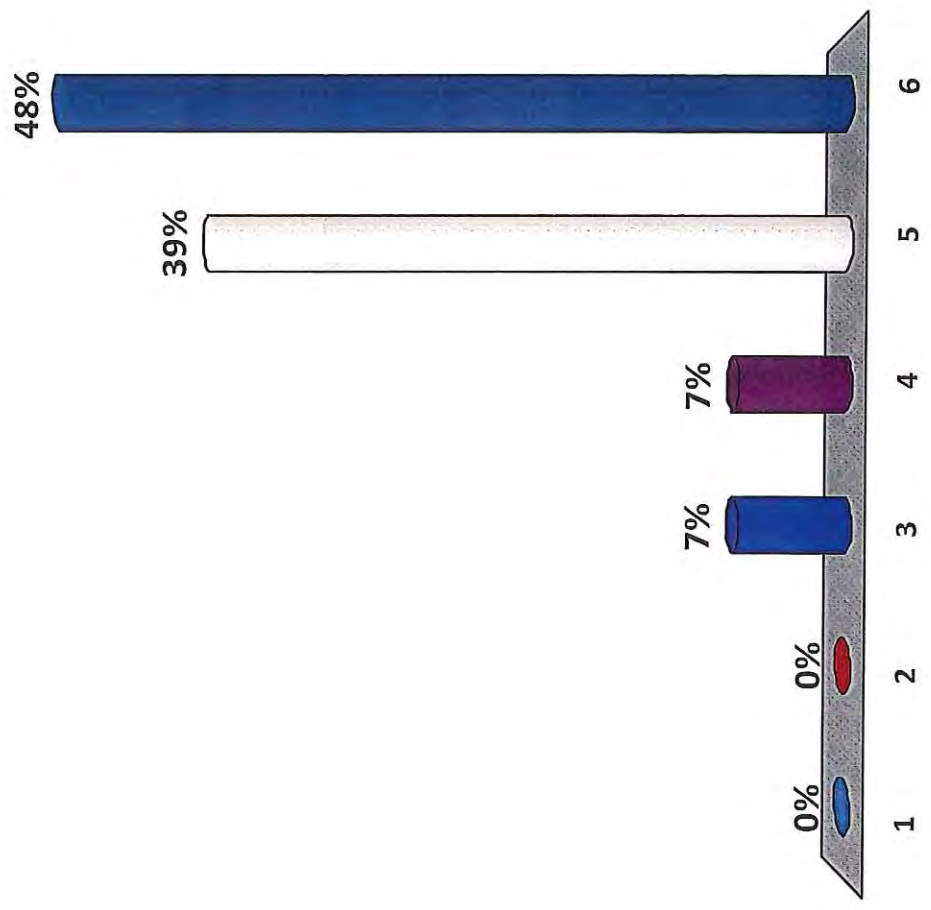
How long have you lived in the Village of Greenport?





How old are you?

- 1. 0-24
- 2. 25-34
- 3. 35-44
- 4. 45-54
- 5. 55-64
- 6. 65+





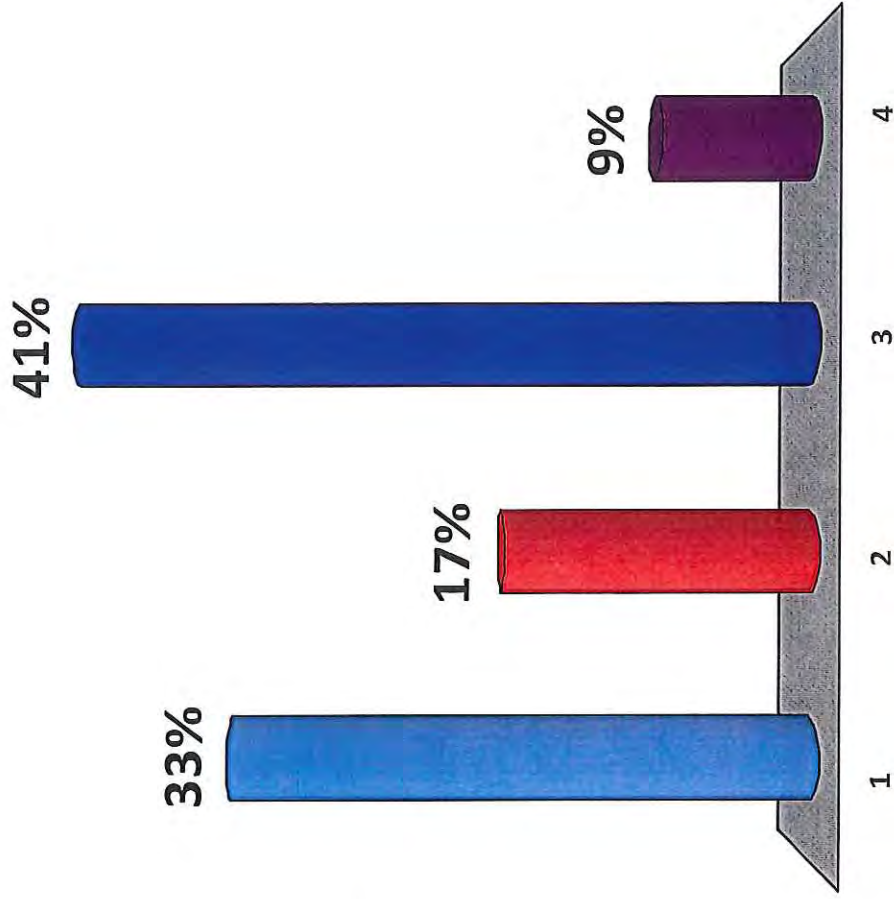
Saccardi & Schiff

Village of Greenport Local Waterfront
Revitalization Program & Harbor Management



Do you live and/or work in Greenport?

1. I work and live in the Village
2. I only work in the Village
3. I only live in the Village
4. I work and live outside of the Village

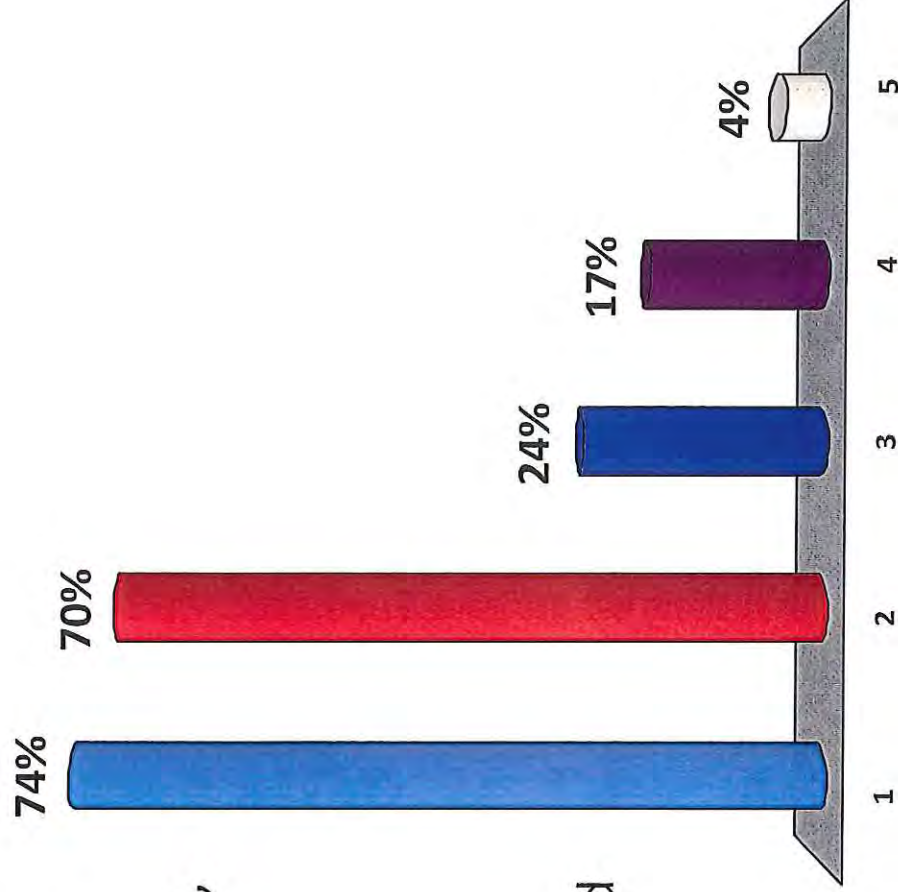




How do you currently interact with the waterfront?

(choose up to 4)

1. Recreation: Water dependent (boating, fishing, swimming, etc.)
2. Recreation: Water related (waterfront parks, walkways/trails, visual access)
3. Employment: Water dependent (boat repair, commercial fishing, marina, aquaculture, etc.)
4. Employment: Water related (downtown commercial associated with the waterfront, such as restaurants, marine supply, etc.)
5. None of the above





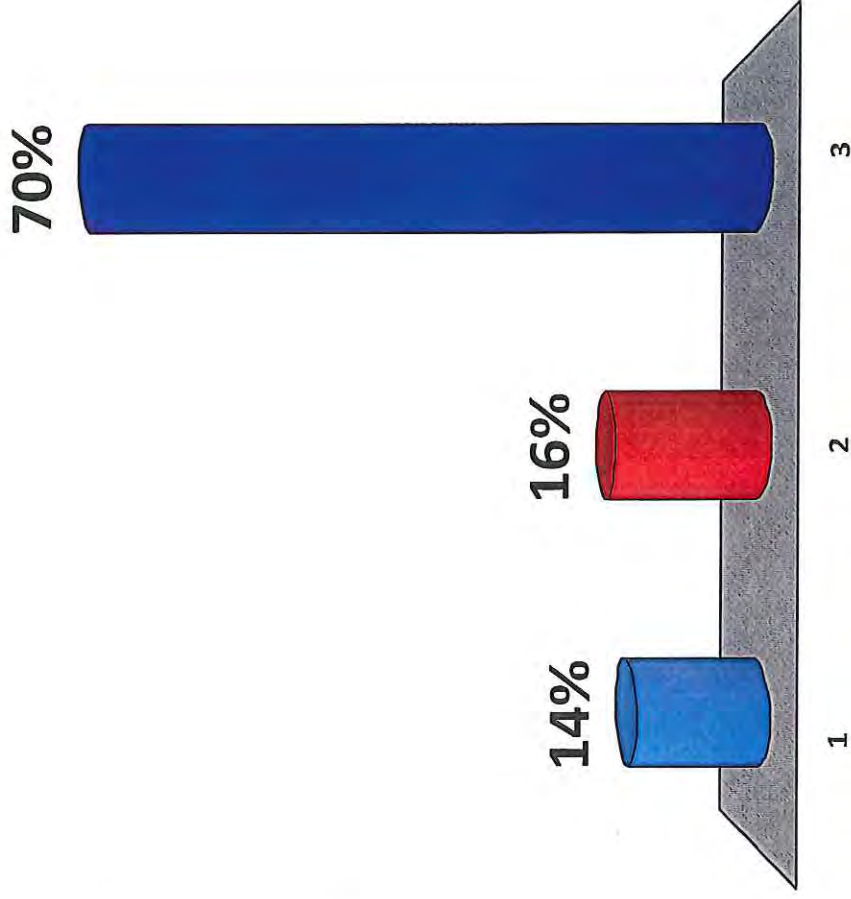
VHB Saccardi & Schiff

Village of Greenport Local Waterfront
Revitalization Program & Harbor Management



Does the Village contain a balanced mix of working waterfront and recreational/tourism activities?

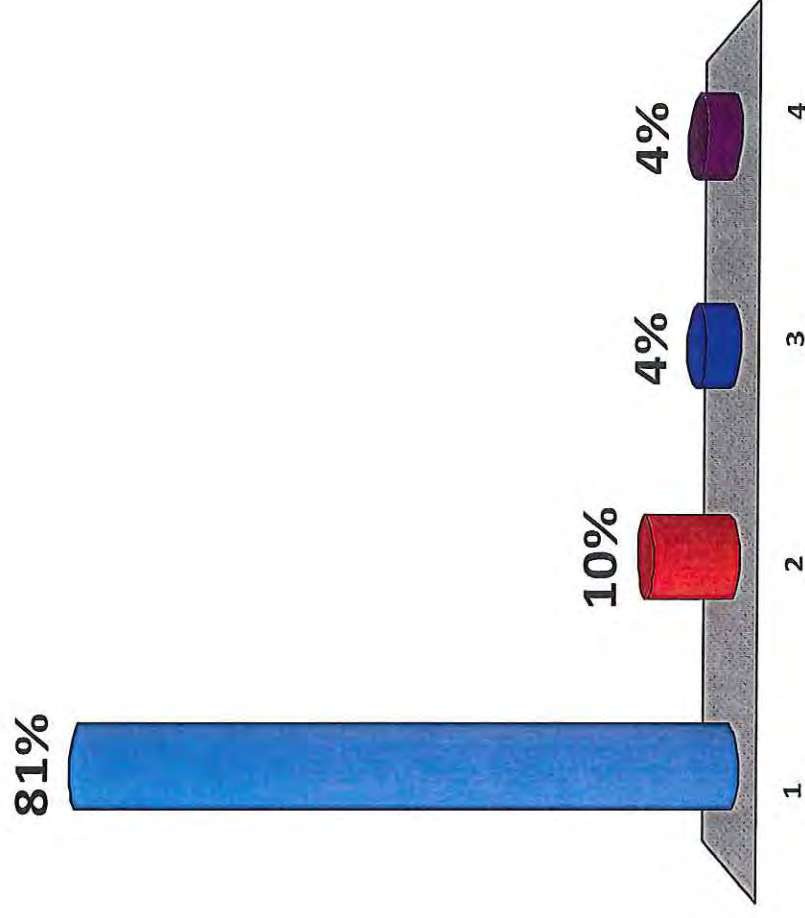
1. Yes
2. No, the Village needs more activities aimed at recreation/tourism
3. No, the Village needs more activities/ employment to enhance its working waterfront





How important is maintaining a working waterfront for Greenport's future?

1. Very Important
2. Somewhat Important
3. Neutral
4. Unimportant





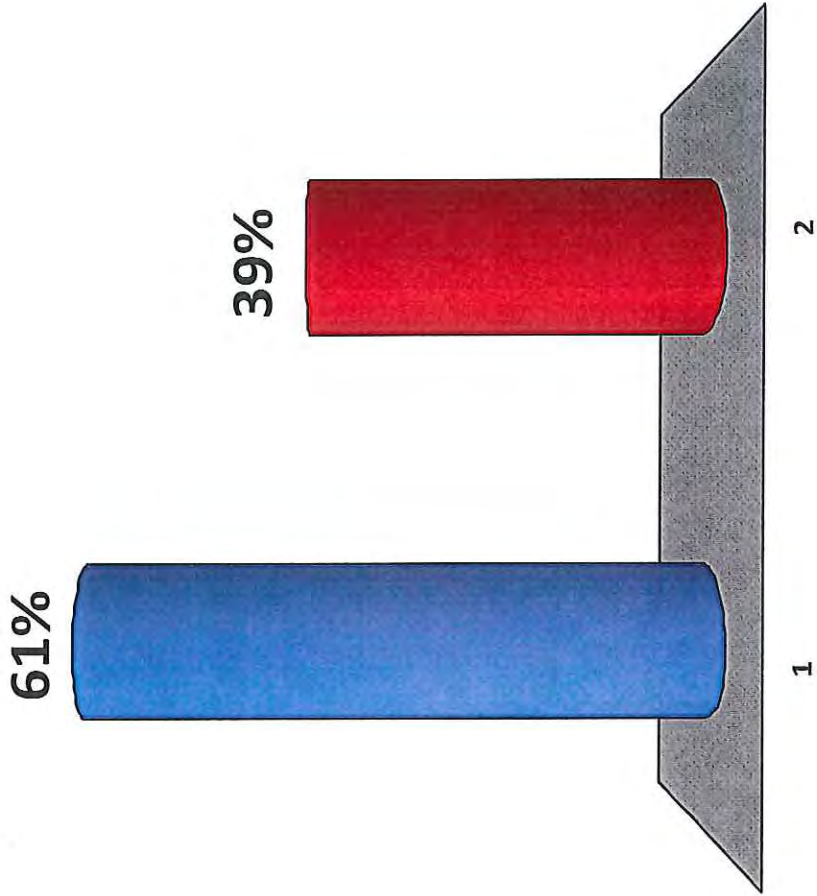
Saccardi & Schiff

Village of Greenport Local Waterfront
Revitalization Program & Harbor Management



Is there adequate public access to Greenport's waterfront?

- 1. Yes
- 2. No





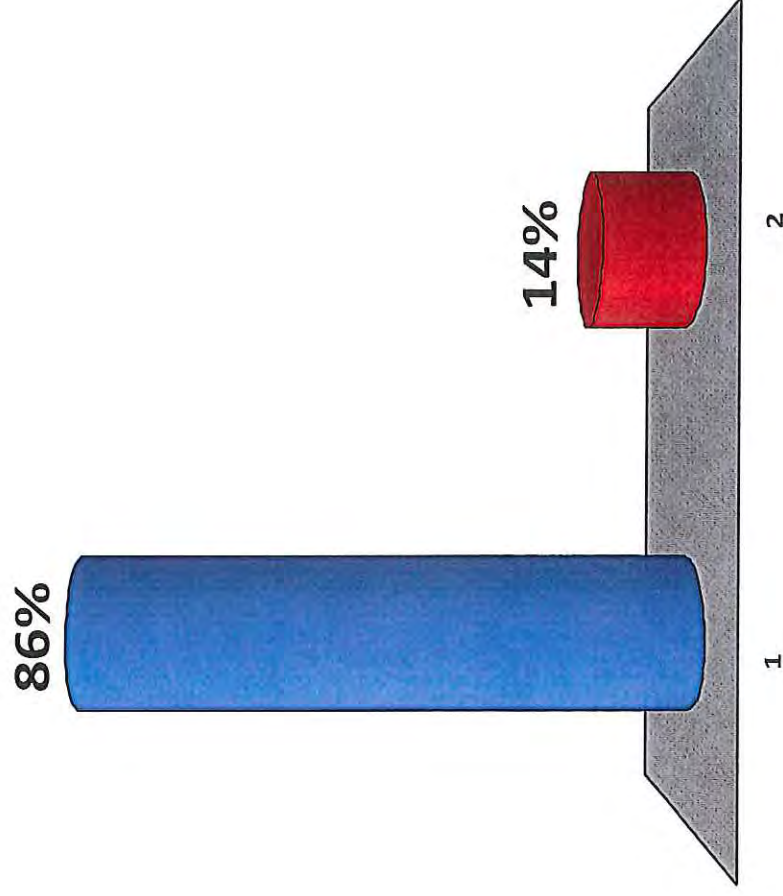
Saccardi & Schiff

Village of Greenport Local Waterfront
Revitalization Program & Harbor Management



Should there be better coordination (e.g., parking circulation) in the promotion of festivals and special events?

- 1. Yes
- 2. No





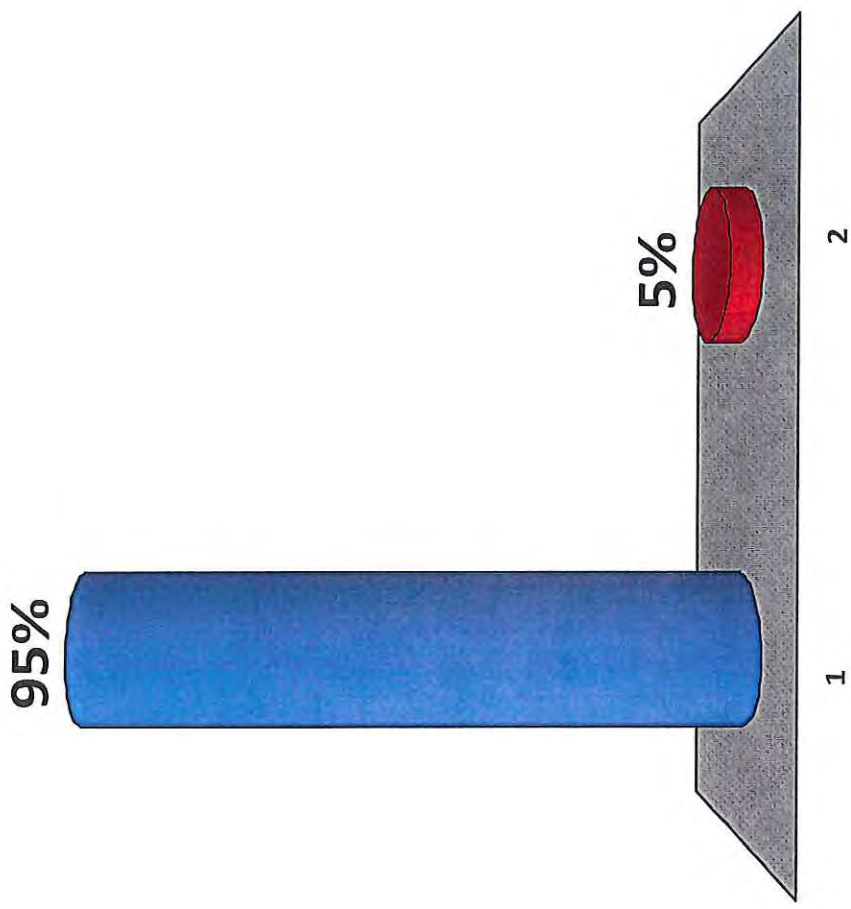
Saccardi & Schiff

Village of Greenport Local Waterfront
Revitalization Program & Harbor Management



Does aquaculture (e.g., oyster farming) have a future in Greenport?

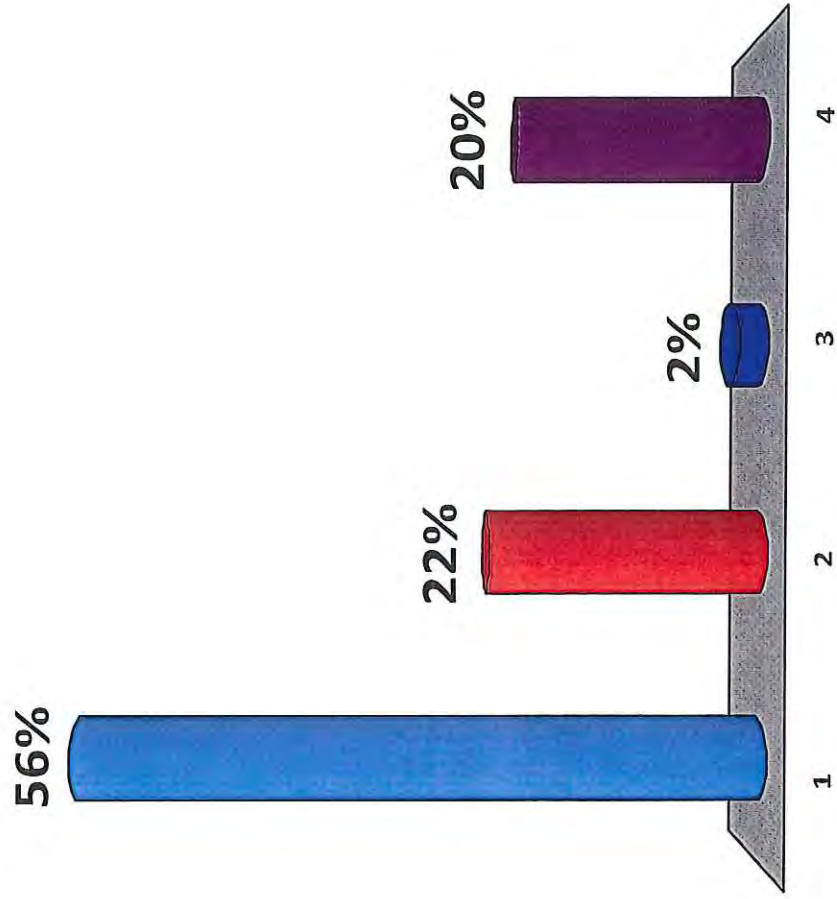
- 1. Yes
- 2. No





Is public parking in the Village conveniently located and appropriately identified?

1. Yes
2. No, existing signage is inadequate
3. No, the location of parking is inconvenient
4. Both 2. and 3.





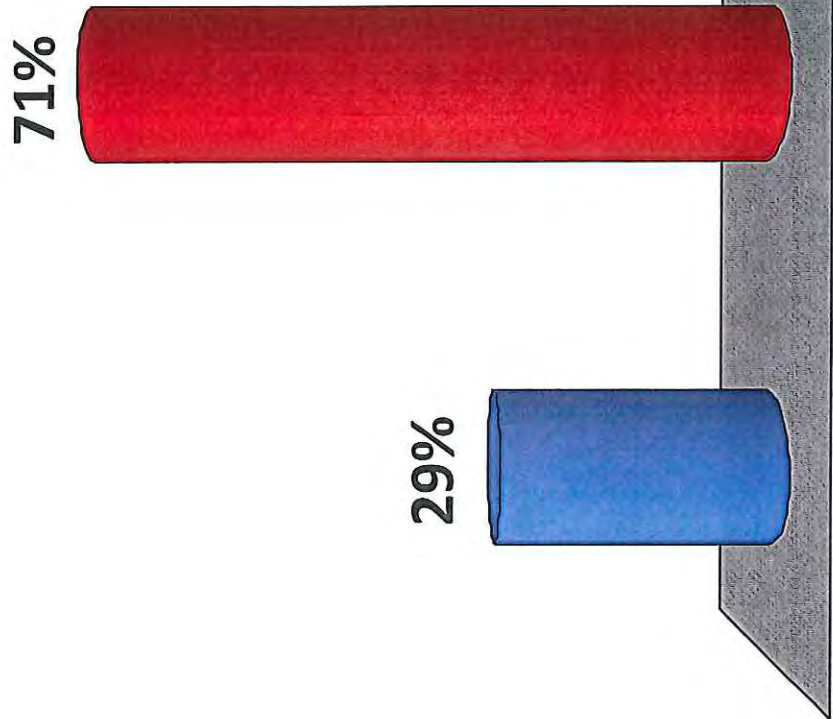
Saccardi & Schiff

Village of Greenport Local Waterfront
Revitalization Program & Harbor Management



Is there enough public parking in Greenport?

- 1. Yes
- 2. No



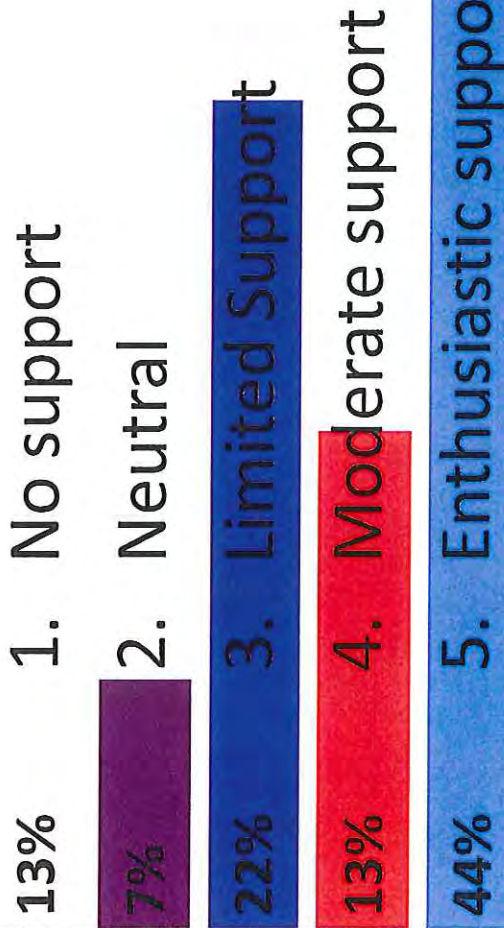


Saccardi & Schiff

Village of Greenport Local Waterfront
Revitalization Program & Harbor Management



Rate your level of support for residential above commercial uses to re-introduce a mixed-use environment in downtown Greenport?





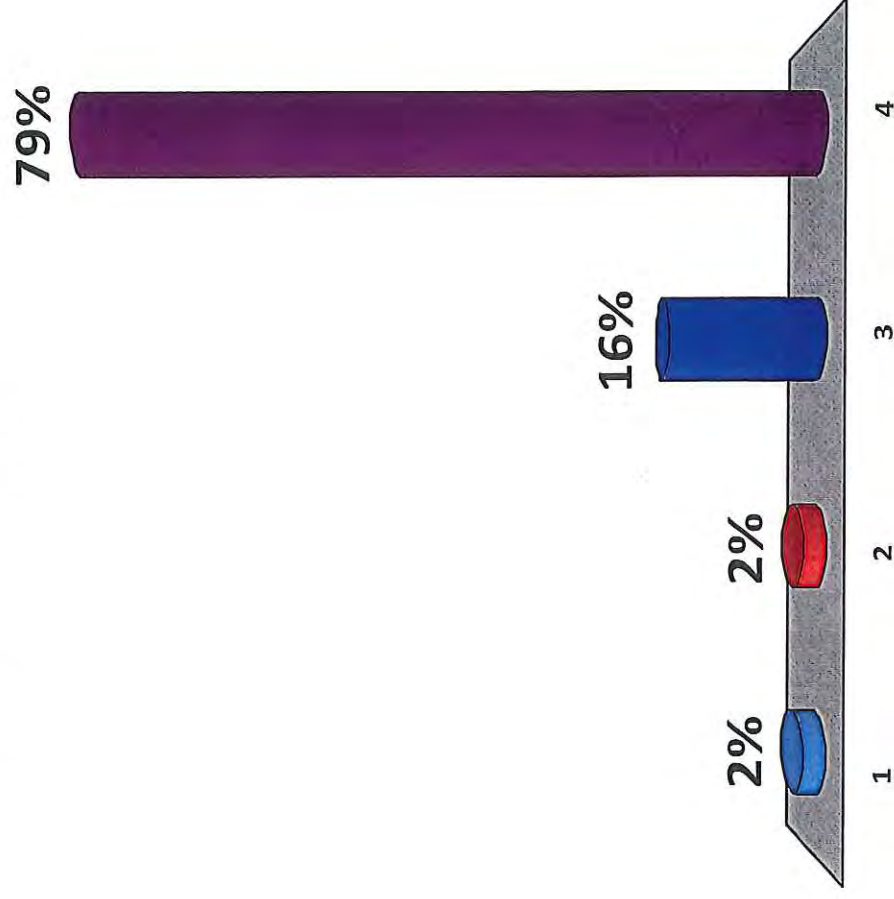
Saccardi & Schiff

Village of Greenport Local Waterfront
Revitalization Program & Harbor Management



How important is a thriving year round commercial district in Greenport?

1. Not important
2. Indifferent
3. Somewhat important
4. Very important





Saccardi&Schiff

Village of Greenport Local Waterfront
Revitalization Program & Harbor Management



How much of your shopping is done in Greenport?

- 0% 1. None of your shopping
- 12% 2. Very little of your shopping
- 49% 3. Some of your shopping
- 40% 4. Most of your shopping
- 0% 5. All of your shopping

**Selected Examples: Zoning Ordinance, Reports and
Preliminary Economic Analysis**

Clean Boatyard Action Plan Workbook

Before you begin this workbook take a moment to review the following definition to make sure your facility is eligible to participate in the program at this time. You qualify as a boatyard in the Clean Marina program if you are:

A boatyard is a facility that provides a repair or refinishing site for hull, mechanical or electrical work on vessels. This work may entail the use of resins, paints, lubricants, solvents or other hazardous materials and may require an air permit, industrial waste water permit or storm water permit for areas other than vehicular parking.

The *Clean Boatyard Workbook* has two (2) sections. The first section is a review performed by the boatyard owner/operator of facility operations and activities performed by the owner/operator, through the use of a checklist provided by the Florida Department of Environmental Protection. The checklist includes boatyard activities with associated *Best Management Practices (BMPs)*; efforts to communicate effectively the standards and procedures to all employees and agents; and, procedures for prompt and appropriate correction of any violations that may occur if corrective actions need to take place. Operations or activities that might not be present at your facility are marked (Optional) if activities are present, the category applies. Section 2 is a concise commitment statement by the boatyard describing steps which will be followed to achieve a Clean Boatyard Designation meeting program criteria grouped under Environmental Management, Water Quality and Services.

Forms in the workbook have been designed for you to indicate the dates criteria will be implemented and the approximate cost. This is intended to serve as an active planning tool for your use by treating each criterion as a task or goal to accomplish by dates you set.

This document must be retained before and after designation to serve as a record of your efforts to achieve designation and to keep your designation current. Good faith effort is demonstrated by active and continual progress in achieving the criteria of the program. **This will be especially important should your facility be inspected by regulatory agencies during your efforts to achieve designation.**

How To Complete the CBAP

There are six (6) columns as part of the *Clean Boatyard Action Plan (CBAP)*. The first states "If No, When". This gives you the opportunity to set the date to accomplish the desired task. If you have completed the task, then leave this column blank. If you have not completed the desired task then set yourself a reasonable time frame. The next column is the expected cost. Once again this is only if you have not accomplished this task but desire to do so. These columns are to help you budget and plan for the desired results. As shown below in red.

EMERGENCIES

1. Written Emergency Action Plan or "Panic" File On Site
2. Staff Trained for Emergencies
3. Boatyard Prepared for Spill

	If No, When	Cost	Required Points	Optional Total Points	Total
	11/99	0		10	
				10	
			10		
Total			10	20	

The 3rd column are "Required Points". These are required points as shown for CBAP Analysis (Page CMAP 15). Generally these points indicate that they are part of *Best Management Practices* with Federal or State laws or rules. Once you have accomplished this task fill out the space to the right (as shown below in red). The optional points are listed in the 5th column. You place those points to the right or the 6th column (as shown below). You will need to 60% of total optional points achieved in order to receive designation by the DEPARTMENT. The bottom row of each column is the area where you will add up all points in each "Total" column.

EMERGENCIES

1. Emergency "Panic" File On Site
2. Staff Trained for Emergencies
3. Boatyard Prepared for Fuel Spill

	If No, When	Cost	Required Points	Optional Total Points	Total
	11/99	0		10	10
				10	10
			10	10	
Total			10	10	20

Any questions in completing this form, call your DEP District Technical Staff (See page 145 of the manual) or call 850-245-2846.

Clean Boatyard Action Plan

SECTION 1

EMERGENCIES

1. Emergency Action Plan or "Panic" File on site.
2. Staff trained for emergencies/spill.
3. Boatyard prepared for spill.

	If No, When	Cost	Required Points	Total	Optional Points	Total
					20	
					20	
			20			
Total			20		40	

HURRICANE PREPAREDNESS

1. A written, site specific Hurricane Preparedness Plan is in place.
2. Review hurricane procedures annually with staff.
3. Acquaint subcontractors with plan.

	If No, When	Cost	Required Points	Total	Optional Points	Total
			20			
					10	
					10	
Total			20		20	

FIRE SAFETY

1. Fire extinguishers clearly marked and readily available throughout yard.
2. Written Fire safety procedure on site or completed in "Panic File".
3. Keep all ingress and egress clear of obstacles in case of fire.

	If No, When	Cost	Required Points	Total	Optional Points	Total
					20	
					10	
					10	
Total					40	

FUELING (Optional Service)

1. For deisel over water an approved Spill Prevention Control and Countermeasures Plan prepared according to Rule 62N-16.033, F.A.C. and Facility has spill prevention certification posted. Certificate of authorization #: _____

If N/A 10 pts.

- 2. Fuel spill addressed in Panic Preventer.
- 3. Personnel are supervising when customers are fueling.
- 4. Have customers avoid fuel discharges to the water by not allowing topping off.
- 5. Post signs for proper fueling.
- 6. Use absorbent materials at fuel dock.

	If No, When	Cost	Required Points	Total	Optional Points	Total
			10			
			10			
					10	
					10	
					10	
					10	
Total			20		40	

Aboveground and underground storage tanks (AST/UST) are regulated by State Statutes Chapter 62-761, and 62-762 respectively, and are overseen by local county agencies. In addition to the State rules, the county agencies may have rules that are more stringent than the State's rules.

STORAGE TANKS (Optional)

1. Storage tanks are registered with the State. Registration Number: _____

(Above ground >550 gallons and Underground < 110 gallons)

2. Facility with storage tanks in excess of ten thousand pounds of hazardous material, gas exceeding 1,500 gallons diesel exceeding 1,400 gallons, has filed EPCRA Tier II Reporting as of March 1st, of each year. *If N/A take 10 points.*

3. Registration placard properly displayed.

	If No, When	Cost	Required Points	Total	Optional Points	Total
			130			
			10			
			10			
Total			150			

NOTE: If you have a facility where the storage tanks have been closed down, please see the "Petroleum Control" section behind the Resources tab in this manual.

SOLID WASTE

1. Properly manage and dispose of all solid wastes.
2. Provide signage identifying waste disposal practices.
 - a. Post sign by (near) dumpsters instructing patrons NOT to place hazardous waste in dumpster and directing them to boatyard or nearest hazardous waste collection site.
 - b. Post sign by (near) dumpster instructing patrons not to place USED OIL , lead batteries, old gasoline, diesel IN dumpster and directing them to boatyard or nearest public used oil collection site.
3. Train boatyard staff in proper waste management.
4. Provide convenient trash disposal to boatyard patrons.
5. Provide recycling facilities to boatyard patrons.
6. Pick up litter at least twice a day.
7. Organize or participate in shoreline cleanup along the surface body water at boatyard.

If No, When	Cost	Required Points	Total	Optional Points	Total
		10			
				10	
				10	
				10	
				10	
				10	
				10	
				10	
				10	
Total		10		80	

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LIQUID WASTE (Optional)

	If No, When	Cost	Required Points	Optional Total Points	Total
1. Waste storage containers and tanks are in adequately sized containment structure with a roof to keep rainwater from filling the impervious containment structure. Required for used oil.				10	
2. If no roof over secondary containment, any drain valves are kept closed and the facility has proper written protocol for removal of the industrial waste water from the structure.				10	
3. Provide adequate space for SQG container inspections.				10	
4. Liquid waste containment kept locked except when a facility employee is available to monitor waste segregation				10	
5. Educate staff and patrons with proper signage				10	
6. Train staff about proper management and disposal of all liquid waste and response to spills.				20	
7. Insert language in tenant/subcontractor agreement for proper liquid waste disposal				10	
8. Spill Contingency Plan for other than fuel.				10	
9. Spill control materials and empty containers available for clean up.				10	
10. All containers are are closed and clearly marked and labeled as to their contents.				10	
11. Signs posted that indicate wastes only be put in storage under the supervision of facility personnel.				10	
12. Inform repair contractors as to your boat yard's management/disposal on liquid waste storage.				10	
Total				130	

If you generate between 220 and 2,200 pounds of hazardous waste each month you are a small quantity generator of hazardous waste (SQG) and you have additional management standards. The following questions will use the abbreviation SQG to distinguish between facilities that generates less than 220 pounds of hazardous waste a month and are conditionally exempt (CESQG) from full regulation. In order to determine your actual generation status, you must consider ALL hazardous wastes generated at your facility. Here is a list of typical hazardous wastes generated at boatyards:

- Flamable parts cleaning solvents (flash point less than 140 F)
- Flamable/toxic paint related solvents
- Paint chips (must determine whether these are toxic by testing or knowledge)
- Waste Antifreeze (need waste determination if not recycled on-site)
- Mercury containing bilge pump switches and fluorescent light bulbs
- Signal Flares that are past their useful shelf life
- Used Batteries (do not count these if they are recycled)
- Used fuel filters & waste gasoline (do not count these if they are recycled)

HAZARDOUS WASTE

	If No, When	Cost	Required Points	Total	Optional Points	Total
1. Procedures in place for the proper management and disposal of hazardous wastes generated.			10			
2. Maintain records of hazardous waste recycling and disposal at the facility for a minimum of three (3) years.			10			
3. Facilities with storage tanks in excess of ten thousand pounds of hazardous materials (inc. gas & diesel) has filed EPCRA Tier II Reporting as of March 1st each year. <i>If N/A take 10 points</i>			10			
4. Use environmentally friendly products.					10	
5. Provide spill control material and empty container for clean up.					10	
6. Use snap top funnels that automatically close.					10	
7. Recycle solvents.					10	
8. Contract with an approved Hazardous Waste Disposal Site.			10			
9. Determined which waste streams are hazardous			10			
10. Determine quantity of hazardous waste generated.			10			
11. Provide for the convenient disposal of hazardous waste by your patrons.					10*	

Any CESQG that accumulates more than 2,200 lbs (over 5-55 gal drums) of haz. waste becomes an SQG and is regulated as such. If you are a SQG include the items listed below:

12. All containers clearly marked or labeled as to their contents.			10*			
13. Container marked with the appropriate accumulations start date if SQG.			10*			
14. Boatyard has EPA ID number			10*			
15. Emergency phone numbers posted in all appropriate areas.			10*			
16. Appropriate boatyard personnel trained on proper hazardous waste management.			10*			
17. Designated Emergency Coordinator.			10*			
18. Segregate incompatible wastes.			10*			
19. Provide adequate aisle space for SQG container inspections.			10*			
20. Fire Department and Police are familiar with potential emergencies that may occur.			10*			
21. Boatyard operates to minimize the possibility of fire, explosions or non-sudden release of hazardous waste.			10*			
Total			160		50	

*** Required points if Small Quantity Generator**

ENGINE MAINTENANCE/REPAIR (Optional)

1. Engine repairs done inside over an impervious surface.
2. Mechanics are trained to respond to accidental spills and other emergency situations.
3. Emergency phone numbers posted by the telephone.
* Required if Small Quantity Generator
4. Spill response equipment and absorbent materials are available.
* Required if Small Quantity Generator
5. Parts cleaning units containing solvents are kept closed except during use.
6. "NO SMOKING" signs posted near flammable products.
7. Flammable parts cleaning solvent recycled: by tolling agreement with a recycling service/contractor or recycling on site.
8. Corrosive carburetor cleaner properly managed /disposed of as hazardous waste. *If N/A give 10 points.*
9. Solvent soaked and oily rags recycled by an industrial laundry service or disposed as hazardous waste.
10. Records of hazardous waste recycling (waste antifreeze, spent parts washer, solvent soaked rags) and disposal maintained for 3 years.
11. Metal shavings and scraps from metal working and grinding are recycled as scrap metal.
12. Prevent engine maintenance/repair materials/waste from being poured down floor drains, sinks or outdoor stormdrains.

	If No, When	Required Cost	Required Points	Optional Total Points	Total
				10	
				10	
				10*	
				10*	
				10	
			10		
			10		
			10		
			10		
			10		
			10		
			10		
			10		
			10		
			10		
			10		
			10		
			10		
			10		
			10		
			10		
			10		
Total			70	50	

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PAINTING (Optional)

	If No, When	Cost	Required Points Total	Optional Points Total
1. Boatyard employs best management practices to minimize or eliminate emissions to the environment.				10
2. Provide a labeled closed container for ignitable paint waste.			10	
3. Prohibit spray painting during windy conditions which render containment ineffective.				10
4. Mix paints and solvents in designated area.				10
5. Have absorbents and other cleanup items readily available for immediate cleanup.				10
6. Allow empty paints cans to dry before disposal.			10	
7. Keep paint and paint thinner away from traffic areas to avoid spills.				10
8. Recycle paint, paint thinner and solvents.				10
9. Employees trained on proper painting and spraying techniques.				10
10. Properly manage solvent paint waste as hazardous waste.			20	
11. Store paint and solvents in fire proof cabinet (room).			10	
12. Maintain records of hazardous waste disposal for a minimum of three years.			10	
13. Provide a fire proof container for rags contaminated with solvents.			10	
14. Solvent soaked rags are recycled by an industrial laundry service or disposed of as hazardous waste.			10	
15. Solvents used for spray gun cleaning are directed into a container for disposal rather than directed into the air. The container is immediately closed and labeled, or the waste is immediately poured into a labeled paint waste container that will be closed.			10	
16. Small quantity generator conducts and documents weekly container inspections <i>If N/A give 10 points</i>			10*	
17. Boatyard has air permit. <i>If N/A take 20 points</i>			20	
18. Hazardous waste determination conducted for paint filters (potential to contain heavy metals) and proper disposal. <i>If N/A take 10 points.</i>			10	
Total			130	70

STORMWATER MANAGEMENT

1. Boatyard has a National Pollution Discharge Elimination System (NPDES) stormwater permit and a SWPPP. *If N/A 20 pts.*
2. Boatyard has a stormwater management system in place.
3. Boatyard uses stormwater management procedures to reduce the concentration of pollutants entering surface waters (ex: brick pavers, vegetation, buffers, sloped areas).
4. Stormwater sampling and records keeping are on schedule. *If N/A take 10 points.*

	If No, When	Cost	Required Points	Total	Optional Points	Total
			20			
			10			
					10	
			10			
Total			40		10	

LANDSCAPING FOR STORMWATER

1. Use landscaping techniques that reduce stormwater pollutants.
2. Practice xeriscaping or comply with city or county landscaping requirements.
3. Follow manufacturers instructions for fertilizers and pesticides. *If N/A give 10 points*
4. Compost.

	If No, When	Cost	Required Points	Total	Optional Points	Total
					10	
					10	
			10			
					10	
Total			10		30	

**USED PETROLEUM PRODUCTS
(Optional)**

1. Used oil is placed in closed containers, drums or tanks labeled "USED OIL".
2. Used oil containers are stored inside or otherwise protected from the weather.
3. Used oil containers are double-walled or stored on an oil-impermeable surface with secondary containment capable of holding 110% of the largest container.
4. If no roof over secondary containment, any drain valves are kept closed and facility has written protocol for removal of the industrial wastewater from the structure.
5. Used oil filters thoroughly drained and placed in containers labeled "USED OIL FILTERS".
6. Used oil and used oil filters sent to a permitted facility for recycling and records maintained at facility.
7. Facility uses Florida registered used oil transporter.

	If No, When	Cost	Required Points	Total	Optional Points	Total
			10			
			10			
			10			
					10	
			10			
			10			
			10			
Total			60		10	

**USED ANTIFREEZE WASTE
(Optional)**

1. Provide convenient collection for recycling and disposal of used antifreeze.
2. Used antifreeze in labeled containers.
3. Used antifreeze recycled on-site or sent to a permitted facility for recycling.

	If No, When	Cost	Required Points	Total	Optional Points	Total
					10	
			10			
			10			
Total			20		10	

SOILED RAGS (Optional)

1. Soiled rags stored in fire proof, labeled containers until laundered or disposed.
2. Recycle soiled cloth rags with a permitted industrial laundry service.

	If No, When	Cost	Required Points	Total	Optional Points	Total
			10			
					10	
Total			10		10	

BATTERY MANAGEMENT (Optional)

1. Used batteries stored with caps closed, on an impervious surface and protected from the weather.
2. Used batteries sent off-site for recycling.
3. Records of proper battery disposal or recycling are maintained on-site.

	If No, When	Cost	Required		Optional	
			Points	Total	Points	Total
			10			
			10			
			10			
Total			30			

REFRIGERANTS (Optional)

1. Provide convenient collection for recycling and disposal of used refrigerants.
2. Used refrigerant in labeled containers.
3. Used refrigerants sent to a permitted facility for recycling.

	If No, When	Cost	Required		Optional	
			Points	Total	Points	Total
			10			
			10			
			10			
Total			30			

MERCURY LAMPS/BILGES (Optional)

1. Recycle discarded fluorescent and HID lamps used in the boatyard.
2. Educate boaters about the proper disposal of fluorescent HID lamps and bilge switches.
3. Encourage boaters to recycle bilge switches.

	If No, When	Cost	Required		Optional	
			Points	Total	Points	Total
			10			
					10	
					20	
Total			10		30	

BOAT CLEANING

1. Prohibit the use of cleansers that contain ammonia, petroleum distillates, sodium hypochlorite or chlorinated solvents.
2. Use cleaning methods that prevent the release of pollutants to surface waters.
3. Post signs or displays to promote proper boat cleaning methods.
4. Bilges are checked and contents disposed of properly before drain plug is pulled. If vessel has through-hull discharge, bilges are checked to ensure that no oily water or industrial wastewater will be discharged to surface waters.
5. Prohibit cleaning and scraping of hull bottoms, including barnacle scraping of running gear while vessels are in the water.
6. Use filtration in drains to remove visible solids and pollutants.

	If No, When	Cost	Required Points	Total	Optional Points	Total
					10	
			10			
					10	
					10	
					10	
					10	
Total			10		50	

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PRESSURE WASHING (New)

1. If facility has a closed loop pressure-washing system, facility has contacted their District DEP Clean Marina staff to determine if a "Permit to Operate A Non-Discharging/Closed Loop Recycle System" is required. If no permit is required facility shows compliance with proper good maintenance habits by maintaining records of proper filter and sludge disposal from pressure-washing activities by a licensed, industrial waste hauler. *If N/A take 20 points.*
2. If facility has filtration, chemical treatment discharge to sewer system, facility has obtained permission and shows compliance with pretreatment standards, if any, of the public/private owned treatment works (POTW). *If N/A take 20 points.*
3. If facility has surface water, discharges, facility shows compliance with regulations under Chapter 62-620, f.A.C., and has obtained a State of Florida, Industrial Wastewater Facility Permit. *If N/A take 20 points.*
4. If facility has ground water discharges, facility has shown compliance with regulations under Chapter 62-522, F.A.C., and Chapter 62-520, F.A.C., and has obtained a State of Florida Industrial Wastewater Facility Permit, or has letter of exemption. *If N/A take 20 points.*
5. Facility has designated pressure-washing area.
6. Facility's pressure-washing area implements berms and/or sloped pads to contain foulants and visible industrial water.

	If No, When	Cost	Required Points	Optional Points	Total
			20		
			20		
			20		
			20		
				10	
				10	
Total			80	20	

PAINT REMOVAL (Optional)

1. Outdoor hull maintenance area has hard, impervious surface or uses tarps or other methods to collect paint.
2. Use dustless vacuum sanding or alternative mechanical or gel/paint peeling machine.
3. Perform paint removal indoors.
4. Cover drains, trenches and drainage channels to prevent entry of sanding debris to the stormwater system.
5. Clearly designate hull scraping and sanding areas.
6. Clearly designate receptacles to receive sandings and paint chips.
7. Promptly contain spent abrasives for proper disposal.
8. Staff, subcontractors and do-it-yourselfers are required to clean up their work areas after they perform hull maintenance.
9. Periodically sweep impervious surfaces on a routine, scheduled basis.

	If No, When	Required Cost	Required Points	Optional Total Points	Total
			10		
				20	
				10	
				10	
				10	
				10	
		10			
				10	
				10	
Total			20	80	

SANDBLASTING (Optional)

1. Train staff, subcontractors and do-it-yourselfers to use appropriate method to remove paint.
2. When sandblasting, use "reasonable and adequate" measures to contain and sandblasting waste.
If N/A give 10 points.
3. Cover drains, trenches and drainage channels to prevent entry of blasting debris to the stormwater system.
4. All waste from blasting or sanding over water is captured and contained for proper disposal.
5. Clearly designate sandblasting area
6. Clearly designate receptacles to receive sandblasting waste.
7. Staff, subcontractors and do-it-yourselfers are required to clean up their work areas after they perform hull maintenance.
8. Periodically sweep impervious surfaces on a routine, scheduled basis.

	If No, When	Required Cost	Required Points	Optional Total Points	Total
				10	
			10		
				10	
			20		
				10	
				10	
				10	
				10	
Total			30	60	

PAINT CHIPS, DUST & SLUDGE (Optional)

1. Use documentation, boat history or product knowledge to determine toxic free used paint chips, dust or sludge.
2. Unknown and toxic paint chips, dust or sludge are disposed appropriately.

	If No, When	Cost	Required Points	Total	Optional Points	Total
			10			
			20			
Total			30			

USE OF TBT PAINTS (Optional)

1. Facility which uses TBT (Tributyl Tin) paints, has a State of Florida, Department of Agriculture applicator's permit to apply restricted-use paint.
2. Facility properly maintains records for a minimum of two (2) years for the application of restricted-use pesticide paints.
3. Facility which sells TBT paint, has a State of Florida, Department of Agriculture dealer's license.
If N/A take 10 points.
4. Facility properly maintains records for a minimum of two (2) years for the selling, distributing, etc. of restricted-use pesticide paints.
If N/A take 10 points.
5. Facility uses dustless vacuum sanding machines to capture sanding debris.
6. Facility performs preparation and application of TBT paints over impervious surfaces, tarps or plastic.
7. Employees who handle restricted-use pesticides are trained for proper use and disposal.

	If No, When	Cost	Required Points	Total	Optional Points	Total
			10			
			10			
			10			
			10			
					10	
					10	
					10	
Total			40		30	

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**SAMPLE
Storm Water Pollution
Prevention Plan**

Magerr's Marina

September 15, 2000

The best management practices included in this sample SWPPP are just examples. Your plan may need to include other requirements.

LIST OF TABLES

		Page
1	Characteristics of Storm Water Drainage	3-5
2	Significant Materials Used at Magerr's Marina	4-3
3	Locations of Potential Sources of Storm Water Contamination	4-4
4	Implementation Schedule	7-2
5	BMP Implementation Schedule	7-3

LIST OF FIGURES

		Page
1	Facility Location	3-2
2	Site Map with Drainage Areas and Storm Water Flow (Prior to BMP Implementation)	3
3	Site Map with Structural BMPs	5-2

1.2

SWPPP Content

This SWPPP includes all of the following:

Identification of the SWPPP coordinator with a description of this person's duties;

- Identification of the SWPPP implementation team members;

Description of the facility including information regarding the facility's location and activities as well as a site description, three maps, and a summary of the storm water drainage system;

Identification of potential storm water contaminants;

Description of storm water management controls and various Best Management Practices (BMPs) necessary to reduce pollutants in storm water discharge;

Description of the facility monitoring plan; and a

Description of the implementation schedule and provisions for amendment of the plan.

3.0 FACILITY DESCRIPTION

3.1 Facility Location

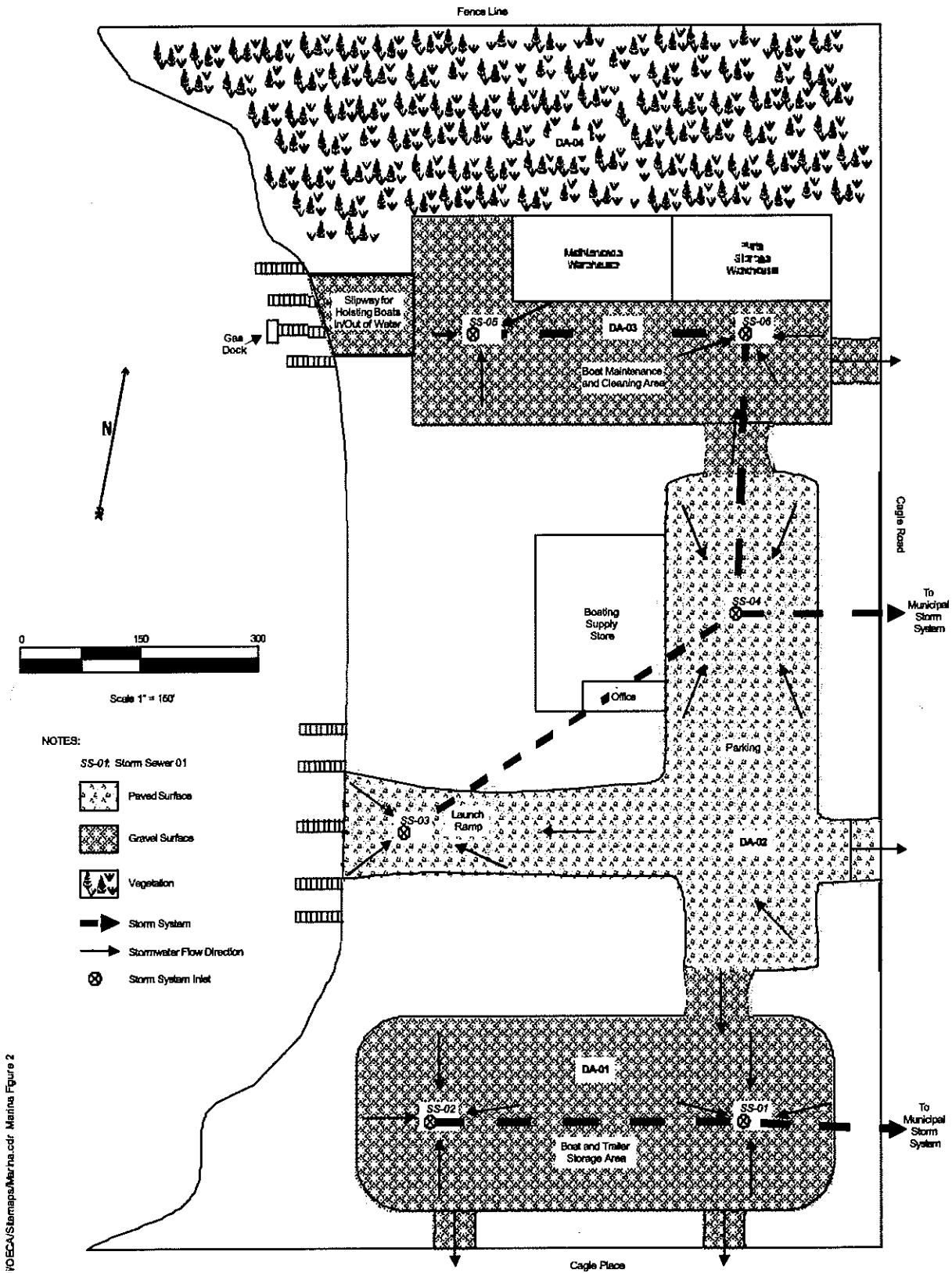
Magerr's Marina is located at 8200 Cagle Road in Oxon Hill, Maryland. Figure 1 presents a map showing the location of the site. The facility is a 25.6-acre parcel located in Section 30, Township 7N, Range 21 East. The facility is bound to the east by Cagle Road, to the south by Cagle Place, to the north by residential property, and to the west by the Potomac River.

3.2 Site Activities

Magerr's Marina consists of a boat and trailer storage area, a boat maintenance and cleaning area, a maintenance warehouse, a parts storage warehouse, a boat launch ramp, a gas station, a boating supply store, and an office building. Based on site activities, Magerr's Marina falls under the Standard Industrial Classification code of 4493. Typically, the facility operates 16 hours per day, 7 days per week, and maintains a staff of approximately 18 people.

3.3 Site Description

The total area of the site is approximately 25.6 acres and approximately 4.7 acres, or 19 percent, is impervious (i.e., pavement, buildings). The remainder of the site consists of a 3.1-acre compacted gravel boat and trailer storage area, a 2.6-acre compacted gravel boat maintenance and cleaning area, a 4.0-acre undeveloped wooded area, plus approximately 11.2 acres of miscellaneous unpaved roadways and undeveloped areas. Six storm drains are located throughout the property. Figure 2 is a facility layout map showing the major site features and the locations of the storm drains.



I:\HW\DECA\Stamps\Martha.cdr: Marina Figure 2

Figure 2. Site Map with Drainage Areas and Storm Water Flow (Prior to BMP Implementation)

**Table 1
Characteristics of Storm Water Drainage**

Drainage Area⁽¹⁾	Storm water Flow Description	Total Size (sq. feet)	Impervious Surface Area (sq. feet)	Runoff Coefficient⁽²⁾	Drainage Discharge Point
DA-01	Boat and Trailer Storage Area: Overland flow across the compacted gravel area to storm inlets SS-01 and SS-02.	135,000	0	Medium	Cabin Branch Creek
DA-02	Parking and Launch Ramp Area: Sheet flow across the paved area to storm inlets SS-03 and SS-04. All roof drains from the office building and hoating supply store discharge to storm inlet SS-04.	172,000	172,000	High	Cabin Branch Creek
DA-03	Boat Maintenance and Cleaning Area: Sheet flow across the compacted gravel area to storm inlets SS-05 and SS-06. Sheet flow across the paved gas station to storm inlet SS-05. All roof drains from the maintenance warehouse and parts storage warehouse discharge to storm inlet SS-06.	114,000	0	Medium	Cabin Branch Creek
DA-04	Vegetated Area: All vegetated areas located north of the boat maintenance and cleaning area. Flow from this area does not leave the site as storm water run off.	173,000	0	Low	None

(1) See Figure 2 for drainage areas.

(2) Runoff Coefficient:

High: 70-100% impervious (example: asphalt, buildings, paved surfaces)

Medium: 40-70% impervious (example: packed soils)

Low: 0-40% impervious (example: grassy areas)

entering or exiting the river, by soil erosion, and by fish waste and trash accumulated by boaters. These contaminants may contain chlorinated hydrocarbons, organophosphates, carbamates, arsenic, nitrogen, stoddard solvent, petroleum distillates, ethylene glycol, propylene glycol, copper, lead, zinc, oil & grease, cadmium, benzene, ethyl benzene, toluene, xylene, and MTBE.

Boat Maintenance and Cleaning Area: Maintenance, cleaning, and fueling activities take place in the boat maintenance and cleaning area. Storm water from this area can be potentially contaminated by fluids leaking from the boats during maintenance activities, wastewater from boat cleaning operations, and spills and leaks during fueling activities. These contaminants may contain benzene, toluene, MTBE, stoddard solvent, petroleum distillates, metal oxides, calcium carbonate, methylene chloride, tetrachloroethane, and perchloroethylene.

Table 3 presents site specific information regarding storm water pollution potential from each of these areas.

4.4 A Summary of Available Storm Water Sampling Data

Magerr's Marina has no available sampling data because sampling has not been conducted at the site to date.

(1) Data obtained from MSDSs when available.

5.0 STORM WATER MANAGEMENT CONTROLS

This section discusses the storm water management controls required by the permit and describes the management practices selected to address the areas of concern identified in Section 4 of this SWPPP.

5.1 Compliance with Other Programs

Storage of waste petroleum products and spent cleaning solvents complies with the requirements of the Resource Conservation and Recovery Act (RCRA). Under RCRA, Mager's Marina conducts weekly inspections of the area storing the fluids to verify placarding, storage times, and the integrity of storage containers. During the RCRA inspection, leaks or spills which may impact storm water are noted and cleaned immediately. Additionally, underground storage tanks (USTs) associated with the gas station comply with all UST regulations. The BMPs included in this SWPPP are also intended to prevent soil and ground water contamination which could also lead to a CERCLA enforcement action. Mager's Marina has also developed a Spill Prevention Control and Countermeasure (SPCC) Plan which includes BMPs for oil storage. The BMPs in the SPCC Plan prevent storm water contamination. Since these BMPs are included in the SPCC Plan, they are not included in this SWPPP.

5.2 Storm Water Management Practices

Upon reviewing the potential sources of storm water contamination at the facility and the facility operations, Mager's Marina prepared a list of planned Best Management Practices (BMPs). When implemented, these BMPs will control the potential discharge of pollutants in storm water runoff for each area of concern. Passive treatment BMPs were developed with a goal to remove 80% of all storm water pollutants. The list of BMPs was reviewed by the operations manager for applicability and feasibility. Figure 3 shows the structural BMPs that will be implemented to prevent storm water contamination.

DA-01

To prevent storm water impacts in the boat and trailer storage area (DA-01), the following BMPs will be implemented:

- As of the date of this plan, Magerr's Marina will inspect all entering boats and trailers for leaks. For those with leaking fluids, drip pans will be placed under the detected leaks in order to collect fluid that would previously have dripped on to the gravel and ultimately discharge into the Potomac River.
- As of the date of this plan, boats and trailers specifically stored in this area to await maintenance will not be stored for more than two weeks.
- Within 30 days of the date of this plan, absorbent oil socks will be placed on storm system inlets SS-01 and SS-02 as a secondary preventative measure should the drip pans fail to contain all the leaking fluids.
- Within in one year of the date of this plan, the boat and trailer storage area will be paved and curbing will be placed along the perimeter to provide for better containment and cleanup of leaking fluids.

DA-02

To prevent storm water contamination in the parking lot and launch ramp area (DA-02), the following BMPs will be implemented:

- Within 30 days of the date of this plan, Magerr's Marina will place absorbent oil socks on storm system inlets SS-03 and SS-04. This will prevent fluids that leak from parked cars and boats on the launch ramp from entering the storm drains.
- Recycling bins will be constructed by the launch ramp within three months of the date of this plan to minimize solid wastes produced by boaters. These bins will be used to collect plastics, glass, aluminum,

contracted with a local vendor (Safe Solutions of Oxon Hill Maryland) to supply the parts washers and solvent. The vendor will remove accumulated oily sludge and solvent from the parts washer and transport the material off-site within ninety days to comply with the RCRA standards for a Large Quantity Generator (LQG). All parts washers will be stationed inside the maintenance warehouse.

- Within 30 days of the date of this plan, drip pans will be used at all times when painting.
- Within 30 days of the date of this plan, instead of using chemical strippers for hull maintenance and paint removal operations, mechanical sanders and scraping equipped with vacuums will be used to prevent the migration of debris and residue.
- Within 30 days of the date of this plan, during the handling of drums, storm system SS-05 will be covered to contain possible spills during clean up.
- Within 3 months of the date of this plan, fuel pump nozzles at the gas dock will be equipped with automatic back pressure shut-off to prevent overfilling of fuel tanks.

Within 3 months of the date of this plan, the underground storage tank (UST) storing fuel will be equipped with an overfill protection valve which restricts flow when the tank capacity reaches ninety percent.

Within 3 months of the date of this plan, the UST fill port will be equipped with a containment bucket with a minimum capacity of five gallons.

- Within 6 months of the date of this plan, a sump will be constructed on the slipway for hoisting boats into and out of the water. The sump will collect all runoff from pressure washing activities and material collected in the sump will be periodically transferred into 55-gallon drums for off-site disposal.
- Within 6 months of the date of this plan, the area will be sloped, paved, and curbed to contain all spilled fluids and wastewater.
- Within one year of the date of this plan, Magerr's Marina will construct a new fluid storage building and covered loading dock next to the maintenance warehouse to prevent storm water contamination from fluid handling and storage. These facilities will be constructed within

6.0 FACILITY MONITORING PLAN

Visual inspections of all storm system inlets will be made quarterly during dry weather conditions for evidence of non-storm water discharges. The visual inspection will be completed by an employee under the SWPPP Coordinators' direction. The dry weather inspections will verify the site is not discharging sanitary or process water to storm system. Information recorded on the annual inspection log shall include: date of inspection, storm system inlet location, inspection results, and potential significant sources of non-storm water discovered through testing. Blank dry-weather inspections forms can be found in Appendix A of this SWPPP.

Magerr's Marina will perform quarterly visual inspections of all storm system inlets during rain events to look for evidence of storm water contamination. Inspections will be conducted within the first thirty minutes of discharge or soon thereafter, but not exceeding 60 minutes. The visual inspection shall include any observations of color, odor, turbidity, floating solids, foam, oil sheen, or other obvious indicators of storm water pollution. Information recorded during the quarterly inspection shall include: date of inspection, storm system inlet location, inspection results, and potential significant sources of storm water contaminants if discovered. Blank quarterly inspections forms can be found in Appendix A of this SWPPP.

An annual storm water compliance inspection will be conducted approximately one year following implementation of this SWPPP and annually thereafter. The inspection will determine if the BMPs have been implemented and will assess their effectiveness. The inspection will also determine if site operations have changed since development of this SWPPP. If operational changes have been made, the SWPPP Coordinator will determine if those changes will impact storm water quality and develop new BMPs to address the change. All operational changes and new BMPs will be recorded in this SWPPP. Additionally, the inspection date, the inspection personnel, the scope of the inspection, major observations, and any needed revisions will be recorded. Revisions to the plan will occur within fourteen days after the annual inspection. Blank annual compliance inspections forms can be found in Appendix A of this SWPPP.

Table 4

Implementation Schedule

Storm Water Pollution Prevention Action Items	Implementation Date
Implement employee training	Immediate
Biannual visual inspections of outfalls	March 15, 2001; September 15, 2001; and biannually thereafter
Quarterly visual monitoring during rain events	December 15, 2000; March 15, 2001; June 15, 2001; September 15, 2001; and quarterly thereafter
Implementation of BMPs	See Table 5
Annual facility site compliance inspection	September 15, 2001 and annually thereafter

Table 5 (Continued)

Drainage Area ⁽¹⁾	Best Management Practices	Implementation Date
DA-03 (Continued)	Solvent cleaning will be performed in two self-contained parts washers. A monthly solvent recovery service that provides parts cleaning equipment, replaces solvent, and collects waste solvent for recovery will be used.	Within 30 days
	Mechanical sanders and scrapers equipped with vacuums will be used for hull maintenance and paint removal operations.	Within 30 days
	Fuel pump nozzles will be equipped with automatic back pressure shut-off.	Within 3 months
	The underground storage tank (UST) storing fuel will be equipped with an overflow protection valve.	Within 3 months
	The UST fill port will be equipped with a five-gallon containment bucket.	Within 6 months
	The boat maintenance and cleaning area will be paved and sloped to contain all spilled fluids. Curbing will be placed along the perimeter of the newly paved area.	Within 6 months
	The slipway where boats are lifted in and out of the water will be equipped with a sump to collect runoff from pressure washing activities. Material collected in the sump will be periodically placed in 55-gallon drums for off-site disposal.	Within 6 months
	A fluid storage building, with a covered loading dock, will be constructed next to the maintenance warehouse.	Within 1 year
	All fluid storage containers in the fluid storage building will be placed on pallets with secondary containment to collect spills and leaks. The fluid storage building will be inspected weekly for leaks and spills. All spills will be treated immediately with absorbent and drummed. Defective storage containers will be repaired or properly disposed. An emergency spill kit and telephone will be placed inside the fluid storage building.	Within 30 days of fluid storage building construction
	No drum handling will occur on the fluid storage building loading dock during rain events. In addition, when drums at the fluid storage loading dock are handled (loading on to shipping trucks), storm system inlet SS-05 will be covered to contain the release during clean up.	Within 30 days of loading dock construction
	An emergency spill kit will be placed on the loading dock. Employee training regarding the use of the spill kit will be provided.	Within 30 days of loading dock construction

7.4 Record Retention Requirements

Records described in the SWPPP must be retained on site for 5 years beyond the date of the cover letter (September 15, 2000) notifying the facility of coverage under a storm water permit, and shall be made available to the state or federal compliance inspection officer upon request. Additionally, employee training records and waste and recycling receipts or vouchers shall also be maintained.

7.5 Principal Executive Officer Signature

In accordance with the state of Maryland, this plan has been approved and signed by Mr. Mike Jones, the authorized representative responsible for the operation of the facility.

7.6 Provisions for Amendment of the Plan

If the facility expands, experiences any significant production increases or process modifications, or changes any significant material handling or storage practices which could impact storm water, the SWPPP will be amended appropriately. The amended SWPPP will have a description of the new activities that contribute to the increased pollutant loading and planned source control activities.

The SWPPP will also be amended if the state or federal compliance inspection officer determines that it is ineffective in controlling storm water pollutants discharged to waters.

Appendix A

Inspection Logs

Quarterly Non-Storm Water Discharge Assessment Log

Date	Outfall Number or Description	Flow ⁽¹⁾ (Y/N)	If Flow is Yes, Complete This Section	
			Possible Source	Observations ⁽²⁾ Corrective Action
	DA-01 – SS-01, SS-02		Leaking fluids from boats and trailers as they await maintenance or use. Soil erosion	
	DA-02 – SS-03, SS-04		Leaking fluids from parked vehicles in the parking lot. Leaking fluids from boats as they enter and exit the river. Soil erosion. Litter and fish	
	DA-03 – SS-05, SS-06		Fluid spills during maintenance activities, fuel leaks during fueling, and wastewater from cleaning operations.	

(1) Evaluation shall take place during dry periods

(2) Observations include flow, stains, sludge, color, odor, or other indications of a non-storm water discharge

(2) Observations include color, odor, turbidity, floating solids, foam, oil shear, etc.

Inspector's Name _____

Annual Facility Site Compliance Inspection Log⁽¹⁾

Date	Drainage Area	Potential Pollutants and Source	Changes in Drainage Conditions or Operations Since Last Inspection ⁽²⁾	BMP Effective (Y/N)	Current and Proposed BMPs	Implementation Schedule for proposed BMPs
	DA-01	Leaking fluids from boats and trailers as they await maintenance or use. Soil erosion.				

Economic Impact Analysis

MITCHELL PARK MARINA

Analysis conducted using the on-line Boating Economic Impact Model
developed by

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The On-line Boating Economic Impact Model is sponsored by
Association of Marina Industries, Great Lakes Commission, U.S. Coast Guard and the
National Marine Manufacturers Association

May 5, 2010

Executive Summary

This report provides estimates of the economic impacts of the MITCHELL PARK MARINA. The marina produces direct and indirect revenues for many different types of businesses (e.g., retail, restaurants) in the local area. It also contributes to the visual character of the waterfront and contributes to the community's quality of life. Unfortunately, the economic contributions of marinas like this often go unrecognized or are undervalued. This report provides estimates of the direct and indirect economic impacts associated with the spending by transient boaters (tourists) staying at the MITCHELL PARK MARINA.

Economic impacts are estimated using a boater spending and impact model. Boater spending averages on a per day basis for trip spending and per boat basis for annual craft spending are adapted from spending profiles developed from two different national boater surveys conducted by the Recreation Marine Research Center (RMRC) at Michigan State University in 2005. Estimates of annual craft spending for boats kept at marinas are taken from a national survey of more than 12,500 boaters conducted in 2005 and 2006.

Annual craft spending averages were price adjusted to 2007 using consumer price indices for each spending category. Annual craft spending includes storage (during the boat season), insurance, taxes, replacement outboard motors, trailers, fuel, repairs & marine services and accessories. Loan payments for the year are included, but purchases of new boats are not. Since most boats, trailers, motors and other equipment purchased by boaters are not manufactured in the local area, only the retail and wholesale margins on these purchases are included as local impacts.

Trip spending estimates, including what boaters spend on groceries, lodging, entertainment and restaurants, came from a 2006 national survey of more than 6,000 boaters that gathered information about more than 13,000 boating trips. Trip spending includes what boaters spend on boating trips for fuel, groceries, lodging, entertainment, and restaurants. Spending averages were price inflated to 2007. Spending profiles were developed for different size and type boats in different regions of the country. The craft and trip spending averages used here are for boats kept at marinas in North East Coastal Region.

The spending averages are applied to the number of slip renters and transient boaters at MITCHELL PARK MARINA. Distinct spending averages are used for power and sail boats divided into two size classes. Spending is divided into 12 trip spending categories and eight craft spending categories.

Total spending by these boaters who rent slips seasonally or annually or are transient renters is applied to a set of economic ratios and multipliers that reflect the local economy. The impact region is defined to include roughly a 30 mile radius of the marina. Economic ratios and multipliers were estimated with the IMPLAN input-output modeling system. Because the size of multipliers differ depending on the size and nature (e.g., types of businesses) of the local economy distinct sets of multipliers were developed for rural (population less than 100,000), small metro (populations 100,000-500,000), and larger metro regions (population over 500,000). Multipliers representing "Rural Area" were selected for this analysis. Economic ratios translate the spending into wages and salaries and jobs supported by the boater spending. Multipliers estimate the secondary effects as this spending flows through the local economy. Total effects include the (1) direct sales, jobs and income in firms selling directly to boaters, (2) indirect effects in firms that supply goods and services to boating businesses, and (3) induced effects resulting from household spending of income earned directly or indirectly from boater spending.

The marina rented slips to transient boaters a total of 5,400 nights in 2007.

Total trip spending by these boats kept at the marina is estimated to be \$1 million, with 20% spent on marina services, 22% on restaurants and bars, 17% groceries, 4% auto fuel and 23% boat fuel.

The direct economic effects on the local economy of this spending are 16 jobs¹, \$0.3 million in labor income and \$0.4 million in value added². The marina's non-labor operating

¹ Jobs are not full time equivalents, but include full time and part time jobs. Seasonal positions are adjusted to an annual basis, e.g., two jobs for six months equates to one job on an annual basis. Labor income includes wages and salaries, payroll benefits and income of sole proprietors. Value added includes labor income as well as profits and rents and sales taxes and other indirect business taxes.

² Value added is the income accruing to households in the region plus rents and profits of businesses and indirect business taxes. As the name implies, it is the net value added to the region's economy. For example, the value added by a marina includes wages and salaries paid to employees, their payroll benefits, profits of the marina, and sales and other indirect business taxes.

costs such as purchases of supplies and services from other firms are not included as value added by the marina. Direct effects cover the impacts in businesses selling goods and services directly to these boaters. This includes 5 jobs in marina services, 7 jobs in restaurants and bars, and 2 jobs in retail stores.

Including secondary effects, the total impact on the local economy is 20 jobs, \$0.4 million in labor income and \$0.6 million in value added.

Summary of the Economic Impact Analysis Result

Table 1 - Number of Boats Kept at the Marina and Their Estimated Number of Boating Days

Boat Type and Size	Number of Boats	Average Days Per Boat	Total Boat Days
Transient Power	-	-	3,600
Transient Sail	-	-	1,800
Total	-	-	5,400

Table 2 - Total Spending on Boat Trips by Boats Kept at the Marina (\$ Thousands)

Category	Total	Percentage
Lodging	29.5	2.3%
Marina services	254.3	20.0%
Restaurant	284.9	22.4%
Groceries	216.4	17.0%
Boat fuel	288.4	22.8%
Auto fuel	55.6	4.4%
Repair & Maintenance	-	-
Marine supplies	-	-
Recreation & Entertainment	54.9	4.3%
Shopping	86.2	6.8%
Other services	-	-
Other goods	-	-
Total	1,271.3	100%

Table 3 – Economic Impacts of Trips Spending and Annual Craft Spending by Boats Kept at the Marina

	Trip Spending	Annual Craft Spending	Total
Direct Effects			
Sales (\$ Thousands)	785.0	-	785.0
Jobs	16.4	-	16.4
Labor Income (\$ Thousands)	299.2	-	299.2
Value Added (\$ Thousands)	417.9	-	417.9
Total Effects			
Sales (\$ Thousands)	1,058.7	-	1,058.7
Jobs	19.7	-	19.7
Labor Income (\$ Thousands)	380.6	-	380.6
Value Added (\$ Thousands)	563.3	-	563.3

Table 4 - Economic Impact of both Craft and Trips Spending by Boats Kept at the Marina

Sector/Spending category	Sales (\$ Thousands)	Jobs	Labor Income (\$ Thousands)	Value Added (\$ Thousands)
Direct Effects				
Lodging	29.5	0.7	12.9	20.9
Marina Services	254.3	5.2	92.3	154.4
Restaurant	284.9	6.8	109.7	123.7
Recreation & Entertainment	54.9	1.1	19.9	33.3
Repair & Maintenance	-	-	-	-
Insurance&Credit	-	-	-	-
Gas Service	76.9	0.8	28.0	37.5
Other Retail Trade	84.3	1.8	35.5	48.2
Wholesale Trade	-	-	-	-
Other Local Production of Goods	-	-	-	-
Total Direct Effects	785.0	16.4	299.2	417.9
Secondary Effects	273.7	3.3	81.5	145.3
Total Effects	1,058.7	19.7	380.6	563.3

Detailed Results of the Economic Impact Analysis

Input to the Economic Impact Analysis Model

Table 1 - Number of Boats Kept at the Marina and Their Estimated Number of Boating Days

Boat Type and Size	Number of Boats	Average Days Per Boat	Total Boat Days
Transient Power	-	-	3,600
Transient Sail	-	-	1,800
Total	-	-	5,400

Spending Profiles by Boats Kept at the Marina

Table 1 - Average Spending on Boat Trips by Boats Kept at the Marina (\$ Per Boat Day)

Category	Boat Type and Size	
	Transient Power	Transient Sail
Lodging	5.5	5.4
Marina services	52.4	36.5
Restaurant	57.3	43.7
Groceries	41.9	36.4
Boat fuel	75.1	10.0
Auto fuel	11.7	7.5
Repair & Maintenance	-	-
Marine supplies	-	-
Recreation & Entertainment	11.1	8.3
Shopping	16.5	14.9
Other services	-	-
Other goods	-	-
Total	271.5	163.3

Estimates of Total Spending by Boats Kept at the Marina

Table 1 - Total Spending on Boat Trip by Boats Kept at the Marina (\$ Thousands)

Category	Boat Type and Size		Total	Percentage
	Transient Power	Transient Sail		
Lodging	19.8	9.7	29.5	2%
Marina services	188.6	65.7	254.3	20%
Restaurant	206.3	78.7	284.9	22%
Groceries	150.8	65.5	216.4	17%
Boat fuel	270.4	19.1	289.4	23%
Auto fuel	42.1	13.5	55.6	4%
Repair & Maintenance	-	-	-	-
Marine supplies	-	-	-	-
Recreation & Entertainment	40.0	14.9	54.9	4%
Shopping	59.4	26.8	86.2	7%
Other services	-	-	-	-
Other goods	-	-	-	-
Total	977.4	293.9	1,271.3	100%

Table 2 - Numbers of Boats, Boating Days and Craft and Trip Spending by Different Size and Type Boats Kept at the Marina

Category	Boat Type and Size		Total
	Transient Power	Transient Sail	
Number of boats	-	-	-
Annual craft spending per boat	-	-	-
Total craft spending (\$ Thousands)	-	-	-
Average days per boat	-	-	-
Total boat days	3,800	1,800	5,400
Average trip spending per boat day	\$272	\$163	\$235
Total trip spending per boat per year	\$272	\$163	\$235
Total trip spending (\$ Thousands)	\$977	\$294	\$1,271
Total craft & trip spending per boat per year	\$272	\$163	\$235
Total craft & trip spending (\$ Thousands)	\$977	\$294	\$1,271
Pct of spending by boats	77%	23%	100%
Pct of boats	67%	33%	100%
Pct of boat days by boats	67%	33%	100%
Pct of spending on trips by boats	100%	100%	100%

Economic Impact Result/Tables

Table 1 - Economic Impact of Trips Spending by Boats Kept at the Marina

Sector/Spending category	Sales (\$ Thousands)	Jobs	Labor Income (\$ Thousands)	Value Added (\$ Thousands)
Direct Effects				
Lodging	29.5	0.7	12.9	20.9
Marina Services	254.3	5.2	92.3	154.4
Restaurant	284.9	6.8	109.7	123.7
Recreation & Entertainment	54.9	1.1	19.9	33.3
Repair & Maintenance	-	-	-	-
Grocery Stores (Margin&Sales)	54.7	1.1	21.6	28.8
Gas Service Stations (Margin&Sales)	76.9	0.8	28.9	37.5
Sporting Goods/Equipment Retail Margins	-	-	-	-
Other Retail Trade (Margins&Sales)	29.6	0.7	13.8	19.3
Wholesale Trade (Margins&Sales)	-	-	-	-
Local Production of Goods	-	-	-	-
Total Direct Effects	785.0	16.4	299.2	417.9
Secondary Effects	273.7	3.3	81.5	145.3
Total Effects	1,058.7	19.7	380.6	563.3

Shown below are multipliers selected in this economic impact analysis.

Sector	IMPLAN Sector	Jobs/ MM sales	Direct effects				Total effects multipliers					
			Personal Inc/sales	Property Inc/sales	Value Added /sales	Sales II	JobsII/ MM/sales	InclII/ sales	VA II/sales	Sales I	RPC	
Hotels and motels* including casino hotels	478	22,717	0.437	0.183	0.708	1,304	26,554	0.531	0.876	1,106	100%	
Marina Services	478	20,414	0.363	0.198	0.607	1,325	24,497	0.463	0.784	1,150	100%	
Food services and drinking places	481	23,855	0.385	0.004	0.434	1,373	28,985	0.488	0.622	1,190	100%	
Other amusement* gambling* and recreation industries	478	20,414	0.363	0.198	0.607	1,325	24,497	0.463	0.784	1,150	100%	
Automotive repair and maintenance* except car wash	483	6,626	0.192	0.224	0.440	1,288	10,084	0.281	0.588	1,182	100%	
Food and beverage stores	405	20,156	0.395	0.046	0.527	1,359	24,785	0.507	0.726	1,170	100%	
Gasoline stations	407	10,042	0.375	0.012	0.487	1,369	14,804	0.491	0.690	1,185	100%	
Sporting goods* hobby* book and sic stores	409	26,488	0.349	0.048	0.479	1,367	31,238	0.465	0.681	1,192	100%	
General merchandise stores	410	24,570	0.468	0.083	0.654	1,338	28,897	0.572	0.842	1,126	100%	
Nondep credit intermediaries	425	4,867	0.410	0.325	0.791	1,262	8,270	0.493	0.947	1,053	10%	
Other accommodations	480	6,376	0.129	0.162	0.307	1,396	11,198	0.249	0.515	1,290	100%	
Wholesale trade	390	12,447	0.369	0.095	0.646	1,286	16,163	0.460	0.806	1,116	-	
Insurance agencies* brokerages* and related	428	16,179	0.490	0.380	0.870	1,269	19,565	0.570	1.020	1,050	10%	
Boat building	358	7,816	0.262	0.148	0.392	1,207	10,168	0.324	0.503	1,091	-	
Other engine* automotive* manufacturing	286	2,969	0.150	0.190	0.290	1,207	3,866	0.190	0.450	1,091	-	
Travel trailer and camper manufacturing	349	5,320	0.156	0.067	0.239	1,307	8,069	0.233	0.370	1,213	-	
Sporting and athletic goods manufacturing	381	6,783	0.178	0.061	0.242	1,341	10,548	0.284	0.417	1,230	-	
auto dealers	401	13,570	0.466	0.030	0.583	1,366	18,264	0.580	0.785	1,150	100%	
All other food manufacturing	84	3,767	0.135	0.082	0.208	1,403	7,899	0.237	0.387	1,308	-	
Cut and sew apparel manufacturing	107	7,498	0.168	0.122	0.268	1,252	10,341	0.243	0.400	1,160	-	

Terms used in this Economic Impact Analysis

Term	Definition
Sales	Sales of firms within the region resulting from boater spending.
Jobs	The number of jobs in the region supported by the boater spending. Job estimates are not full time equivalents, but include part time positions. Seasonal jobs are adjusted to annual equivalents, e.g. four jobs for three months each equates to one job.
Income	Labor income, including wages and salaries, payroll benefits and incomes of sole proprietor's
Value added	Income accruing to households in the region plus rents and profits of businesses and indirect business taxes. As the name implies, it is the net value added to the region's economy. For example, the value added by a marina includes wages and salaries paid to employees, their payroll benefits, profits of the marina, and sales and other indirect business taxes. The marina's non-labor operating costs such as purchases of supplies and services from other firms are not included as value added by the marina.
Direct effects	Direct effects are the changes in sales, income and jobs in those business or agencies that directly receive the boater spending.
Secondary effects	These are the changes in the economic activity in the region that result from the re-circulation of the money spent by boaters. Secondary effects include indirect and induced effects.
Indirect effects	Changes in sales, income and jobs in industries that supply goods and services to the businesses that sell directly to boaters. For example, restaurant supply firms benefit from boater spending in restaurants.
Induced effects	Changes in economic activity in the region resulting from household spending of income earned through a direct or indirect effect of the boater spending. For example, marina employees live in the region and spend their incomes on housing, groceries, education, clothing and other goods and services.
Total effects	Sum of direct, indirect and induced effects. <ul style="list-style-type: none"> ▪ Direct effects accrue largely to boating and tourism-related businesses in the area ▪ Indirect effects accrue to a broader set of businesses that serve these firms. ▪ Induced effects are distributed widely across a variety of local businesses that provide goods and services to households in the region.
Multipliers	Multipliers capture the size of the total effects relative to the direct effects. A sales multiplier of 2.0 means that for every dollar of direct sales, there is another dollar of sales in the region due to secondary effects. Direct effect multipliers convert sales to the associated income, jobs and value added by using simple ratios. For example, nationally 34 cents of every dollar of sales in restaurants goes to wages and salaries and 48 cents to value added. There are about 22 jobs for every million dollars in restaurant sales. These ratios are used to convert estimates of sales in each economic sector to the associated income, jobs, and value added. The job to sales ratios vary from region to region.

**Written Comments Submitted
on the Preliminary LWRP**

AquaCulture Zone in the LWRP

Since the last LWRP in the Village of Greenport, there has been only one major change to the waterfront: the birth of several oyster farms on the western shore of the harbor. The LWRP should classify that area as aquaculture, a type of waterfront activity distinct from Waterfront Commercial that is used for the farming of shellfish.

The Village Board has *de facto* created such a zone already by approving permits on three of the five parcels that are privately owned and opened for shellfishing. (Actually, four of the five lots are being used for shellfish farming as one lot owner, presumably with the approval of their neighbor, has been growing oysters on that lot too. The fifth and last such parcel is currently for sale and agents are pitching the ability to grow oysters there.)

Noting this new usage and designating it as an Aquaculture Zone simply acknowledges what has taken place. Not doing so casts a blind eye on the only new feature of the waterfront in the last twenty years.

The Aquaculture classification will include the usage of floating upwellers, upland storage of aquaculture gear, the use of sorting machinery, the usage of an outbuilding for cooler space and an ice machine, and the construction of a small hatchery.

This aquaculture zone provides a low cost entry into Greenport's historic oyster industry. Once a cash-flow has established, the small farmer may expand into the bay, providing even more employment opportunities in the Peconic Bay. Greenport was once New York's Oyster Capital employing over 500 people in this village of roughly 1000 homes. The potential for supercharging the local economy is huge. (Bays the size of the Peconic in France see 1000 oystermen sailing out to work every morning.) This new AquaCulture zone merely acknowledges the strides taken by private landowners with their own ingenuity, capital and hard work.

Not only are oyster farms a boon to the economy, the oyster cages create an artificial reef for small fish fry to feed off of. Each mature oyster filters from 50 to 200 gallons of seawater per day. Oyster farming is completely sustainable while bringing one of the most nutritious food products to market. We are very proud to report a natural set oysters on the stone breakwater between Widow's Hole and Greenport Harbor. Every day, oyster catchers are feasting on them and nesting in the area.

1. Suggest creating two WC district classifications:

Waterfront Commercial-Industrial & Waterfront Commercial-Recreational/Residential.

The goal of this suggestion is to expand the Greenport shoreline to include more waterfront properties in the Waterfront Commercial district *and* to protect the heavy marine industrial sites already present. There are already a significant number of WC properties in residential neighborhoods and many of the new areas suggested are of similar character. Because larger scale and heavier marine industry activities are currently allowed on all properties classified as WC, including the residential areas, it is likely pressure may be made in the future to further restrict WC activities. By splitting the WC classification, both of the above goals may be accomplished.

There is a need to identify those Waterfront Commercial properties which are involved in or capable of large scale or heavy marine industries and to preserve these properties for continued waterfront commercial activities. By creating a separate classification for heavier WC and residential WC uses, all of our WC commercial activities can be better protected and expanded.

Proposed: Section 150-11a WC-I Waterfront Commercial District - Industrial.

This district would typically be located in commercial districts or abutting other industrial WC activities. These waterfront commercial activities would represent larger-scale or heavy marine commercial activities typical of shipbuilding facilities, boat repair yards, commercial marinas offering a full range of services, boat storage facilities (both outside and inside) or other marine related manufacturing businesses. Such properties would not typically be in residential districts or WC-Recreational/Residential districts. Existing heavy industry WC facilities would be grandfathered in as WC-I.

The approved uses in WC-I would include all 17 activities currently permitted in the existing WC District zoning code (see listing at end of document). The five Conditional Uses would also apply to this district. However, special consideration should be given for allowing Conditional Uses of the newly established WC-I District. Every effort should be made to preserve the heavy marine industry uses and only allow the conditional uses as ancillary to the primary commercial marine uses (i. e. mixed use with both components). As the heavy industry WC properties are typically the larger parcels in the village, they are high visibility targets for commercial development directed away from marine industries and toward waterfront tourism.

Those WC properties already converted to Conditional Uses or those already engaged in WC recreational/tourism activities would be grandfathered in as WC-I with their current conditional uses permitted.

Proposed: Section 150-11b WC-R Waterfront Commercial District – Recreational/Residential.

This district would typically be located in or abutting residential districts where the character of the area is residential in nature. The permitted marine activities would be a subset of the 17 approved uses and represent recreational and smaller-scale commercial marine operations compatible with the character of the neighboring properties (see suggested list just below). The Conditional Uses listed under the current WC code would likely not be permitted in WC-

R, but Conditional Use 4, Marine-related business offices could be considered under strict guidelines. Conditional Use 5, Hospitals for Human Health Care would be an appropriate conditional use in the WC-I district.

Proposed Permitted uses – WC-R District. These are extracted from the more complete list for WC-I *with edits* which represent activities more appropriate for a residential neighborhood environment:

- 1) Public and private yacht clubs, *small-scale* marinas and docking facilities (*not offering a full range of commercial marina services and the number of boats berthed would be limited, e.g. 1 - 12?*).
- 2) Municipal parks and facilities.
- 3) **Tour boats, charter and party fishing boats** (*typical of 'six-pack' charter operations. Vessel size limit should be specified*).
- 4) Retail sale of equipment, goods, supplies, materials, tools and parts used in connection with boating and fishing *but only in relationship to a current permitted use on the property in this district (e.g. fishing tackle at a marina with a six-pack operation)*.
- 5) Boating instruction schools.
- 6) Maritime museums.
- 7) **Small-scale fisheries operations** (*typical of independent baymen*) involved in line or trap fishing, shell fishing, lobstering, or mariculture operations (*vessel size limit should be specified*). Upland facilities and operations to be subject to review and approval on a case by case basis by the Planning Board, HRC and ZBA, as appropriate.
- 8) **Aquaculture facilities**, including fish rearing and fish release facilities – *larger scale facilities may not be compatible with a residential neighborhood district. Again, Upland facilities and operations to be subject to review and approval on a case by case basis by the Planning Board, HRC and ZBA, as appropriate.*
- 9) Gallery. [Added 11-19-1998 by L.L. No. 11-1998]
- 10) Studio. [Added 11-19-1998 by L.L. No. 11-1998]

Note: The vessel size limitation indicated above is focused on commercial operations, marine fisheries, in particular. The idea was to limit WC-R operations to baymen-scale of activities, not full-scale land bases for heavy marine fisheries activities. Recreational vessels on WC-R district docks should be berthed in accordance with the size capacity of the docks (and obviously the depth of the marine area sufficient to accommodate the draft of the vessel). The summary statement in the recent draft LWRP is more general and does not capture this difference – a point that should be corrected in the final LWRP.

Also note: Any change recommended by the LWRP regarding code changes is separate from actual changes being made to the Village Code. Greenport Village Code changes would undergo a code drafting process, presentation at public hearings for public input, finalization and eventual voting into law by the VBoT.

Suggested areas for expanding the WC-R (Residential/Recreational) district:

1. Include waterfront properties east of Fourth Street and south of the LIRR tracks to the foot of Fourth Street. The water fronting these properties is designated WC, but the waterfront properties are not (with the exception of a small spit of land forming the eastern shore of Widow's Hole). This area of waterfront in Greenport is unique as it is the only area certified for shellfish/mariculture in Greenport Village waters (ref. Mike Osinski). The downtown harbor area and Stirling Basin are restricted by the DEC.
2. Nearly all of the waterfront properties on Stirling Basin are designated WC. However, there is a section of Stirling Basin properties along Sterling Street (6) and on Main Street (1) which are designated Residential and should also be designated WC-Recreational. Also, the waterfront area between Manor Place and Bridge Street are designated WC and should be designated WC-R (excepting the Triangle Yacht Club and the Alice's Seafood/Phillips commercial dock). These areas are all residential in nature and should only be designated WC if the new category of WC-R (Recreational/Residential) is established. Otherwise, undesirable commercial development could occur in these districts.
3. The 'Mobil' property south of Clark Street and east of Fourth Street is currently classified as R-2 but is being transferred to the Peconic Land Trust for preservation. I have suggested the upland property be designated Park District (PD). There may be opportunities to utilize the water (below the low tide line) for continued mariculture applications. This prospect would have to be analyzed relative to impact on the preservation efforts and the public use of the waterfront for recreational purposes.



Note: The unilateral removal of the Fourth Street waterfront area by one or more Village Board members from consideration as WC-R seems inappropriate at this time in the LWRP planning process. As noted above, this area of Greenport's shoreline is uniquely adjacent to the only waters in Greenport Village certified for shell fishing/mariculture.

There appears to be a misunderstanding revealed at the July 25th LWRP meeting as to the purpose of the WC-R zone. References were made to allowance of multifamily apartments as inappropriate to this area which would suggest confusion over statements made relative to the commercial area of Front Street currently classified as WC and suggested for relaxation of current zoning restrictions. Also, such early cut-editing of the LWRP document might be an indication of protectionism on the part of community members of the 4th/5th/6th Street neighborhoods. It seems more beneficial to leave the all suggested options open in the LWRP and let the Village sort out those areas to be targeted for potential zoning changes as a separate process.

Current waterfront condominium properties: It is recommended that currently existing waterfront condominiums be classified as WC or converted to WC-I. While no heavy marine activities are anticipated on these sites, the residential use of the properties might be considered as a preexisting nonconforming use (a 'grandfathered' use as the condos were established before the WC designation). Should this use cease (unlikely), the property(s) would revert to WC-I uses.

Current allowed uses in Village Code for WC District:

§ 150-11 WC Waterfront Commercial District.

Editor's Note: See Ch. 139, Waterfront Consistency Review, for additional provisions.

[Amended 8-13-1981 by L.L. No. 5-1981; 4-10-1978 by L.L. No. 2-1978; 6-19-1979 by L.L. No. 2-1979; 8-21-1986 by L.L. No. 3-1986; 5-26-1988 by L.L. No. 2-1988; 5-23-1991 by L.L. No. 1-1991; 8-12-1993 by L.L. No. 5-1993; 5-16-1996 by L.L. No. 3-1996; 5-16-1996 by L.L. No. 2-1996]

The objective of this district is to preserve, maintain and encourage water-dependent uses that have traditionally been associated with the Village of Greenport waterfront and to accommodate water-enhanced commercial uses that are compatible with water-dependent uses. In the Waterfront Commercial District, no building or premises shall be used and no building or part of a building shall be erected or altered which is arranged, intended or designed to be used, in whole or in part, for any use except those listed below, and all such uses shall be subject to site plan approval in accordance with § 150-30 hereof:

A. Permitted uses.

- 1) Public and private yacht clubs, marinas and docking facilities.
- 2) Municipal parks and facilities.
- 3) Boat launching facilities.
- 4) Tour boats, commercial, charter and party fishing boats.
- 5) Boat sales, rental, service, repair and storage.
- 6) Shipbuilding yards including facilities for building, repairing and maintaining boat engines and other marine equipment.
- 7) Manufacture of items related or incidental to the operations associated with boat building.
- 8) Fish and shellfish processing plants.
- 9) Retail sale of equipment, goods, supplies, materials, tools and parts used in connection with boating and fishing.
- 10) Retail and wholesale of seafood products.
- 11) Retail fuel storage and sales solely for boats.
- 12) Boating instruction schools.
- 13) Oceanographic or marine-related scientific research and equipment manufacture and testing.
- 14) Maritime museums.
- 15) Aquaculture facilities, including fish rearing and fish release facilities.
- 16) Gallery. [Added 11-19-1998 by L.L. No. 11-1998]
- 17) Studio. [Added 11-19-1998 by L.L. No. 11-1998]

B. Conditional uses.

- 1) Motels and hotels which may include conference facilities.
- 2) Eating and drinking establishments.
- 3) Retail sale and manufacturing of retail products.
- 4) Marine-related business offices (except as provided for under permitted accessory uses) which handle matters principally related to the design, manufacture, service, storage, purchase, sale and lease of insurance of boats and related marine equipment; fishing and other marine harvesting; and fish processing.
- 5) Hospitals for human health care.

2. Suggest changing the zoning status of the Front Street commercial properties which do not have waterfront property.

Those properties which are in the CR (Commercial Retail) district on the south side of Front Street between Main and Third Streets and which do not have waterfront should be redesignated as CR zoning. The same could apply to the several landlocked properties on the east side of Third Street south of Front Street. The current WC designation is cumbersome to store owners and commercial tenants where special approvals are required for WC Conditional Uses or for zoning use variances to operate as a retail business unrelated to permitted uses of the WC zone. It is better to accomplish zoning changes through the LWRP process and subsequent legislation than continue to force the retail businesses to seek exceptions to the code to operate legitimately.

1. Suggest abolishing the R-1 district classification in Greenport

Bring the R-1 and R-2 districts under a single R-2 designation. It is not clear in the current R-1 code whether the larger lot size and setback minimums are to preserve the single residence occupancy of larger lots which might have predominated in this district or whether this district had smaller lots which were deemed better suited for single residence occupancy. Historically, folklore suggests that this area was owned by one or several individuals and there was a desire to avoid "overpopulation" of these neighborhoods by limiting the residential unit density.

2. Additionally, the Village should consider creating a new district classification as "Cottage District".

Some neighborhoods which typically have mostly small lots (50 foot wide and less) and small houses could be compatible with a higher density of housing. Such a district could allow smaller lots with smaller setbacks, reduced minimum sq. ft. building size, but with occupancy restricted to one single family dwelling unit (e.g. 4000 sq. ft. minimum lot, 50 x 80 or 40 x 100 foot lots, 10 foot side and 20 foot front and rear setbacks, 750 sq. ft. single occupancy house).

3. Greenport should establish a review procedure for approval of all lot subdivisions, regardless of size.

Currently, there is no village code regulating property subdivision. Even for subdivisions which could create two or more legally conforming lots, there could be negative impacts on neighboring properties or on the Village resulting from a lot division.

4. Change the zoning status of the Front Street commercial properties which do not have waterfront property.

Those properties which are in the CR (Commercial Retail) district on the south side of Front Street between Main and Third Streets and which do not have waterfront should be redesignated as CR zoning. The same could apply to the several landlocked properties on the east side of Third Street south of Front Street. The current WC designation is cumbersome to store owners and commercial tenants where special approvals are required for WC Conditional Uses or for zoning use variances to operate as a retail business unrelated to permitted uses of the WC zone. It is better to accomplish zoning changes through the LWRP process and subsequent legislation than continue to force the retail businesses to seek exceptions to the code to operate legitimately.

To the Village Board:

July 30, 2012

After attending two informational meetings and reviewing the on line information as best I can I am offering the following comments:

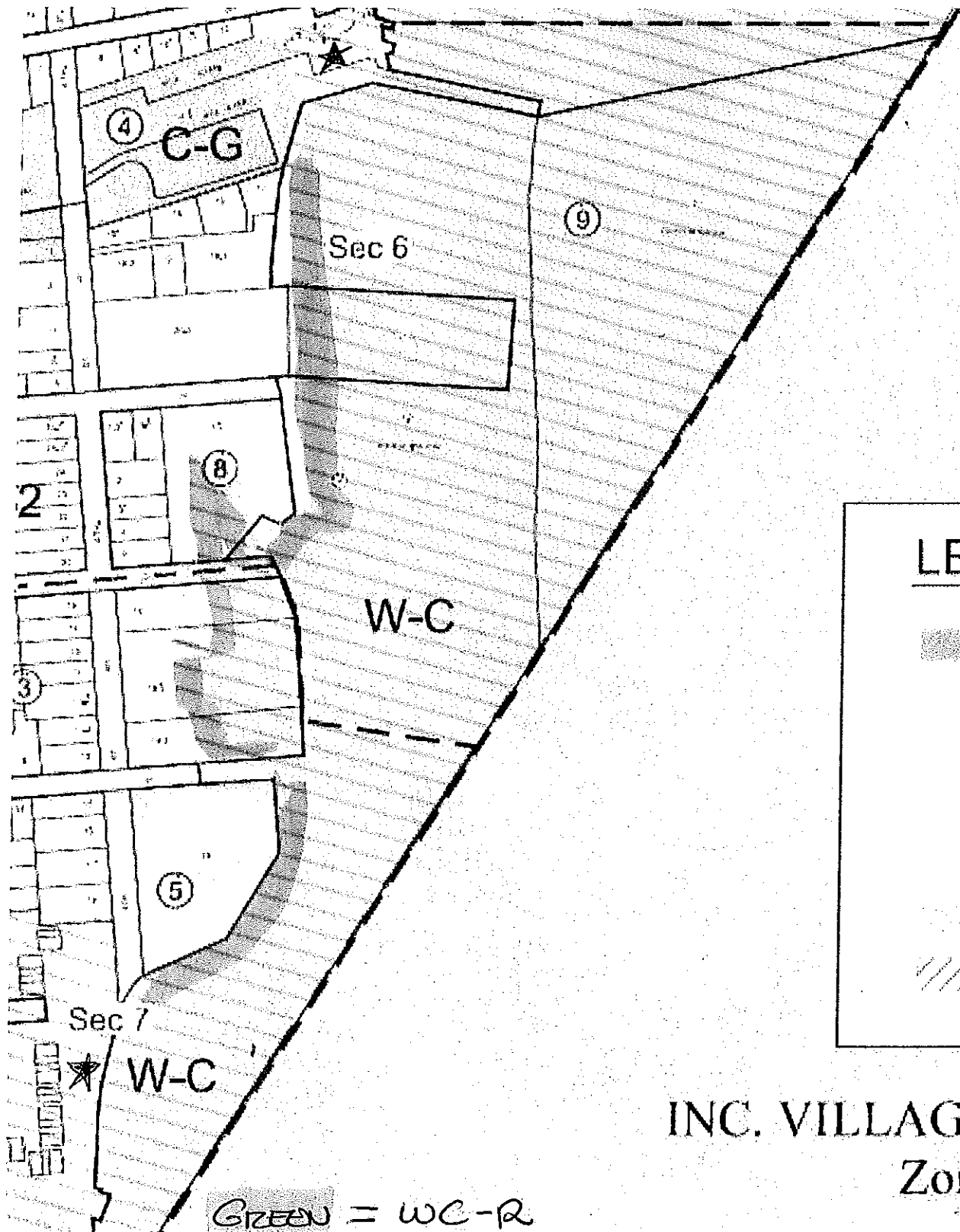
1. The concept of two WC districts is a good idea.
 - a. Allowing multifamily housing above the 1st floor in a zone to be created such as WC-R is also a good idea.
 - i. I further suggest that the multifamily units be limited:
 1. To not more than 1500 SF each
 2. That if the project has more than 12,000 SF on the upper floor(s) 20% of those units be designed at 500-600 SF and reserved for people who already live in Greenport or who work in Greenport and that these small units be sold or rented at "workforce housing prices".
 - b. We need a lot more details of what would be allowed or encouraged under the WC-R concept before intelligent consideration can be given to the concept.
 2. The parcels on the south side of Front St that do not have waterfront frontage should be rezoned so that they are not WC
 3. Existing and new buildings on the south side of Front St that have upper floors should be allowed to have residential apartments on the upper floors.
 4. Parking-I did not see anything that addresses the need to create more parking within comfortable walking distance to the business and waterfronts districts; it is needed.
 5. The ideal of incorporating a policy to encourage the raising of bulkheads is constructive especially in light of the new flood plan data.
 6. The idea of a Sterling Harbor Maritime Economic Development Zone is a constructive idea.
 7. The idea of WC-R zoning on the waterfront portion of the cemetery on Sterling Harbor is positive.
 8. I do not see the benefits or going from R-1 to R-2 except for Sandy Beach-doing so increases density, reduces porous surfaces, makes more sewage and uses more water. It creates a windfall for the owners of the downzoned property, is that the motive?
 9. CR to WC for the parcels on the northerly part of Main St with waterfront frontage seems to make sense, but I am not sure which waterfront parcels on Sterling St are being considered for R-2 to WC-R
 10. The idea of what looks like changing the American Legion Hall to WC-I makes no sense to me; from the small zoning map it looks like one corner of the property barely kisses the water and that is probably up land of the harbor walk.
 11. It is not clear to me if it is a proposal but I would be opposed to any increase in the Historic District.

Respectfully Submitted.

Richard L. Raskin, Partner
123 Sterling LLC



GREEN = WC-R
 ★ = WC-I (INCLUDES CURRENT WC-I USE & CONDITIONAL USES)



LEG	
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	C
	C
	H

INC. VILLAGE
Zoning

GREENPORT YACHT & SHIPBUILDING CO, INC.

P.O. BOX 750

GREENPORT, NY 11944-0750

PH 631-477-2277 FX - 2278

7.25.2012 - 5:30 P.M.

Village of Greenport
Greenport, NY 11944

Re: LWRP - Program Update (dated July 16, 2012)

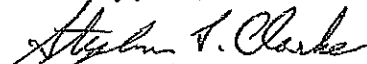
To Whom It May Concern:

I have read both the LWRP Update and the 2012 update of the Harbor Plan for Greenport. I appreciate the thought and work that have gone into these documents and wish to say that I would be glad to work with the Village if a Harbor Management Committee is eventually formed. I am a village resident, have been an elected official within the village, and after forty-two years managing Greenport Yacht, feel I have a stake in not only my company but in the village itself.

My only negative comment referring to the above documents is with the creation of two new waterfront districts from the existing Waterfront Commercial district. In the above documents the details of the need for any change are at best vague. What is clear to me is that somewhere down the road we all will be involved with proposed zoning changes and hearings and meetings to accomplish something that at present is not defined. I can make my position no more clear than to say that what is proposed appears to have no merit and will lead to a lot of work for nothing. I should also say that a proposed zoning change of Greenport Yacht's property which limits any future use or restricts any activity not now allowed would simply bring a lawyer or two to your office and to mine. Remember that Greenport's waterfront went through a major zoning change at the time of the original LWRP, a change justified as we watched our working waterfront disappear into condominiums. It was clear, or so the argument went, that a change had to be made. No such argument is clearly made in the above documents.

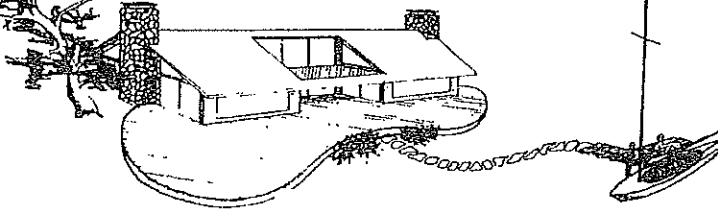
I am clearly in favor of the maintenance of a "Working Waterfront" for Greenport's future and in fact have spent my working lifetime to maintain and promote it. I, as well as perhaps most of the people at this meeting, are familiar with waterfront tourist destinations such as Sag Harbor which are no longer mixed use communities. That said, holding on to an idea that is vanishing rapidly is neither simple nor easy. I look forward to working with village officials and the proposed Harbor Management Committee to build on our working maritime heritage. Thank you.

Sincerely yours,


Stephen L. Clarke



*Preserving the Past
while
Establishing the Future*



Environment East, Inc.

2885 Indian Neck Lane
P.O. Box 197
Peconic, New York 11958-0197
631-734-7474
Fax: 631-734-5812

July 25, 2012

Village of Greenport

236 Third Street

Greenport, NY 11944

Dear Mayor Nyce,

I was glad to hear that the LWRP is moving forward with recommendations for zoning updates for the village. However, after having reviewed the proposed changes I have to question why the part of Third Street that runs from Front Street south to the parking area for the rail road station and ferry docks is only being considered for commercial development on the east side and not the west side. It would seem to make sense to me with the proximity of the commercial development already in place to include that short section of Third Street in the WC-R designation combining both commercial and residential uses.

I look forward to hearing the outcome of today's meeting.

Sincerely,

Peter Stoutenburgh

Smith, David

From: David Abatelli [d.abatelli@greenportvillage.org]
Sent: Thursday, September 13, 2012 4:24 PM
To: Smith, David
Subject: FW: LWRP suggestions

David Abatelli
Village Administrator
Village of Greenport
236 3rd Street
Greenport, NY 11944
Phone: 631-477-0248 x209 Fax: 631-477-1877

-----Original Message-----

From: Doug Moore [mailto:dmoore@greenportvillage.org]
Sent: Thursday, August 02, 2012 4:31 PM
To: ckempner@greenportvillage.org
Cc: David Murray; David Nyce; David Smith; George Hubbard, Jr.; Mary Bess Phillips; David Abatelli; Sylvia Pirillo
Subject: Re: LWRP suggestions

Chris,

Just to clarify my comment on the 'goofy' wordage in the draft LWRP... I was referring to their description of a WC-R district in terms of the SS of Front Street commercial district allowing limited residential opportunities. The Front Street commercial district situation is different and best fixed by rezoning that area to CR to match its locale and function.

I do not think it is goofy to have a WC-I/WC-R distinction where some marine activities occur on shorelines with residential character. If the WC designation were to be removed from our shoreline which fronts or is adjacent to residential districts, we would remove far more shoreline than was taken by the condos prior to the WC designation.

The point of my suggestion for WC-R was to allow and expand marine operations which already occur along our shores, but with a more limited range of activities than WC-I. Whether our residential shoreline is currently designated R1/R2 or WC, there are already different levels of commercial activities there (e.g. docks being rented, small scale commercial fisherman, yacht rentals/charters). I think careful control of the upland activities (above the bulkhead or low tide line) in these residential neighborhoods can allow for coexistence of residential and waterfront activities. The range of activities allowed in a new WC-R district would be limited and need to be thrashed out through appropriate dialogue.

Doug.

> Doug,
>
> Thank you as always for your thoughtful and intelligent comments and
> suggestions.
>
> I fully agree with that the residential mixed use zoning in WC is goofy.
> I pointed this out last meeting and it still remains - it makes no
> sense for the village and shows that the document must be very
> carefully reviewed as there is some confusion about goals of the
> Village

for growth.

- > I am perplexed as to why that [sic WC] zoning in residential districts remains at
- > all as was raised this in last draft as something that is not in
- > character with the Village - last draft had intense mixed use that
- > allowed marinas ringing the waterfront throughout the Village - this
- > does not seem consistent with DOS policies at all either!
- >
- > Thanks again
- > Chris
- >
- >> For those who have survived the arduous public meeting the other
- >> night,
- > I
- >> offer some documentation regarding the discussions on WC zoning.
- >> Also,
- > the issue of zoning in the commercial district where land locked
- > properties have the WC designation.
- >>
- >> I think that it is important to phrase the LWRP process in
- >> opportunities
- > and directions the Village is interested in moving toward. I think
- > there
- >> was too much emphasis on "changes and what are the changes". A
- > direction
- >> has to be established before specific changes can be made.
- >>
- >> Attached:
- >> 1. A revised presentation regarding the WC to WC-I and WC-R zoning. 2.
- > Two maps marked up to indicate the areas where these consideration
- > should be focussed on.
- >> 3. A separate document regarding the R1 R2 joining, Cottage district
- >> and
- > WC to CR suggested for Front Street.
- >>
- >> I think there is confusion, including as presented in the draft LWRP
- > document, as to what the WC-R and WC-I would mean. The intention for
- > WC-R
- >> was not to allow residential use in existing WC districts, but to
- >> expand
- > the WC district into residential waterfront areas with uses compatible
- > with those areas. Page IV-4 (middle) describes a district with less
- > intense WC uses which would allow some limited residential
- > opportunities.
- >> This is goofy! The WC to WC-R and WC-I does not involve expansion of
- >> WC
- > to include new residential uses. The Front Street issue is a
- > different problem and should be handled via a zoning change from WC to CR.
- >>
- >> I will have some additional comments and they will follow.
- >>
- >> Doug.
- >> --
- >> Doug Moore, Chairperson
- >> Greenport Village ZBA
- >
- >
- >
- >
- >

Smith, David

From: David Abatelli [d.abatelli@greenportvillage.org]
Sent: Thursday, September 13, 2012 4:19 PM
To: Smith, David
Subject: RE: Draft LWRP Changes
Attachments: docLWRP letters (2) 7-12.pdf

Dave,

Here are two early letters we received, we haven't gotten any other written responses. I'll forward a couple of e-mails.

The meeting is scheduled for next Thursday the 20th at 6 PM at the Little red schoolhouse.

dave

David Abatelli
Village Administrator
Village of Greenport
236 3rd Street
Greenport, NY 11944
Phone: 631-477-0248 x209 Fax: 631-477-1877

From: Smith, David [mailto:DavidSmith@VHB.com]
Sent: Tuesday, September 11, 2012 12:59 PM
To: David Abatelli
Subject: FW: Draft LWRP Changes

David,

We need to discuss this and any other comments that might have come in. Could you catalogue all of the correspondence. Corwin's comments come after the 30 days but can't be ignored.

David B. Smith
914.761.3582 x6308
www.vhb.com

From: corwin@optonline.net [mailto:corwin@optonline.net]
Sent: Tuesday, September 11, 2012 12:41 PM
To: Smith, David; David Abatelli
Subject: Draft LWRP Changes

draft draft draft draft draft draft draft

Notes on the Draft LWRP Changes

The hot spots on the village web site for the draft LWRP and the appendix items are reversed so that clicking one retrieves the other. This is very confusing.

I could not find the Harbor Management plan in the material available online. When I went to the library to peruse the draft LWRP I did find the Harbor Management Plan and started to make comments.

The Harbor Management Plan is old stuff. There are many errors in the HMP. It should not have been included in the draft LWRP changes. I stopped reading half way through it is so full of errors.

Mention is made in the draft LWRP changes of the National Flood Insurance Program map. The map is inaccurate. The area around Center and Third Streets is a shallow flood area. The map was revised a few years ago to remove this area based on sea level and the shore line. The shallow flooding area is a function of local topography and the fact that the area was a lake not too long ago. The village building department knows the area floods by has failed to contact the authorities responsible for the map to alert them to the shallow flooding area. This flooding will only get worse as Moores Drain becomes more clogged with silt, sand and debris.



shallow flooding area, Center Street looking east towards Third Street



Debris and silt in Moores Drain



The silt is 3/4 of the way up the culvert pipe north of the WWTP.
It is reasonable to assume that when the pipe was installed it matched the invert of the drain.

When the village goes looking for someone to help pay to clean Moores Drain the NFIP map is going to be in error and not confirm there is a flooding problem.

iv-1 Greenport Yacht & Shipbuilding

175 to 200 ships – ships might be better termed boats

iv-3

The introduction of a residential component to downtown ...

There is already a large residential component to downtown.

The payment in lieu of parking thing was tried a couple of decades ago and didn't get much traction.

PARKING PARKING PARKING

Iv-4

Bulk heading should probably be one word

Iv-4

Are you sure you have the "purchase of a local dredger" right?

iv-4

... land use patterns are historically MORE ...

iv-5, Table 3

It should be mentioned that parking for business district extends well into residential areas. For events and busy weekends this is especially true. The existing rather loose two-family zoning produces much parking on street but away from the multi-family housing units that are associated with the cars.

iv-6

It should probably be noted that the business community led by Perry Angelson wanted nothing to do with parking meters. And there is no money in the budget to support any agreement there may be between ST and VofG for parking enforcement.

The Southold Town Police won't even enforce Vehicle and Traffic law as it relates to motorcycle mufflers and you are suggesting they are going to enforce village parking rules. I don't think so.

No mention is made of the noise generated by motorcycles as a result of some of the uses in the WC district. This is a real quality of life issue.

iv-7 Stormwater runoff: One of runoff problems listed is nutrients. It could be noted that few of the homeowners in the village fertilize their lawns. The nutrient load from fertilizers is probably very small. The two exceptions to this are the condominiums on the water and Mitchell Park which are good for pesticides and fertilizers.

Animal waste contains both nutrients and non-human coliform bacteria. It could be noted that many dog walkers now pick up their dog's doo. This is a spontaneous development over the past 20 years.

I question how much oil and grease other than bad leaks from the buses at the bus stop produce sheen and odor in stormwater discharge. (There was a lot of some sort of lubricant oil leaked from a bus about three weeks ago at the bus stop.)

I do note that an individual was pouring waste engine oil into the catch basin at the south end of Kaplin Avenue. I took it upon myself to stop this practice and I was apparently successful. This is a question of education and making it easy for do it yourselfers to dispose of oil.

iv-12

It should be noted that the village did extensive smoke tests on the sewer system to find roof drains discharging into the sewer system. How effect this was I do not know.

iv-I4

The former scavenger waste site is parkland and could not be developed without authorization from the New York State Legislature.

The Arcade has reopened. They have a way to go before they are a successful business. An individual with the savvy of the former owner of Thompson's Emporium in Southold could have a successful business in the Arcade.

iv-15

There is a minimum on the floor area of a single family structure in the village code. There is no minimum or maximum on the floor area of a two-family structure. This appears to have been an oversight on the part of the original code writers.

~

It is suggested in the draft LWRP that the one-family zoning to the north could be changed to two-family zoning. The residents in that area may not look on this favorably. Between the parking and traffic problems generated by ELI Hospital and developers looking to subdivide any lot that can conceivably be subdivided I would suggest it is a no go.

~

3. New Zoning District – The village appropriately rezoned the majority of its waterfront to WC ... in an effort to prohibit future development of condominium communities along the waterfront.

This is not what happened. The village stuck condominiums in WC to facilitate development of old marine use areas such a boatyards and oyster processing plants. Through the efforts of some courageous residents the condominium use was removed from WC before every stinking piece of WC property could be turned into condominiums.

~~~~~

4. Section ... smart growth planning principles...

I take exception to anymore residential use in the downtown area. Parking for residential downtown use is already a problem.

PARKING PARKING PARKING

iv-16 Accessory Residential Uses ...

I take exception to the creation of accessory residential units. This idea apparently came from the building inspector who has been allowing this extra legal use outside of the village code for some time now. It is not appropriate for Greenport. It is a headache for the ZBA and the Planning Board. It encourages absentee landlords. This venture outside of the village code should not be rewarded by legitimizing it.

Few things grate on me more than people from Orient or Southold or Cutchogue telling the residents of the Village of Greenport how to do things.

One thing missing from the draft LWRP changes discussion is pump-out facilities. Several mini marinas were allowed along Stirling Street with the stipulation that they have pump-out facilities. The marina owners effectively told the village to go pound rock salt once the marines were approved and made no effort to install pump-out facilities.

~~~~~  
Policy 6

... creation of a cottage housing district to allow for smaller scale lots and development pattern...

I am opposed to the creation of a cottage housing district. Greenport is built out; stop trying to fit more people into Greenport. Enough already

PAKRING PARKING PARKING

Policy 20A

...through the creation of a harborwalk in waterfront area 2

If there was one thing that was constantly mentioned in planning circles in Greenport 30 years ago it was a harborwalk. It came to be with the creation of the park and the state's purchase of the property west of the park.



So what do we see here on the east end of the park? Is that the marina manager's rig right where the harborwalk path should be?

Policy 21

...supplies and services necessary for boaters...

I saw no mention of marine fuel: gasoline and diesel. There should be an inventory of any marine fueling facilities and whether they are in service, mothballed or abandoned.

Whether or not there is enough fueling capacity available should at least be established.

Policy 34

It should be noted that the mini marinas on Stirling Street have ignored their responsibility to install marine sanitary waste pump-out facilities. A proper policy in regards to these miscreants should be formulated.

It should also be noted that the original LWRP encouraged these marinas and the outcome in my opinion is too much in terms of scale, sanitary facilities and parking.

Policy 35

...dredge spoil disposal...

It has been the practice of the NYSDEC to require that dredge spoil from the entrance to Stirling Basin be placed on the west end of Sandy Beach. This has resulted in an increase in the elevation of the sand spit.

Previously the vegetation was primarily American beach grass with some bayberry and the like. Now upland plants have taken over and locust trees have started to grow. This has changed the whole ecosystem of Sandy Beach and taken a niche away from nesting shore birds.

The proper place for the dredge spoil is to put it back where it came from, in front of the shacks on Sandy Beach.

This issue should be noted. A more suitable place for the spoil could be suggested.

Policy 44

...spawning ground for certain species of fish...

I believe that myth has been finally been put to rest. The water that drains Moores Woods and the Silver Lake area is low in oxygen and high in tannic acid. Not suitable for spawning fish and it never was.

draft draft draft draft draft

I could go on but I am tired so I will stop here.

Please confirm receipt of this communication. If there is a problem with the format please notify me and I will offer it in a different format.

This communication and any attachments to this are confidential and intended only for the recipient(s). Any other use, dissemination, copying, or disclosure of this communication is strictly prohibited. If you have received this communication in error, please notify us and destroy it immediately. VHB Engineering, Surveying and Landscape Architecture, P.C. is not responsible for any undetectable alteration, transmission error, conversion, media degradation, software error, or interference with this transmission.
VHB Engineering, Surveying and Landscape Architecture, P.C. | info@vhb.com

David Smith

To: davidsmith@vhb.com; d.abatelli@greenportvillage.org

From: corwin@optonline.net

Subject: How things work

Dear David:

When we spoke at your last input session you explained to me "how things work" in that the village board makes the final decision as to whether to incorporate any LWRP recommendations into the village code.

I may have some understanding of how things work as I have been an observer or a participant in local government for over 30 years. My take on how things work is that one has to have one's own ideas and get projects in a study early on. Once a document is stamped draft and shown for public comment nothing in it is going to change. The author or authors have made up their minds and have no intention of changing anything in a draft document unless there is overwhelming public dissatisfaction with what the document says.

My thinking is that the building inspector came up with the idea of "cottage housing". Perhaps you can dissuade me from this idea. Unless I see something to change my mind I have to call the building inspector out as meddling in affairs she should not be meddling in.

The building inspector, who lives in Southold, has one agenda: she wants low income housing for her children. I have heard that so much I don't go into the back office anymore. I have heard the village administrator tell the building inspector she could have her own opinions just keep them to herself. I heard the building inspector tell you before the call to order for the first LWRP input session, "Don't forget the cottage housing".

It has been the building inspector's practice in the past to approve of detached housing units apart from the main structure of a piece of property, in effect cottage housing. This is clearly outside of the village zoning code. The excuse for these actions was that "it was done in the past". **It was not done in the past.** The practice started with the Kapell administration and the hiring of the present building inspector. I have a theory on how these extra legal approvals came about but will spare you at this time. I think you can come up with a similar theory without too much prompting on my part.

I have to accuse the building inspector of bias and I have to accuse you of bias. Unless you show me

12/19/2012

something else I have to assume you picked up the idea of cottage housing from the building inspector.

At the last input session Mr. Swiskey noted that cottage housing was a "crazy idea".

As I see it there are two citizens of the Village of Greenport who actually lay their heads down on pillows in Greenport at night calling cottage housing out as a bad idea, one village employee who does not lay her head down on a pillow in Greenport at night who wants cottage housing and one consultant that doesn't want to remove some of the fluff from a report.

As far as I can count this is overwhelming public dissatisfaction with cottage housing. The only other input into the sessions was that there was no summary of the report, concern with electromagnetic radiation and dissatisfaction with fishing regulation.

Yours in disappointment,

David Corwn
Greenport, NY

Smith, David

From: David Abatelli [d.abatelli@greenportvillage.org]
Sent: Thursday, September 13, 2012 4:25 PM
To: Smith, David
Subject: FW: LWRP suggestions

David Abatelli
Village Administrator
Village of Greenport
236 3rd Street
Greenport, NY 11944
Phone: 631-477-0248 x209 Fax: 631-477-1877

-----Original Message-----

From: ckempner@greenportvillage.org [mailto:ckempner@greenportvillage.org]
Sent: Thursday, August 09, 2012 5:20 AM
To: Doug Moore
Cc: ckempner@greenportvillage.org; David Murray; David Nyce; David Smith; George Hubbard, Jr.; Mary Bess Phillips; David Abatelli; Sylvia Pirillo
Subject: Re: LWRP suggestions

Hi Doug,

I actually do think the WC-R in the document is goofy altogether.

The way it was described at previous meeting and the way I believe the intent was in latest document was to allow marina use with retail on ground floor and multi-residential above. I think this is totally inappropriate in the residential areas of Greenport and does not comport with DOS policy. It is something of the likes of Marina Del Ray and doesn't fit the local character. Maybe that works on a few select properties on Front /Main but the WC-R is outside of downtown proper.

I understand what your direction/intent is - I just don't think this was conveyed at all in the document and what is in document creates some dangerous territory.

Thanks again for staying on top of this document - it is very important and a little complicated so all the help refining detail is greatly appreciated.

Chris

> Chris,
>
> Just to clarify my comment on the 'goofy' wordage in the draft LWRP...
> I was referring to their description of a WC-R district in terms of
> the SS of Front Street commercial district allowing limited
> residential opportunities. The Front Street commercial district
> situation is different and best fixed by rezoning that area to CR to
> match its locale and function.
>
> I do not think it is goofy to have a WC-I/WC-R distinction where some
> marine activities occur on shorelines with residential character. If

> the WC designation were to be removed from our shoreline which fronts
> or is adjacent to residential districts, we would remove far more
> shoreline than was taken by the condos prior to the WC designation.
>
> The point of my suggestion for WC-R was to allow and expand marine
> operations which already occur along our shores, but with a more
> limited range of activities than WC-I. Whether our residential
> shoreline is currently designated R1/R2 or WC, there are already
> different levels of commercial activities there (e.g. docks being
> rented, small scale commercial fisherman, yacht rentals/charters). I
> think careful control of the upland activities (above the bulkhead or
> low tide line) in these residential neighborhoods can allow for
> coexistence of residential and waterfront activities. The range of
> activities allowed in a new WC-R district would be limited and need to
> be thrashed out through appropriate dialogue.
>
> Doug.
>
>> Doug,
>>
>> Thank you as always for your thoughtful and intelligent comments and
>> suggestions.
>>
>> I fully agree with that the residential mixed use zoning in WC is goofy.
>> I pointed this out last meeting and it still remains - it makes no
>> sense for the village and shows that the document must be very
>> carefully reviewed as there is some confusion about goals of the
>> Village for growth.
>> I am perplexed as to why that [sic WC] zoning in residential
> districts remains at
>> all as was raised this in last draft as something that is not in
>> character with the Village - last draft had intense mixed use that
>> allowed marinas ringing the waterfront throughout the Village - this
>> does not seem consistent with DOS policies at all either!
>>
>> Thanks again
>> Chris
>>
>>> For those who have survived the arduous public meeting the other
>>> night,
>> I
>>> offer some documentation regarding the discussions on WC zoning.
>>> Also,
>> the issue of zoning in the commercial district where land locked
>> properties have the WC designation.
>>>
>>> I think that it is important to phrase the LWRP process in
>>> opportunities
>> and directions the Village is interested in moving toward. I think
>> there
>>> was too much emphasis on "changes and what are the changes". A
>> direction
>>> has to be established before specific changes can be made.
>>>
>>> Attached:
>>> 1. A revised presentation regarding the WC to WC-I and WC-R zoning. 2.
>> Two maps marked up to indicate the areas where these consideration
>> should be focussed on.
>>> 3. A separate document regarding the R1 R2 joining, Cottage district
>>> and
>> WC to CR suggested for Front Street.
>>>

>>> I think there is confusion, including as presented in the draft LWRP
>> document, as to what the WC-R and WC-I would mean. The intention for
>> WC-R
>>> was not to allow residential use in existing WC districts, but to
>>> expand
>> the WC district into residential waterfront areas with uses
>> compatible with those areas. Page IV-4 (middle) describes a district
>> with less intense WC uses which would allow some limited residential
>> opportunities.
>>> This is goofy! The WC to WC-R and WC-I does not involve expansion
>>> of WC
>> to include new residential uses. The Front Street issue is a
>> different problem and should be handled via a zoning change from WC
>> to
CR.
>>>
>>> I will have some additional comments and they will follow.
>>>
>>> Doug.
>>> --
>>> Doug Moore, Chairperson
>>> Greenport Village ZBA
>>
>>
>>
>>
>>
>
>
> --
> Doug Moore, Chairperson
> Greenport Village ZBA
>
>

Smith, David

From: David Abatelli [d.abatelli@greenportvillage.org]
Sent: Thursday, September 13, 2012 4:26 PM
To: Smith, David
Subject: FW: Village Administrator's monthly report

David Abatelli
Village Administrator
Village of Greenport
236 3rd Street
Greenport, NY 11944
Phone: 631-477-0248 x209 Fax: 631-477-1877

-----Original Message-----

From: Trustee Mary Bess Phillips [mailto:mbphillips@greenportvillage.org]
Sent: Saturday, August 18, 2012 5:24 AM
To: David Abatelli; Sylvia Lazzari Pirillo
Cc: David Nyce; George Hubbard; Chris Kempner; David Murray; Joe Prokop
Subject: Village Administrator's monthly report

Village Administrator Abatelli and Village Clerk Pirillo,

In reading your report there is a request for an additional Stakeholders and public meeting in September. This is a positive communication to receive as much input as possible from the Village population on this document.

I do have an observation that some form of communication or outline should be developed for publication as to the process of this project. In our discussion of past informational meetings, the consultants process has been explained. But , the overall work outline from our request to review, changes that have taken place within that grant , how we gather, etc to the next steps till the resolution to accept the completed LWRP might encourage more participation.

The most overwhelming complaint, among others , to me as a Trustee have been dealing with the difficulty in obtaining information from our Village Website.

I am confident that at Monday work session you and Sylvia will provide some discussion on this subject. In reviewing whatever budget numbers I was able to obtain on short time frame, there is funding to create an improvement to our website to deal with this subject matter.

Pro-active versus re-active creates a positive form of discussion.

Trustee Phillips

Sent from my iPad=

Smith, David

From: David Abatelli [d.abatelli@greenportvillage.org]
Sent: Thursday, September 13, 2012 4:24 PM
To: Smith, David
Subject: FW: Comments re proposed LWRP and HMP

David Abatelli
Village Administrator
Village of Greenport
236 3rd Street
Greenport, NY 11944
Phone: 631-477-0248 x209 Fax: 631-477-1877

From: Trustee Mary Bess Phillips [mailto:mbphillips@greenportvillage.org]
Sent: Friday, August 03, 2012 1:24 PM
To: Kathy Deacon
Cc: <d.abatelli@greenportvillage.org>; <davidsmith@vhb.com>; <d_nyce@greenportvillage.org>; <ghubbard@greenportvillage.org>; <ckempner@greenportvillage.org>; <dmurray@greenportvillage.org>
Subject: Re: Comments re proposed LWRP and HMP

Thank you for your input. Will be asking some questions to the information you provided.

MB

Sent from my iPhone

On Aug 2, 2012, at 12:47 PM, Kathy Deacon <stradella3@msn.com> wrote:

August 2,

2012

To: David Abatelli
David Smith, VHB

Comments on the Greenport LWRP and HMP Draft Document presented at the "Community Conversation" on July 25, 2012 (as per 30-day comment period for submission of written comments):

I have some serious concerns about the proposed plans. The document supplied to the Floyd Memorial Library makes vague reference to the desirability (but not the necessity) of burying power lines at some future point. I think it is vitally important to state my concerns regarding this matter for the public record.

My husband and I own a home at the corner of Bridge Street and Sterling Place in Greenport. What most concerns me personally regarding the proposed zoning change in the Stirling Basin area is the possibility more electrical current will be flowing on the main distribution line that runs along two sides of our property located in the adjacent residential area. During the summer when the luxury yachts at the marina are using huge amounts of electricity for air conditioning and other uses, the power usage surges on these high-current lines in close proximity to our home.

The pole near our home is very low (for such a large amount of current) and we are near to both the line running over Bridge Street as well as the one running up Sterling Place. The electromagnetic fields in our living room measured on a triaxial gaussmeter (F.W. Bell Model 4080) are as high as 10 milligauss on a hot day. Field strengths of 3 and 4 milligauss have been associated in numerous studies with childhood leukemia and other health problems; though there may be no laws on the books, this is generally considered an unacceptable standard in present building codes--but the levels in our back bedroom rarely go below 4 milligauss in the summer.

When we bought the house in 2002, the readings were 1.6 milligauss and below. They increased exponentially when Brewers Marina was expanded around 2005. Never in my wildest dreams did I expect this to happen when we bought the house and had we known what was about to transpire, we never would have considered the property. Nevertheless it is a problem the utilities director of the village denies exists and refuses to address. Now the readings threaten to go even higher if "industrial"-strength electricity is delivered to the marina or other industries by way of our residential streets. This sort of major distribution line does not belong in a residential neighborhood next to peoples homes, some of which are inhabited by children.

The situation I have described will be greatly aggravated if yet more power is added to this line. For this reason I strongly oppose the plan unless some remediation is effected. I am not an engineer or electrician but it seems that someone possessing these skills should be able to reroute some of the electricity over other streets such as Monsell or Route 48 if burying the lines is not feasible.

Additionally, it is unclear to me what sort of industrial activity would be permitted by the new zoning and whether there will be any consideration of community input both before and after the zoning has been implemented. How will the environmental impacts be reviewed once the zoning is put into effect?

Kathy Deacon
330 Bridge St.
Greenport, NY 11944
631-477-2057

CC: David Nyce, Mayor
George Hubbard Jr., Deputy Mayor/Trustee
Chris Kempner, Trustee
David Murray, Trustee
Mary Bess Phillips, Trustee

Harbor Management Plan for the Village of Greenport

Suffolk County
Greenport, New York

2014 Update



McLaren Project No. 110105.00
January 2014



TABLE OF CONTENTS

INTRODUCTION	1
SECTION II-DATA INVENTORY AND ANALYSIS.....	1
B.2. NAVIGATION and CHANNELS.....	1
B.6. WATERFRONT INFRASTRUCTURE.....	4
B.8. FLOODING	10
B.9. RECREATIONAL BOATING.....	12
B.10. PUBLIC ACCESS and MARITIME RECREATION.....	17
B.11. WATER QUALITY and NATURAL RESOURCES	19
B.12. THE WORKING WATERFRONT.....	23
B.13. WATERFRONT LAND USE and ZONING	29
B.15. MITCHELL MARINE BASIN	33
C. DATA SUMMARY AND ANALYSIS.....	35
SECTION III POLICIES AND IMPLEMENTATION	41
A. INTRODUCTION	41
B. POLICIES AND IMPLEMENTATION	42
SECTION IV-CAPITAL PROJECTS AND SUPPLEMENTAL STUDIES - UPDATED TABLES	52

INTRODUCTION

This document is an Amendment to the Village of Greenport's 1998 Draft Harbor Management Plan (HMP). It updates the Data Inventory and Analysis, Policies and Implementation, and Capital Projects and Implementation sections of the HMP. This updated data and information was gathered from a site visit and meeting with Village Administrators and the Marina Manager in March 2012. Only the updated sections are included in this document, and it is intended to be cross referenced with the 1998 HMP.

SECTION II-DATA INVENTORY AND ANALYSIS

B.2. NAVIGATION and CHANNELS

INTRODUCTION

This subsection looks at the various physical and environmental elements that are relevant to navigation in the harbor. It includes a description of the approach, the Federal project, navigational aids, bathymetry, dredging, bottom conditions, currents, tide data, and underground cables.

HARBOR APPROACH

In approaching Greenport Harbor from Gardiners Bay, a distance of about 4 nautical miles, you enter a marked channel that begins at the Long Beach Bar ("Bug") Light (see Figure 2-2). Head north of Shelter Island, passing through Orient Harbor into Shelter Island Sound. Generally, the channel is 35-80 feet deep; however, where it passes through Orient Harbor there is a shoal off Cleaves Point that decreases the navigable depth to 20-25 feet. This is a limiting factor in for Greenport Harbor as well, despite the deeper waters of the Village port.

You have entered Greenport Harbor once you rounded the Young's Point breakwater. There are about 550 acres of water area in Greenport Harbor, most of which is in deep water with about 60 acres in the shallower and well protected Stirling Basin. *Embassy's Complete Boating Guide and Chart book* recognizes the protected conditions in Stirling Basin. (It also recommends reservations for weekend moorings). Channel depth is stated as 8 feet, but it is also stated that larger boats may have "difficulty navigating in the confined area."

Deeper and open water is found off the Village Center. It is recognized here, however, that near shore the depth of water becomes shallow and there are pockets of shoaling. "Channel wash" is stated in *Embassy's*; as a concern when docking in the Village Center (see the discussion below, "Currents").

In the main channel between the Village and Shelter Island the water runs up to 80 feet deep.

FEDERAL PROJECT

There is a Federal project in Greenport (one of only two the North Fork, the other is Mattituck Inlet which opens to Long Island Sound). It is composed of a maintained channel with navigational aids,

two anchorages, and a breakwater. Data from the Army Corps of Engineers states that the project was last evaluated and upgraded in 1986 at a cost of \$74,681 with local cooperation.

The main channel leading into Stirling Basin is a federally maintained channel (see Figure 2-3). It was first authorized by the Rivers and Harbor Act of August 1882 and was modified by subsequent acts in 1890 and August 1937. The Federal channel has a project depth of 8 feet and is designated as 100 feet wide into Stirling Basin. Its total length is about 0.3 miles.

There are also two anchorages. The larger one is in Stirling Basin. It is defined as an anchorage area some 360 feet wide and 1,000 feet long. Total surface area is about 8.03 acres. A portion of this anchorage is used by the Village for public moorings. Channels are also set a side through the anchorage to the head of the basin. A second anchorage is outside of the basin and inside (west of) the Young's Point breakwater. It is identified as having a project depth of 9 feet and covering about 7.92 acres. Shoaling occurs along the majority of this anchorage area with depths becoming as shallow as 5.1 feet. The only areas within this extent that are unaffected are along the southeastern tip and the southwestern boundary with the entrance channel. Dredging of the anchorages was not part of the 1986 project (see also "Dredging," below).

The Federal breakwater extends out from Young's Point. It is a rubble mound breakwater about 1,570 feet long. Local knowledge has identified this breakwater as being overtopped in storm conditions and not providing adequate protection to the harbor and a potential for breaching may also exist on the landside.

NAVIGATIONAL AIDS

Federal navigational aids in the harbor are as follows:

- A 19-foot 4-second-flasher identifies the Young's Point breakwater and the entrance to the Federal anchorages.
- Five buoys mark the Federal channel into Stirling, three green cans and two red nuns.
- A green nun marks the channel off Fanning Point.
- Ferry light located at end of jetty.

The *Embassy Boating Guide* also indicates a lighted four second flashing aid at the North Ferry site but this does not exist.

Local navigational aids include signage at the entrance to Stirling Basin, (on Sandy Beach), identifying the Basin as a "No Wake" zone. The Village moorings in the basin are marked by floats and identified as seasonal or transient through color coding. Availability of transient moorings can be determined through the Harbormaster who can be contacted on Channel 9. Anchoring is not permitted in the Basin but transient moorings are available on a first come/first serve basis. (See the photos on the page following and the discussion below under "Recreational Boating").

DEPTH OF WATER

Depth of the Village waters ranges from:

- 8 feet or more in Stirling Basin and its channels.
- 10-15 feet at the Village Center pierhead line with shallower water and shoaling closer to shore.
- A more gradual bottom contour and shallower water on the west shore.
- Away from the near shore, the water depth drops quickly, reaching to 80 feet in the main channel.

In July 2009, the Federal government took soundings within the limits of the Federal project. This data are presented in the Appendix F. They show depths of 6.5-14.4 feet in the Stirling Basin anchorage, 6.7-19 feet in the channel, and 4.7-13.2 feet in the federal anchorage inside the breakwater (this data suggests shoaling inside the breakwater over the past 7 years).

DREDGING

Dredging in the harbor is performed by the U.S. Army Corps of Engineers (the Federal channel and anchorages), the Suffolk County Department of Public Works (around the LIRR dock), and is privately financed (marinas). The following conditions pertain to dredging and channel maintenance within the Harbor:

- The Army Corps maintains the Stirling Basin channel. It is believed to be last dredged in 1976. Since its construction, the channel has been dredged in 1959, 1963, and 1976. Dredged material amounted to 163,900, 129,200 and 12,000 cubic yards, in those years. A disposal site southeast of the St. Agnes Cemetery and Sandy Beach Park has been used.
- In 1983, about 41,700 cubic yards of dredged material was removed from the railroad dock to ensure depth for the commercial fleet. Disposal was in the main channel just east of Fanning Point.
- Shallow areas that have been identified as in need of dredging to improve anchoring or navigation are east of the Greenport Yacht and Ship Repair, near the Cooper's Fish Market, and between the former Mitchell site west pier and the North Ferry landing. As stated above, inside the Young's Points breakwater is an area that has been identified as having shoaled and not at the design depth of 9 feet as called for by the Army Corps.
- In 2009, the Army Corps survey found that the project depth of 8 feet is available for the entire length of the entrance except for the last 400 feet of the entrance channel where shoaling is present. The left and right outside quarters and middle half of the channel were found to have depths of 6.7, + 1.7, and 1.9 feet, respectively.

BOTTOM CONDITIONS

There are two predominant bottom conditions in the Village. In Stirling Basin the bottom composition is thick silt in the center with sand at the edges. Off the Village Center and west shoreline, the bottom is composed primarily of a mix of sand with gravel and clay in the deeper strata.

CURRENTS

A sizable 1.6 knot average current exists in the Village Center during maximum ebb and flood tides. Spring values can be slightly higher, coupled with restricted flow and following winds can create up to 2 knots of current at times. The tip of the Young's Point breakwater may cause vortexes on both the ebb and flood current, which travel downstream and may occur as far as 500 feet from the tip of the breakwater. (Source: *Village of Greenport Wind and Wave Analysis*)

TIDES

The Harbor has a mean tidal range of 2.4 feet. The extreme storm high is 9.7 feet above National Geodetic Vertical Datum (NGVD) and the extreme low is -2.3 feet below. Table 2-1 below shows tide data for the Harbor.

UNDERGROUND CABLES

There are underground cables on the west side of the Harbor (in Reach 3) that connect Shelter Island to the mainland. They cross the channel just west of Fanning Point.

B.6. WATERFRONT INFRASTRUCTURE

This section addresses the waterfront infrastructure of the harbor. It focuses on the shoreline conditions, which include built protection structures (e.g., bulkheads, groins, revetments) and sand edges, and the pier and deck structures such as slips and docks. This waterfront infrastructure is critical to sustaining the Harbor's functions and activities.

REACH I: STIRLING BASIN

Shoreline Structures and Natural Edges

Much of Stirling Basin is bulkheaded, but the west shore more than the east shore. It is a mix of old and new predominantly wood bulkheads, with the newer bulkheads and structures at the marinas. Conditions are summarized as follows:

- Bulkheads at the two largest marinas (Stirling Basin and Brewers, see discussion below), the Eastern Long Island Hospital property (although above the water line), and all of the west shore, from Townsends Marina south to the Stirling Cove condominiums.
- Natural edges are found at Sandy Beach and the Sandy Beach cove in the southeast part of the basin and the waterfront at St. Agnes Cemetery.

- On the bay side of the Sandy Beach, residential properties are protected by bulkheads and beach protection groins. This shoreline has eroded over the years and is currently missing most of its beach.
- The Sandy Beach spit extends to the west and forms the entrance to Sterling Basin. It appears to be migrating west and filling the basin entrance with sediment as its shoreline erodes. There is also concern the monument located on the southern shore of the spit will be washed out if the shoreline is not stabilized.

Docks and Piers

The majority of the docks in Stirling Basin are in the marinas, although there are also many smaller private docks at the majority of residences along the basin waterfront. These are described in greater detail below under "Recreational Boating."

REACH 2: VILLAGE CENTER

The Village Center has the older, larger, and more established waterfront infrastructure of the harbor. It is composed of a variety of waterfront structures built over many years (see Table 2-2 and Figures 2-7 through 2-8). Structural types are a mix of filled and pile supported piers with steel sheet and wood bulkheads. A number of structures were repaired in the early 1990's due to severe storm damage. These include Preston's pier and Claudio's Wharf (also known as the Main Street Wharf).

The Village center waterfront is composed of a mix of structures that serve a variety of important purposes with waterfront commercial/industrial uses to the east at Cooper's, STIDD Systems, and the Greenport Yacht and Shipbuilding; there are the publicly accessible piers of Preston's, Claudio's Wharf and the Mitchell piers, with waterfront marinas and dockage at each of these sites and retail uses at Preston's and Claudio's; the infrastructure of the North Ferry Landing; and the railroad dock dedicated to commercial fleet dockage.

There is a Federal Bulkhead and Pierhead line along the Village Center (see the discussion below under "Federal Regulations"). The current bulkhead does not reflect the historic shoreline limit, which was once further inland—much of the natural water's edge was filled in overtime to create the Village Center waterfront.

The piers have been identified on Figure 2-8 and in Table 2-2 as Piers A-K, beginning at Coopers on the east and ending at the railroad dock on the west. Characteristics of the Village Center waterfront are as follows:

- From Cooper's west to Preston's is the working waterfront core of the Village Center composed of Cooper's (Pier A), STIDD systems, and the historic Greenport Yacht and Shipbuilding site (Piers B-D). This waterfront is heavily bulkheaded with filled and deck piers at the Cooper's and the Greenport Yacht and Shipbuilding sites. Evidence of Greenport's past is the four marine railways along this waterfront including one at STIDD systems and three at the Greenport Yacht and Shipbuilding. A more detailed discussion of conditions at the Greenport Yacht and Shipbuilding site is presented below. Most of the bulkhead and piers here are wood and certain sections of pier and bulkhead need upgrading.



Figure 2-7.
Village Center, Greenport, NY.

- Preston's is composed of two fixed piers (E and F) that provide temporary dockage, public access, dockage for excursion craft, and access to the Preston's ships chandlery.
- Claudio's Wharf, as a key feature in the waterfront structure of the Village Center, generates waterfront activity and provides marine recreation and support services. The wharf is composed of two mostly filled piers (G and H). The east pier is a southern extension of Main Street and provides public parking, dockage, public access, and a waterfront fish market. The west Claudio's pier also provides parking, with waterfront accessory retail activity including Claudio's Clam bar.
- West of Claudio's is a short pier that serves White's Bait Shop (Pier I). It is used for temporary dockage by patrons of the bait shop.
- A large part of the waterfront is occupied by the Mitchell Park and Marina (Pier J). Conditions include a mix of relatively new piers and bulkhead, although some unfinished deck and deteriorated sheet pile on the west portion of the site remain. This is a result of a partially completed reconstruction project in the early 1990s before the site was acquired by the Village.
- The Mitchell Park and Marina is open to the public and has 61 slips on floating docks that can accommodate transient craft 20-60 feet. The piers have 33 designated moorings and can accommodate vessels up to 230 feet.

Map Key	Structure	Dimensions and adjacent depth of water	Ownership	Year Built or Reconstructed (estimated)	Public Access	Suitable for Dockage or other Purposes
A ₁ (pier deck)	Wood pile pier and deck	115 feet long 8 feet wide 5-12 MLW	Cooper's	Constant repair and upgrade	No	Yes- Commercial craft and fish processing
A ₂ (filled pier)	Filled water's edge	257 feet long 157 feet wide 5-12 MLW	Cooper's	Constant repair and upgrade	No	Yes- Commercial craft and fish processing
B ₁ (pier deck)	Wood finger pier with mostly deteriorated decking	400 feet long 14 feet wide 6-12 feet MLW	Greenport Yacht and Shipbuilding	Very Poor Needs complete rebuild Constructed ca. 1938	No	Yes- but partially collapsed and occupied by derelict vessel
B ₂ (filled pier)	Filled waters edge with timber crib and sheet pile bulkhead	385 feet long 215 feet wide 4-12 feet to MLW	Greenport Yacht and Shipbuilding	Very Poor Constructed ca. 1935	NO	Yes – barges and other craft but partially deteriorated timber crib bulkhead
C (pier deck)	Wood finger pier with decking	100 feet long 14 feet wide NA feet to MLW	Greenport Yacht and Shipbuilding	Good Partially rebuilt in 1993	No	Yes Small mid-sized craft
D (pier deck)	T-shaped wood pier (west pier) with decking	342 feet long 14 feet wide 3-30 feet to MLW	Greenport Yacht and Shipbuilding	Good Partially rebuilt in 1996 Continual repairs	No	Yes
E (pier deck)	Wood finger pier with decking	200 feet long 12 feet wide 6-15 feet to MLW	Perston's	Good Repaired in 1994 Continual repairs	Yes Publicly Accessed pier	Yes Can handle small excursion vessels
F (pier deck)	Wood finger pier with decking	200 feet long 6 feet wide 4-16 feet to MLW	Preston's	Good Repaired in 1996 Constant maintenance	Yes Publicly Accessed pier	Yes Small craft only
G ₁ (pier deck)	Rectangular wood pile pier with decking	100 feet long 61 feet wide 10-25 feet to MLW	Claudio's	Good Continual repair	Yes Publicly Accessed pier	Yes With one story fish market and outdoor seating
G ₂ (filled pier)	Rectangular wood filled pier	300 feet long 61 feet wide 10-25 feet to MLW	Claudio's	Good Continual repair	Yes Publically Accessed pier	Yes With public parking (40 spaces)
H ₁ (pier deck)	Rectangular wood pile pier with recently built deck	90 feet long 40 feet wide 12-20 feet to MLW	Claudio's	Mid 1990's	Yes Publicly Accessed pier	Yes Occupied by Claudio's Clam Bar and seating

Table 2-2 (Continued) Waterfront Infrastructure of the Village Center						
Map Key	Structure	Dimensions and adjacent depth of water	Ownership	Year Built or Reconstructed (estimated)	Public Access	Suitable for Dockage or other Purposes
H ₂ (filled pier)	Rectangular filled water's edge with wood bulkhead	300-350 feet long 42-113 feet wide 12-23 feet to MLW	Claudio's	Early 1990's repair Fair Condition	Yes Publicly Accessed pier	Yes Also occupied by Claudio's Clam Bar, and parking (60-70 spaces)
I	Wood finger pier on piles with decking	100 feet long 10 feet wide 2-6 feet to MLW	A.P. White's Bait Shop	Fair-good Required as required	No	Yes Small craft
J ₁ (pier deck)	Wood pile piers, deck and bulkhead with a section of deteriorated sheet pile	East pier – 640 feet long depth of water 3-16 feet	Village of Greenport Mitchell Property	Early 1990's (Incomplete)	Yes Publicly Accessed pier	Yes For small, large, and excursion craft
J ₂ (pier deck)	Wood pile piers, deck and bulkhead with a section of deteriorated sheet pile	West pier – 560 feet long depth of water 5-16 feet	Village of Greenport Mitchell Property	Early 1990's (Incomplete)	Yes Publicly Accessed pier	Yes For small, large, and excursion Craft
See 2-6	North Ferry Landing	North Ferry Landing	MTA/North Ferry Co.	Ca. 1950 Ongoing maintenance repairs	Yes Public ferry	Yes Ferry landing
K	L-shaped wood pile pier and deck	372 feet long 20 feet wide 7-16 feet to MLW	Village of Greenport Suffolk County MTA	Mid 1980's	Yes	Yes Commercial vessels Vehicular Access

Notes: Further detail on the Mitchell Property is provided under the subsection "Mitchell Property," below.
Sources: McLaren Engineering Group Field Visit, 2012; Village of Greenport Harbor Management Committee, April 1997; Village of Greenport Local Waterfront Revitalization Plan, November, 1988; Supplemental Draft Environmental Impact Statement for Amendments to the Village of Greenport Local Waterfront Revitalization Program and Section 85-10 of the Village Code, October 1994; aerial photograph September 2010; The Ports of New York and New Jersey and Ports on Long Island, NY, Port Series No.5, U.S. Army Corps of Engineers, Water Resources Support Center, 1988; Village of Greenport and U.S. Army Corps permit applications, 1990-1993.

- The infrastructure of the North Ferry landing is at the base of Wiggins Street (See Figure 2-9).
- The "railroad dock" is immediately south of the ferry landing (Pier K). It is a significant structural pier with are eight sets of dolphin piles on the east side of this dock and one set on the west. This

dock is to be used by commercial boats, recreational boats, and museum use. Dockage is \$10.00/ft. for commercial boats for the season. Daily rentals are \$20.00/day if they don't have a seasonal contract. This structure is also periodically used by visiting tall ships and other large craft.

REACH 3: WEST SHORE

Shoreline Structures and Natural Edges

The west shoreline of the Village is less developed:

- A wood pier and anchored floating dock (the "Courtesy Dock") about 200 feet long extends from the Village Marine Park. The park waterfront is entirely a bulkhead. The bulkhead was rebuilt in 2013.
- Just south of the park two privately owned wood fixed piers extend out about 150 feet into the harbor to provide boat access. There is also a severely deteriorated wooden pier that extends about 130 feet, immediately south of these piers.
- A sand beach with shore protection groins are along the water's edge of the entire reach from the railroad deck south to Fanning Point. This includes a sand spit and crude rock breakwater at the outside of Widows Hole basin. Private bulkheads and concrete sea walls are setback behind the beach, above the mean high water line.
- Private homeowners' wood bulkheads, a rubble breakwater, a small dock, and sand spit that together form the inner shorefront of the Widows Hole basin.
- The former ExxonMobil site beach area is approximately 600 LF.
- A sand beach at Fanning Point with about 700 linear feet of bulkhead at the private Oyster Point Condominiums marina.
- Sand beaches are at the foot of Fourth Street and Herzog Park at Fifth Street.
- About 600 linear feet of bulkhead edge at the private Pipes Cove Condominiums marina.

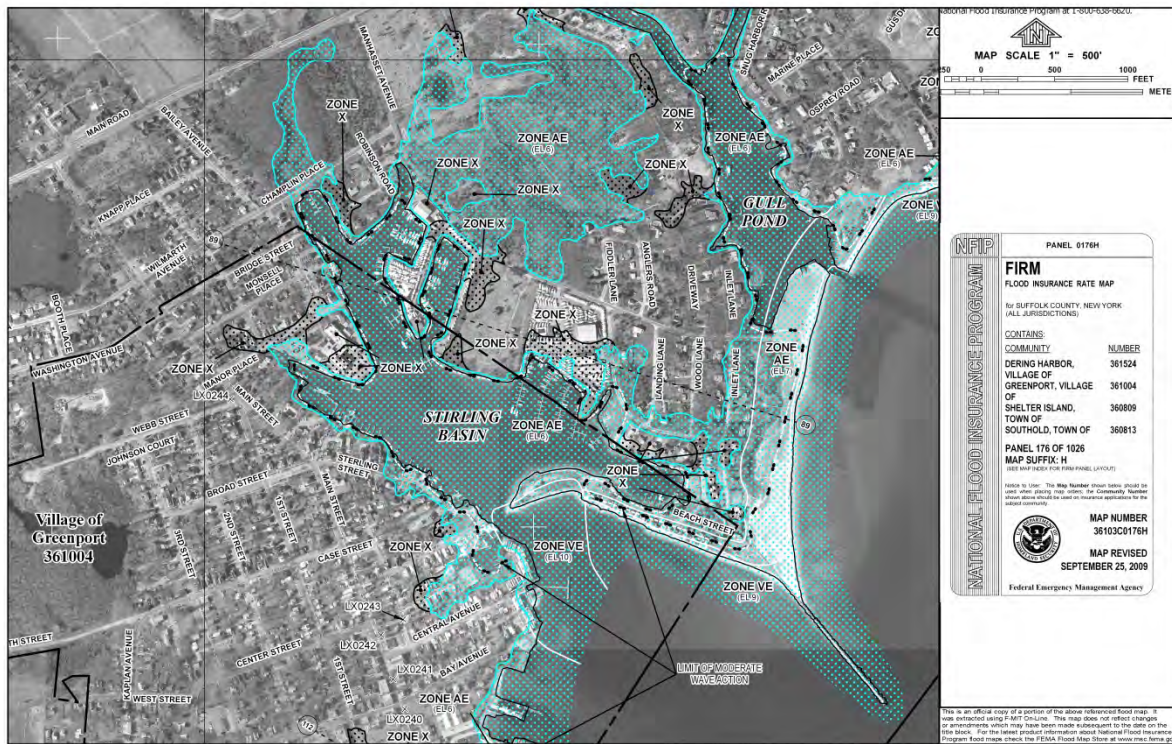
Docks and Piers

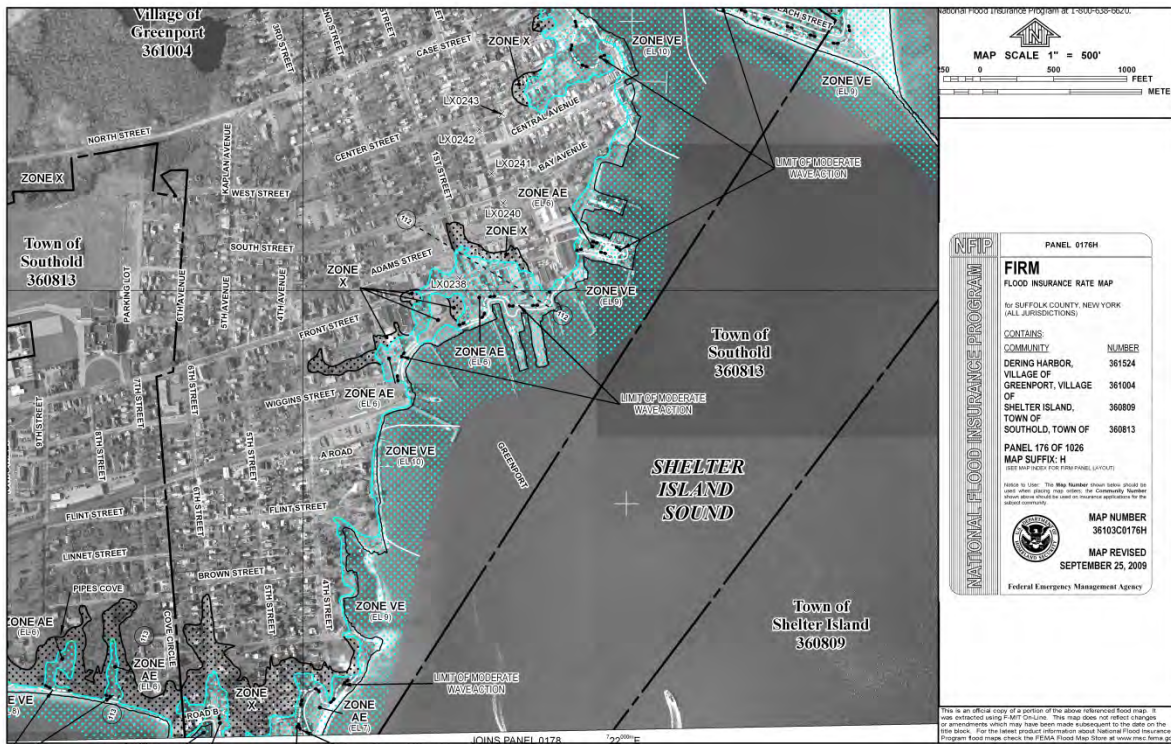
The longest dock in this reach is the "Courtesy Dock" at the Village Marine Park. It is a floating dock for small craft. South of the dock are a number of private fixed finger piers on piles. There are also some smaller docks in the Widows Hole basin. (See also the discussion below under "Recreational Boating"). Oyster Point and Pipes Cove Condominiums have private marinas with docks and piers. There is also a fixed pier about 150 feet long as part of the Village's Herzog Park at the end of Fifth Avenue.

B.8. FLOODING

The Federal Emergency Management Agency (FEMA) prepared a flood insurance study of the Village in 1984 which mapped the flood zones. Flood insurance zones are assigned based on the type of flood hazard and the flood hazard factors. Table 2-9 below describes the types of flood zone conditions.

Table 2-9 FEMA Flood Hazard Area Zone Descriptions	
Zone V	Zone V is the flood insurance rate zone that corresponds to the 1-percent annual chance coastal floodplains that have additional hazards associated with storm waves. Because approximate hydraulic analyses are performed for such areas, no base flood elevations are shown within this zone.
Zone VE	Zone VE is the flood insurance rate zone that corresponds to the 1-percent annual chance coastal floodplains that have additional hazards associated with storm waves. Whole-foot base flood elevations derived from the detailed hydraulic analyses are shown at selected intervals within this zone.
Zone X	Zone X is the flood insurance rate zone that corresponds to areas outside the 0.2-percent annual chance floodplain, areas within the 0.2-percent annual change floodplain, and to areas of 1-percent annual chance flooding where average depths are less than 1 foot, areas of 1-percent annual chance flooding where the contributing drainage area is less than 1 square mile, and areas protected from the 1-percent annual chance flood by levees. Note base flood elevations or depths are shown within this zone.
Source: <i>Flood Insurance Study, Suffolk County, New York (All Jurisdictions)</i> , Federal Emergency Management Agency, September 2009.	





FEMA Flood Insurance Rate Map – Greenport Harbor

FEMA flood elevations within the Village are as follows:

- Flood Zone VE (100-year Wave Crest Elevation) is at elevation 10 along the Waterfront except with in the area bounded by Greenport Yacht and Shipbuilding and Claudio’s pier, where it is at elevation 9.
- Flood Zone AE (the 100-year base flood) is at elevation 6 across the Village Waterfront.
- Flood Zone X represents the 500-year base flood event. Although portions of the Village Waterfront are located within this area, no base flood elevations or depths are show within this zone.

The *Village of Greenport FEMA Flood Insurance Study* (September 25, 2009) shows that for the Harbor 100-year still water flood, elevations are 5.8 feet above North American Vertical Datum of 1988 (NAVD). Wind driven waves atop these elevations are indicated by FEMA to have wave crest heights of an additional 2.9 feet (up to 8.7 feet NAVD). These crest heights are measured above the still water level and account for approximately 70 percent of the total wave's height. Therefore, as predicted by FEMA, waves on the order of 4.11 feet could arrive along a flooded Greenport Harbor shoreline during the 100-year storm.

B.9. RECREATIONAL BOATING

Recreational boating is an important component of Greenport and has weakened after a severe economic downturn in the early 2000s. National trends also show variable growth, with past trends indicating resurgences following times of economic hardships.

The Village is a recognized port in the cruising circuit, with its accessible harbor, amenities and restaurants. Stirling Basin is the center for much of this activity, with about 630 boat slips (a large number transient), all the Village moorings, and private docks. The Village Center has increased transient opportunities with the completion of the Mitchell Marina. The west shore is all private facilities.

It is estimated that the Village currently has the capacity to handle nearly 1,000 recreational craft of various sizes, but generally less than 50 feet in length.

REACH I: STIRLING BASIN

The protected waters of Stirling Basin are home to the majority of marine recreational facilities in the Village. This includes 9 marinas (7 public and 2 private), a baymen's dock, private docks, a mooring field, and a public (concrete) boat launching ramp. In total, it is estimated that these facilities have the capacity to handle about 780 craft, or 79 percent of the total recreational fleet in Greenport Harbor. Stirling Basin provides two important advantages for recreational boaters:

- A harbor of refuge with well-sheltered waters protected by the narrow channel and sandy spit at its mouth.
- A federally maintained channel with a navigable depth to 8 feet, deeper than most creeks on the North Fork, which allows it to handle larger craft.

Marinas

Marinas and docking facilities within Stirling Basin are shown in Table 2-10. There are about 630 slips here with the majority in larger marinas, Brewer Yacht Yard, Brewer Stirling Harbor Marina, Brewer Annex, and the Townsend Manor Marina. The two largest and newest marinas are Brewer Stirling Harbor Marina and Brewer's Yacht Yard. Both marinas straddle the municipal boundary of the Village with the Town of Southold; the water frontage is within the Village.

Brewer Stirling Harbor Marina has 180 slips. About one-third of these are available to transient craft. It is a full-service marina that provides the range of boat repairs (hull and engines) as well as winter storage and fueling. Amenities include a restaurant and cabana.

Brewer's Yacht Yard, immediately to the south, has dockage for 180 craft up to 50 feet in length. Upland area covers about 7.7 acres with about 4.4 acres of water sheet framed by about 1,000 linear feet of wood bulkhead. In-water floating docks total about 4,400 linear feet. The bulkhead and docks are new and in excellent condition. Upland there are seven buildings that are used for winter storage and parking. This is a full service marina providing a range of amenities and both hull and engine repairs, winter dry and wet storage, but not fueling. Brewer's also provide a pump out facility. The marina allows

transient dockage when slips are available. For the 1996 season, Brewers reported 1,000 transient nights for boats 30-50 feet in length. The marina also has a pool and a cafe.

To the north, at the head of the east arm of the Basin, is the smaller 32-slip Brewer Annex. With the exception of restrooms, this marina provides neither support facilities nor amenities. Users of the marina, however, have access to the facilities at the Yacht Yard.

Also on the east shore of the basin is the Village of Greenport's Baymen's Dock, which is immediately south of Brewers Yacht Yard and adjacent to the Sandy Beach ramp. It has 12 slips and can accommodate craft 15-25 feet in length. Public funds were used to build the dock and its use is dedicated to registered commercial baymen with Village or Town of Southold residency, then to general Village or Town residents.

On the west shore of the basin is Townsends Manor Marina. It is the largest public marina on this shore with about 50 slips that are exclusively for use by transient craft. Data show that this marina is full most summer weekends. There are no major repair services provided here. No pump out is provided. There is a hotel with a pool and a restaurant.

South of Townsends is Hanff's Boatyard that provides about 10 slips. Provided here are boat repair services as well as marine towing—there are no amenities. Below Hanff's is the Kearnsport Marina which is a 12-slip private marina—no services are provided. Just south of Kearnsport, there is a barge slip accessible from Sterling Street by a gravel driveway. South of this slip is Wade's, a small 10-slip public marina that provides dockage only. Next to Wades is Creightons Marina, a 20-slip facility used by transient boaters. This dockage is associated with a nearby bed and breakfast. It can accommodate boats 25-45 feet in length.

South of Creightons is a cove shared by the Stirling Cove Condominium Association. This cove is accessible by a narrow channel entrance that is marked by signage identifying it as a private marina. Stirling Cove Condominiums has about 40 slips, occupied by mostly mid-sized or smaller (under 3 feet) recreational craft. Dockage on the north side of the cove was formally for commercial craft and is current not occupied.

Immediately outside Stirling Basin is a Stirling Cove Condominium private pier and cove where about 20 larger boats can be docked. The pier is about 128 feet long, 14 feet wide, and has a navigable depth of 5-12 feet. There are no support facilities or amenities. While the basin has moorings, a ramp, and dockage, there is an absence of dry rack storage. This is a way to increase boating opportunities and recreation in areas where growth in marine recreation facilities may reach limits due to available waterfront lands or natural features limitations and has been used at a number of marinas on the North Fork for that purpose.

The east pier is a southern extension of Main Street and provides public parking, dockage, public access, and a waterfront fish market. A new electric service was added to the pier to service mega yachts.

Moorings

All of the Harbor's moorings are in the Stirling Basin Federal anchorage and are installed, operated, and managed by the Village of Greenport through the office of the Harbormaster. The mooring field is

split into a west and east field on both sides of the 100-foot-wide main channel that passes through the anchorage. The west field is triangular in shape, about 250 feet wide at it widest and 800 feet long and covers an area about 2.3 acres with spaces identified for about 20 moorings. The east mooring field is about 300 feet wide at its widest and 750 feet long and occupies about 2.6 acres. There are spaces identified for 27 moorings. Total mooring spaces number about 48.

The sizes of the boats vary from 23-37 feet with drafts of 2 to 6 feet. Many of the seasonal boaters access their craft by dinghies out of Brewers Yacht Yard. Transients also use a small Village operated floating dock provided at the foot of Stirling Avenue. Village regulations regarding mooring operations are described below under "Harbor Administration".

Name of Facility	Private Public	No. Slips	Transient Slips	Winter Storage	Boat Pumpout	Amenities	Fuel	Repair Service	Other Uses
Brewer Yacht Yard	Public	180	As available	Upland Three travel lifts (a 70 ton and two 20 ton)	Yes	Showers Laundry Restroom Ice Supplies/ Accessories Electric	No	Full Service	Pool Cafe
Brewer Stirling Harbor Marina	Public	180	40-60	Wet storage and upland	No	Showers Laundry Restrooms Ice Electric	Yes	Full repair service wood and fiberglass	Pool Cabana Restaurant Fitness center
Brewer Annex	Public	32	No	Wet Storage	At main yard	Restroom	No	No	No
Townsend Manor Marina	Public	50	50	Wet Storage	No	Ice Showers Restrooms	No	No	Hotel Pool Restaurant
Hanff's Boatyard/ Costello Marine	Private	10	No	Upland	No	None	No	Yes	Storage Marine Towing
Kearnsport Marina/ Triangle Yacht Club	Private	12	No	Wet Storage	No	Restrooms	No	No	Medical Offices
Wade's Marina	Public	10	No	No	No	No	No	No	No
Creighton Marine/Harbor View Yacht	Public	20	4	Wet storage	No	No	No	No	
Stirling Cove Condominium	Private	40 cove 20 at pier	No	No	No	No	No	No	Residences Tennis Courts
Baymen's Dock	Public	12	Baymen	No	Water	No	No	No	No

Sources: McLaren Engineering Group Field Visit, 2012; Village of Greenport Harbor Management Plan Committee, 1997; Village of Greenport aerial photography, September 2010.

Private Docks

Private docks and piers are more prevalent on the west shore (the Village side) of the basin than the east shore. East End Hospital defines the boundary between the east and west shores.

East Shore: In Sandy Beach cove on the south portion of the Basin are the private docks of the Sandy Beach residences that accommodate approximately 20 craft—there is one fixed dock on the bay side.

In the cove north of the Stirling Basin Shipyard and Marina, there are two additional private docks that can accommodate about 3-5 craft. Also here is a long private dock used by Melrose Marine Contractors for contractor and private craft. Immediately south of Brewers Marina is the Kearnsport Marina described above and the Greenport Seafood Dock. There are then some private docks for about 5 smaller craft.

In total, it is estimated that there is the capacity for 25-30 additional recreational craft at the private docks on the east shore of the Basin.

West Shore: South from Hanff's there are five finger piers that have an estimated capacity of 15-20 boats. Below Creightons and Latham Sand and Gravel, to Sterling Avenue, are four additional docks with a capacity for about 20 craft. In the west cove, there is dockage for about 10 additional craft (on the north side) that are not part of the condominium association marina. Total private dockage along the west shore is estimated at about 40-50 craft.

Boat Ramps

There is one boat ramp in the Village. Located in the east shore near the Sandy Beach Cove, it is known as the Sandy Beach ramp. It is a concrete ramp used to launch trailered craft into the Harbor; the parking area actually lies partially within the Town of Southold. Town parking permits are required for use of the ramp. None of the marinas described above provides a boat ramp.

REACH 2: VILLAGE CENTER

Marinas and Dockage

The Village Center has facilities for the transient/short term dockage; it does not have any seasonal slips. In total there are facilities for an estimated 130 recreational craft in the Village Center, or about 13 percent of the total capacity of harbor. Table 2-11 below shows the marina facilities within the Village Center.

Name of Facility	Private Public	No. Slips	Transient Slips	Winter Storage	Boat Pumpout	Amenities	Fuel	Repair Service	Other Uses
Greenport Yacht and Ship repair	Private	10	No	Yes	No	None	No	Yes	Major repairs and overhaul
Preston's	Public	12	Yes	No	No		No	No	Ships and Chandlery
Claudio's	Public	35-40	Yes	No	Yes	Showers Restroom Ice	No	No	Restaurant Fish Market
White's Bait Shop	Public	6	No	No	No		No	No	Temporary tie-up for bait shop
Mitchells Park Marina	Public	94	Yes	No	Yes	Showers Restrooms Ice Cable/Wi-Fi	No	No	Charter and tour boats
Sources: McLaren Engineering Group Field Visit, 2012; Village of Greenport Harbor Management Plan Committee, 1997; Village of Greenport aerial photography, September 2010.									

The two principal recreational docking facilities are Claudio's Dock and Preston's Dock. Preston's has two fixed piers that accommodate about 12 craft. The adjacent chandlery is a major supplier of boating equipment, provisions, and collectibles. It has also provided dockage for the *Mary E.*, a 72-foot 1906 schooner that offers day and moonlight excursions. The boat holds 25 passengers.

Claudio's, at the foot of Main Street, is the principal wharf in the Village. It is composed of two piers, most of which are filled although the ends of the piers are decks on piles. In addition to providing dockage with a structural capacity to handle the larger vessels that visit Greenport, these piers are major commercial centers, provide public access, are a staging area for the Greenport maritime events, and have provided the interim dockage for the *Regina Mans*. Claudio's has a dock master to guide traffic and provides overnight dockage for both recreational and commercial craft. Boat pumpout is available. Short term tie-up is provided for smaller craft at A.P. White's dock, west of Claudio's. Use is limited to customers.

The former Mitchell property has been transformed to Mitchell Park and Marina. Mitchell Park is a four acre park located on the beautiful waterfront of the village. The park is home to the antique carousel that was donated by the Northrop-Grumman Corporation. The carousel pavilion as well as the rest of the park was designed by the architects Sharples Holden Pasquarelli. The park includes an observation deck, camera obscura, harbor walk and a 94 slip marina and pier for transient dockage. The piers surrounding the marina owned by the Village, dockside power along the East Pier is 480V, 100 amp 3 Phase has been provided to attract large yachts, and an expanded wave screen on pier to reduce ferry wakes is being considered. Grants for improvements are currently approved.

REACH 3: WEST SHORE

Most of the west shore is occupied by private recreational facilities associated with waterfront recreational uses. There are two exceptions, the Village Marine Park which provides a public Courtesy Dock operated by the Village and a public pier off Herzog Park at the end of Fifth Street. There are no public marinas, moorings, ramps, or boat launches along this reach. In total there are facilities for about

75 craft in this reach, or 8 percent of the total harbor capacity (see also the photographs on the page following). These facilities are composed of:

- A Village "Courtesy Dock" for temporary dockage by small craft (about 6) off the Village Marine Park.
- Oyster Point Condominiums private marina at Fanning Point provides 35 private slips. It is ancillary to the condominium and provides no support services.
- Pipes Cove Condominiums provides about 8 private slips, also with no support services.
- A pier about 150 feet long at Herzog Park (the foot of Fifth Street) into Pipes Cove. In the past this pier has seen little use; it is proposed that the pier be modified for increased used by local small recreational craft.
- Stake moorings are on-land stakes to which small craft are tied. There are seven in the along the West Shore, all in the basin known as Widows Hole. There are five stake moorings at the foot of Brown Street and two at the foot of Clark Street.
- There are two private fixed docks that extend into the harbor. Both are about 100 feet long and are north of the Village Marine Park. They are private and may be occupied by one or two craft.

B.10. PUBLIC ACCESS and MARITIME RECREATION

WATERFRONT PARKS AND PUBLIC ACCESS

Provided in Table 2-12 is a listing of the existing recreational and visual public access points around the Harbor.

Table 2-12 Waterfront Parks and Public Access Points			
Reach	Public Piers/Street End	Ownership	Facilities and Amenities
1	Sandy Beach Ramp	Village/Town of Southold	Concrete boat ramp
1	Monsell Place	Village	Unimproved street end of Stirling Basin west shore.
1	Monsell Place	Village	Unimproved street end on Stirling Basin west shore.
1	Manor Place Street End	Village	Street end open space on Stirling Basin west shore-bulkheaded access for moorings, views of Stirling Basin
1	Sterling Avenue Street End	Village	Street end on Stirling Basin west shore – monument and garden, views of Stirling Basin, floating landing for access to moored boats
1	Bay Avenue Street End	Village	Recently renovated street end, benches piers for moorings
2	Village Center/Main Street Wharf Mitchell Park	Public/Private	Key public center in the Village with harbor views, restaurant and amenities- location of Mitchell Park and Marina.

Reach	Public Piers/Street End	Ownership	Facilities and Amenities
2	Wiggins Street	Village	Street end views to Village Center harbor, entry harborwalk
3	Village Marine Park	Village	Multi-use Village park with public dock and bus depot, benches and monument, osprey nest, transient dock, access to maritime and railroad museums
3	Flint Street	Village	Street end open space, views to harbor, no facilities, harbor views
3	Brown Street	Village	Street end open space, access to stake mooring
3	Clark Street	Village	Street end open space, access to moorings, harbor views
3	Fourth Street	Village	Street end open space, views of harbor, Shelter Island, beach
3	Herzog Park	Village	Multi-use Village park with swings, a pier, swimming beach, views of Pipes cove

Source: McLaren Engineering Group Field Visit, 2012; Village of Greenport Harbor Management Committee, 1997.

The Village commemorates its waterfront heritage through a series of monuments at a number of these sites including Sandy Beach, the foot of Stirling Avenue ("To those lost as Sea"), and at the Village Park at Third Street ("to the U.S. Merchant Marine"). As shown in Table 2-12, each reach has a number of points of physical and visual access to the harbor, but the focus of this access is the Village Center where there are two major public access facilities:

- Mitchell Park and Marina provide 3.4 acres of public waterfront park and access to a 94 slip marina (floating docks and piers).
- Claudio's Wharf is a center for special events such as tall ships visits and maritime festival. It has dining and public views from the end of the pier where coin operated scopes are provided.

In addition to these access points, it should be noted that the public marina recreational facilities (marinas, mooring, and boat launches) provide access to the water for boaters and guests.

BEACHES

There is little sand beach in Reaches 1 and 2 as most of the water edge is developed. There is Sandy Beach at the mouth of Stirling Basin. It is accessible to the public for walking but is not used for swimming. There is also a stretch of beach just east of the North Ferry, between the landing and the former Mitchell property. It is also used for walking but not for swimming.

Reach 3, the west shoreline, has the most amount of sand beach. This includes private and public beach frontage. At the foot of Fourth Street is a large sand beach. There is also Village's Herzog Park at the foot of Fifth Street and facing Pipes Cove. It is used for a variety of recreational pursuits including a playground with swimming and a small pier.

PUBLIC FISHING

Public fishing is permitted off the railroad dock and the Herzog Park pier. No other piers are used for fishing. In March 1993 the New York State DEC released a study aimed at improving recreational fishing access on Long Island, Westchester, and New York City. Titled *Marine Recreational Fishing Access Plan*, this report identified an increased need for improving recreational fishing access on Long Island as a sound investment in the quality of life. Potential public fishing access from the Village Marine Park was identified.

SIGNAGE

As listed above, there are many points of waterfront access within the Village but there is no signage to identify this access. There is also little signage from the water identifying the various destinations along the waterfront.

B.11. WATER QUALITY and NATURAL RESOURCES

WATER QUALITY

Water Use Classification and Attainment

All waters within the Harbor are classified SA, which is the State of New York's highest water quality classification. By State definition, SA waters are intended for shell fishing, fish propagation and survival, swimming, and boating. Portions of the Harbor waters are closed to shell fishing as is Stirling Basin. Stirling Basin is closed for reasons that include the pollutant contributions from stormwater runoff, the concentration of marine activity, and the limited flushing that occurs with the narrow channel.

Pollutant Sources

Many pollutant sources impact water quality. Among those found within the Village harbor are stormwater runoff, wastewater discharges, and pollutants from marine activities. There is differing data on the relative contribution of pollutant loads from these sources. It is, however, generally considered that marine pollutants, when measured against other significant pollutant sources are not the largest pollutant source. Nonetheless, marine pollutants can create their own visual and chemical impacts on water quality.

Stormwater Runoff Discharges

One of the principal pollutant sources in the Village waters are the street stormwater outfalls that discharge runoff from rain events. They are located in Stirling Basin, but some of the largest (at the end of Third Street and the end of Front Street) are in the Village center. There are some smaller discharges along the west shore. Currently the Village is in the process of developing a program for runoff abatement. The various surface runoff point sources and the basin acreage that they drain is provided in the *Harbor Management Plan Volume II Appendices*, Appendix F.

Wastewater Discharges

DEC sets a closure radius around all sewage treatment plant outfalls as a precautionary measure recommended by the National Shellfish Sanitation Program (NSSP) to protect human health. These safety zones typically encompass the waters that could potentially be polluted by plant effluent in the event of a failure, plus a buffer zone.

Although most of the waters in Shelter Island Sound are certified for shell fishing, there is a permanent closure area at the outfall of the Shelter Island Heights Property Owner's Corporation sewage treatment plant near Fanning Point. This closure area is designated as precaution in the event of plant failure.

With the exception of Sandy Point, most of the Village is sewered and individual septic discharges are therefore a limited source of pollutants to the Village waters. However, there are significant portions of the developed (specifically the western side of the Village) that are not on sewers. There is additional capacity in the system and the Villages is considering whether to expand the service area of the existing sewer system.

Marine Activities

Overview - Marine activities including recreational, commercial, and industrial operations, each have the potential for contributing significant pollutant loads. Because they are located on and adjacent to the water, they also have an immediate and direct impact on water quality. Impacts could include accidental fuel oil spills and leaks, runoff from work areas, uncontained or improperly disposed trash and litter (e.g., plastics, cans), sewage discharge (chemically and on-treated), noise, antifouling paints (heavy metals), and wash-down residuals.

Pollutants include biological oxygen demanding (BOD) materials that reduce oxygen levels and introduce pathogens (coliform) from human wastewater (particularly in the summer), metals from antifouling paints (which can accumulate in the tissue of fish), petroleum hydrocarbons, including polynuclear aromatic hydrocarbons (PAHs) introduced by fuel spills and bilge discharge, and increased turbidity from dredging and propeller wash, which affects water clarity and habitats of benthic organisms. Pollution loads can also accumulate in bottom sediments, creating a longer-term problem and dredge material disposal concerns. There are also positive impacts from marinas. Marina structures, such as pilings, bulkhead, and riprap edge, provide vertical habitat in the water column for aquatic wildlife (including finfish and shellfish), protected areas for smaller finfish and juvenile fish, and habitat for crustaceans. This habitat is enhanced in a clean water environment.

Wastewater and Pumpouts

Another way boating can impact water quality is wastewater discharge. Typically, boats shorter than 25 feet in length do not have a marine sanitary device (MSD), but sometimes have a portable toilet. On boats longer than 25 feet, MSDs come in three types: MSD I and II provide some form of limited pre-treatment (disinfection) prior to discharge; and MSD III is a holding tank for untreated sewage.

Holding tanks are designed to keep all waste aboard until pumped out. Within the 3-mile limit, Federal law prohibits discharge of any untreated sewage into any coastal waters inside the 3-mile territorial limits. However, many boats with holding tanks—in cases of limited available pumpout stations and lack of enforcement—have Y-valves to allow untreated waste discharge directly overboard. In addition,

many boaters forget to close the Y-valve when in coastal waters, and any resulting discharges are illegal, and subject to fines.

Boats with holding tanks need to be serviced by pumpouts. EPA guidance finds that one pumpout facility per 300-600 boats with holding tanks is sufficient to meet the demand, though some regions, such as Region 4, recommend one per 200-250 boats with holding tanks. Important to the success of a pumpout facility is its siting, as follows:

- Fixed systems should be at the end of a pier in association with a fueling dock.
- Portable systems, offer improved accessibility, but can be difficult to move about a marina.
- A pumpout boat—an in-water mobile unit that answers radio transmitted requests from boat operators.

Pumpout boats are increasingly popular and have proven very satisfactory solutions to servicing anchorages and marinas in two of New England's federally designated "no discharge" waters—Block Island in Rhode Island and Buzzards Bay, Massachusetts. There are four in the nearby Town of Southampton. Figure 2-10 shows the pumpout locations on Long Island's East End. In addition to those shown, the Town of East Hampton also runs a pumpout at Three Mile Harbor.

Village Pumpouts

There are two pumpouts in the Village waters at Brewers Yacht Yard and Claudio's. The Village has a pumpout on the end of West Pier. The Village also operates a pumpout boat that monitors VHF channel 73.

No Discharge Zones

The Federal Clean Water Act (Section 312) created the regulations that prohibit untreated boat sewage discharge. The act provides an opportunity for states to apply for a complete prohibition of vessel sewage discharge, treated and untreated, in some or all of the state's waters, thus creating no discharge areas. Currently a number of no discharge zones have been established in the State including Huntington and Mamaroneck Harbors. It is being considered to establish an East End "No Discharge Zone" for the Peconic Bays through the Peconic Estuary program. The Town of East Hampton is also currently moving ahead with a "No Discharge Zone" for its waters.

The New York State Clean Vessel Act Survey (DOS, 1996) showed that Greenport would require 2-3 pumpouts to meet the requirements of a "No Discharge Zone." This assessment was based on a survey boat count of 601 vessels in Greenport Harbor and applying EPA's guidelines of 200-300 vessels per pumpout, depending on boater numbers, transient use and other factors. There are three operational pumpouts within the Village, at Stirling Harbor Shipyard, Claudio's, and Mitchell's. Greenport Harbor meets the requirements for a No Discharge Zone designation.



GREENPORT HARBOR - STIRLING BASIN - SHELTER ISLAND NDZ

40. Brewer Yacht Yard	631-477-9594	41.109689 -72.35412
41. Claudio's BP Marina	631-477-0355	41.108912 -72.36187
42. Coecles Harbor Marina	631-749-0700	41.078715 -72.3234
43. Island Boatyard	631-749-3333	41.07148 -72.3538
44. Stirling Harbor Shipyard	631-477-0828	41.112145 72.358832
45. Greenport Town Boat	VHF Channel 9	

**Figure 2-10
Long Island, NY Pumpout Map**

NATURAL RESOURCES

Habitats

None of the following significant natural resources habitats are within the Village waters:

- No significant coastal fish and wildlife habitats.
- No critical environmental areas.
- No unique or significant subaqueous habitats, such as eel grass beds.

There are some shellfish beds within Stirling Basin; however, as stated above, water quality conditions do not permit harvesting. Shallow waters are classified as littoral zone wetlands. Intertidal marsh can also exist in areas where there is no bulkhead edge.

There is avian nesting and flyover in the Village but no significant habitats. Osprey nests have been built at the Village Park at the end of Third Street, at the south end of Fifth Avenue, and at Sandy Beach where signage identifies the osprey nesting area (nesting was observed in the spring of 1997).

Artificial Reef Program

There are no artificial reefs in the Village waters and is not likely that such as reef would be suitable. However, derelict vessels do open the opportunity for a reef site outside of the Village waters.

B.12. THE WORKING WATERFRONT

INTRODUCTION

Greenport has a 150 year history as a small harbor working waterfront that through the years has included whaling, fishing fleets and shipbuilding. One of the industrial age mechanical features of its working waterfront are the marine railways used for hauling ships and shipbuilding. As evidence of the intensity of shipbuilding that once characterized the Village, at one time there were 13 operating marine railways within the Village—today, 7 sets of rails remain (three at Greenport Yacht and Shipbuilding, one at STIDD Systems, and three at Hanff's Boatyard). One is regularly used with an operating hoist house. It is located at the Greenport Yacht and Shipbuilding, and may be the only functioning system on Long Island and is a unique historic maritime feature for the East Coast.

"Working Waterfront" is defined as those business that are directly dependent on the water, (i.e., they have marine equipment and/or boats) and need direct and permanent access to marine waters. Working waterfront includes boat and ship repair and maintenance, the commercial fishing fleet and baymen, aquaculture, marine contractors, and the recreational fishing, excursion, and ferry operations. Working waterfront businesses are found in the Village Center and Stirling Basin. There are no working waterfront activities along Reach 3, the West Shore. This section described in detail the working waterfront based in or operating out of the Village. Table 2-13 lists the working waterfront activities and Table 2-14 provides the commercial fishing support facilities. Under Reach2 is a detailed description of the Greenport Yacht and Shipbuilding site, one of the more prominent and historically important working waterfront sites in the Village.

Table 2-13 The Working Waterfront		
Greenport Commercial Fishing Fleet and Markets		
Dockage	Vessel	Fishery/Activities/Facilities
Stirling	Virginia	Bay Dragger
Stirling	Laura Maria	Bay Dragger
Stirling	John Boy	Bay Dragger
Coopers	Cirrus	Trawler
GY&S	Prince of Peace	Trawler
GY&S	Deb & Judy	Trawler
GY&S	Evening Prayer	Trawler
GY&S	Shinnecock	Trawler
GY&S	Charlie's Pride	Trawler
GY&S	Shady Lady	Trawler
GY&S	Miss Nancy	Trawler
RR	Illusion	Trawler
RR	Predator	Trawler
RR	Morel	Trawler
RR	Kathy Rose	Scalloper
RR	Margaret Rose	Scalloper
Note: GY&S - Greenport Yacht and Ship Dock; RR - Railroad Dock; Stirling - Stirling Basin		
Baymen's Facilities		
Stirling Basin	Baymen's Dock	Local baymen dock, 12 slips available
Distribution and Markets		
Stirling Basin	Greenport Seafood Dock	Dock, ice, fish transport, retail market

Table 2-13 (Continued)		
The Working Waterfront		
Location	Contractor	Equipment/Facilities/Activities
Stirling Basin	Greenport Fish Factory	Dock, ice, fish export
Marine Contractors		
Stirling Basin	Costello Marine Contracting Corporation	3 barges, 7 cranes, 3 bucket loaders, 2 backhoes, 3 dump trucks, 3 trailers, pumps. Installation and repair of bulkhead, dolphins, jetties, rock revetments, floating docks, erosion control structures
Stirling Basin	East End Diver	20 foot dive boat, dive inspection surveys and repair, mooring service and repair
Stirling Basin	Greenport Dock and Marine Contracting	Small crane barge, dump truck, pick-up, flatbed truck, pumps, lumber piling and other materials, dock building, floating docks, bulkheading, jetties, piling work
Stirling Basin	Heaney Marine Construction	Barge, pumps, trucks, other equipment dock building, jetties, bulkheads, floating docks
Stirling Basin	Latham Sand and Gravel	70-foot steel barge, 26-foot steel push boat, wood work floats dock building, jetties, bulkheading, piling, floats
Shipyards and Boatworks		
Stirling Basin	Hanff's Boat Yard	3 small railways, welding station
Stirling Basin	Brewers Yacht Yard	Full service recreational boating service and repair
Stirling Basin	Stirling Harbor Shipyard and Marina	Full service recreational boating service and repair
Village Center	Greenport Yard & Ship Dock	Working shipyard discussed in greater detail below
Village Center	Anders Langendal	Wooden Boat Repair
Waterfront Industry		
Village Center	STIDD Systems	Marine seat cushions manufacturing 65 foot M/V PAIADL IV, marine railway, winch house, gantry crane
Party Fishing Boats		
Village Center	Peconic Express	Party Boat
	Peconic Star II	Party Boat
Ferries		
Village Center	North Ferry	Four 88 foot ferries; Car, truck, and passenger ferry; service between Greenport and Shelter Island
Source: McLaren Engineering Group Field Visit, 2012; Village of Greenport Harbor Management Committee, 1997; Village of Greenport Harbor Management Plan, Draft 1998.		

Table 2-14	
Greenport Commercial Fishing Support Facilities	
Facility	Description
Baymen's Dock	12 slips available to local baymen
Greenport Seafood Dock	Retail market, dock, ice
Greenport Fish Factory	Commercial fishing operation and exporter
Coopers' Fish Market	Dockage and wholesale/retail, cold storage pack house, ice (this facility is closed)
Greenport Yacht and Ship Repair	Dockage, marine railway for haul-out and repair (ice machine and fueling no longer used)
Claudio's	Retail fish market
LIRR Dock	About 900 linear feet of dockage for craft 50 feet to 150 feet, dock is suitable for vehicular access, boat repairs, loading and unloading
Source: McLaren Engineering Group Field Visit, 2012; Village of Greenport Harbor Management Committee, 1997; Village of Greenport Harbor Management Plan, Draft 1998.	

REACH 1: STIRLING BASIN

Commercial Fishing

Fishing Fleet Although subject to turnover and change, the Greenport fishing fleet currently has an estimated 4-5 commercial fishing vessels. Most of these are trawlers but there are also bay draggers and scallopers. Three of these boats typically use dockage within Stirling Basin.

Baymen's Dock – The Baymen's Dock, discussed above, provides about 12 slips for local baymen. From here, they can dock and access their craft for unloading product. Local baymen harvest the shell fishing resources of the bays and sell their take either locally, in Greenport, or in the Town of Southold at Braun's. Dockage priority is given to residents of the Greenport school district. The annual dockage fee for baymen was \$600 in 2013. If all the baymen slips are not used, the dock can be made available to recreational users for an annual fee.

Greenport Seafood- Dock and Market Inc. - The Greenport Seafood Dock, formerly Gregg's, provides facilities for the unloading and packing out of fish, with an ancillary retail market called Alice's Fish Market. The dock service is composed of the operations and the main dock. The dock is capable of handling one large commercial craft or two smaller bay boats. The facility offers full service fishing pack-out, ice, cartons, and will arrange for fueling by truck service. They also arrange for truck transport (tractor trailer) to the Fulton Fish Market, and other New England/Mid-Atlantic destinations. Most of the product over the dock is ground fish and bay scallops. The Greenport Seafood Dock is used by both local and offshore fleets. The dock averages 1,200 cartons per day and handled an estimated 500,000 pounds of product in 1997. The operators also own the trawler *Illusion*, which goes for ground fish and works as an experimental contract boat with the Cornell Cooperative Extension service.

Marine Contracting

As shown by Table 2-13, there are a number of marine contractors that operate out of the Harbor. They provide a range of services in the region from marina construction to residential bulkhead repair. Collectively, these businesses provide a range of marine services. Marine contracting is also an important local employer.

Shipyards and Boatworks

Hanff's Boatyard Hanff's Boatyard is a working boatyard and also a base for Costello Marine Contracting. The approximately one acre site has a shed and two marine rails that are usable. The owner reported that a third is to be rebuilt. The site is used for the storage of marine contracting equipment and wooden boat storage and repair.

The majority of the boats in the shop are 25-70 feet. They are trucked to the site from other places on Long Island (Oyster Bay, Hampton Bays) with some coming even greater distances. Boats are also hauled locally at Brewers Yacht Yard. They average about 12 projects per year with a staff of five.

Brewer Yacht Yard and Stirling Basin Shipyard and Repair Both of these marinas (described above) are full service boat and shipyard. They provide hauling and repair and are part of the working waterfront.

REACH 2: VILLAGE CENTER

Commercial Fishing

A majority of boats in the local fleet use the facilities of the Village Center for dockage. Of the 16 commercial fishing vessels that work out of Greenport, 13 typically dock at the railroad dock, Greenport Yacht and Ship Repair, or Cooper's.

Waterfront Industry

STIDD Systems Inc. -STIDD Systems (formerly Barstow's Shipyard) has three buildings of 11,000, 13,000, and 3,000 square feet for a total of 27,000 square feet. The buildings were built in 1942, and are made of refurbished structural steel. There is also a concrete structure of about 1,200 square feet that houses a 5-gear hoist capable of hauling 400-800 tons up an existing marine railway. Installed in 1942, the gears are in excellent shape, but needed are new motor, ways, cradle, and chain.

Cooper's Fish market was a major commercial fish facility in Greenport; however, it has closed and the facility is used by STIDD Systems. This site, approximately two-thirds of an acre in size, is built on fill out into the water and has a dock some 130 feet in length. It was established in the 1950's as Cooper's and is located on the waterfront just north of Greenport Yacht and Ship Repair just outside Stirling Basin channel.

Although the marine railway systems and docks are present, STIDD is primarily a manufacturer of high performance marine seating (helm chairs) that are used on U.S. Coast Guard Vessels, as well as seating for other public and private recreational vessels. They set-up shop at this site in the early 1990's. Within the manufacturing buildings are the various equipment (lathes, drill presses) for manufacturing the chairs.

Approximately 28 people are employed at STIDD and the secondary benefits include purchasing local goods and supplies for the manufacturing process.

Anders Langendal - Anders Langendal is a boat overhauling and repair shop that specializes in wooden boats. They lease a 7,000 square foot shed that is part of the Greenport Yacht and Shipbuilding site (see discussion below). The firm performs major repairs on wooden boats up to 165 feet in length and new construction. Some of their recent and repeat customers include the *Commodore*, a wooden Hudson River ferry that comes in for annual overhaul, and the *Clearwater*, a former Hudson River sloop now operated by the Clearwater Foundation, which comes in every two years for planking and caulking. They have worked on 1929 classic sailing schooner and other antique 30's and 40's boats and use the marine railway and travel lift at the Greenport Shipyard for haul out. Total estimated employment is about five.

Party Fishing Boats

There are two recreational party fishing boats that operate out of Greenport, the *Peconic Star II* and *Peconic Express*. Both operate from the Railroad Dock Mitchell site and have a capacity for up to 150 persons.

Tour and Excursion Craft

Currently, no tours or excursions operate out of Greenport.

Ferry Operations

North Ferry Co. Inc. - Since 1892, North Ferry Co., Inc. has provided ferry service between the Village of Greenport and Shelter Island. Owned by the Shelter Island Heights Property Owners Corporation, this mass transit system is the only means of vehicular and pedestrian access to Shelter Island and Dering Harbor from the North Fork. In Greenport, there are two ferry slips located at the landing which is in a central area of transportation activity at the foot of East 3rd Street composed of the ferry operations, the Greenport Station of the Long Island Rail Road, and Sunrise Coach Line terminal in the Village Park.

North Ferry provides the opportunity for three intermodal transfers: water/rail, with the Long Island Rail Road Greenport Station; water/vehicle, with vehicular access via State Route 25; and, water/bus, with nearby bus service connections to the Sunrise Coach (New York City) line. The ferry also carries pedestrians and bicyclists. Ferry landings at Greenport and North Haven offer vehicular and bicycle travelers an alternative to local roadways for travel between the North and South Forks of Long Island. In lieu of the ferry, this travel route is about 55 miles around the Peconic Bays to reach Sag Harbor (see Figure 1-1), on roads that are already heavily congested particularly on summer weekends.

North Ferry operates four 100-ton, 90 foot long ferries each capable of carrying cars, trucks, and passengers. The passenger limit is 98 unless a third crew member is added in which case the passenger limit is 147—this is done in special events. Vehicle weight limits are 40 tons (no overweight rated trucks). Maximum length is 80 feet and maximum width is 13.5 feet. In 1996, the North Ferry Co. provided an estimated 560,000 vehicular crossings and nearly 1 million person crossings as well as providing numerous emergency medical transports to the mainland.

The ferry operates between 5:40 AM and 11:45 PM running every 15 to minutes between 7:15 AM and 10:15 AM with additional trips on holiday weekends. Car crossings are \$10.00 one way and \$15.00 for a same day round trip. Passenger crossings are \$2.00 and an additional dollar for a bicycle. Truck fares are graduated based on length. There are discounted rates for more regular users and commuters.

Greenport Yacht and Shipbuilding, Inc.

The Site - Greenport Yacht and Shipbuilding occupies about 4.3 acres of land area on the east side of the Village Center. The site is at a prominent location at the entrance to Greenport Harbor (see Figure 2-11). The physical and structural components of the shipyard are as follows:

- About 1,200 linear feet of bulkhead and 3 piers (see also the discussion under waterfront infrastructure above) that provides local dockage for commercial fishing vessels, marine contractor barges and equipment, and some recreational craft. Sections of the bulkhead and piers are in need of repair. A portion of the outermost pier is inaccessible because of a 100-foot, sunken trawler, the JR Nelson. This vessel was abandoned at the site by the owners (not local) in the late 1980s. They have not taken responsibility for removal of the vessel.

- A 50-ton travel lift operates from the south bulkhead. It is used for hauling recreational and commercial craft.
- A 4,000-square-foot, two-story machine shop (built around 1940) that houses equipment and supplies. It contains the equipment and work space for the ship repair. While the brick exterior walls appear structurally sound, the roof is deteriorated in many sections.
- A 7,000-square-foot shed that is leased to Anders Langendal (described above).
- Two connected sheds that together provide an enclosed space about 170 feet long and 120 feet wide with a high ceiling and covering about 1/3 of an acre. The sheds are in moderate condition and provide a large interior free-column space. Larger vessels can be moved in here from the marine railway by air bearings and can also be hauled in by travel lift. Major overhaul, repair, and hull work are done in this shed. All types of hull repair work are done here including fiberglass, steel, wood, aluminum and ferric cement.
- A shed that measures approximately 1,500-square-feet for storing and cutting wood stock.
- An ancillary structure along the north bulkhead of about 1,600 square feet.
- A portion of the upland is used for marine contractor staging and storage of piles (Costello Marine Contracting) as well as storage of recreational boats.
- A significantly deteriorated shed at the east bulkhead occupied by commercial fishing support facilities, including a 12 ton per day ice machine and two 12,000 gallon fuel tanks. These are no longer used and are difficult to access with the sunken trawler.
- Three marine railways, one of which is operating and a second which began reconstruction efforts, but has since halted. (See the discussion below).

Marine Railways #1 and #2 - Greenport Yacht and Shipbuilding has three marine railways on the site one of which is active (see Figure 2-11). Two marine railways, Marine Railways #1 and #2, are located near the machine shop and have hoist houses with hoist equipment. Both have rails about 550 feet long. Water depth at the end of the rails is about 22 feet. These two railways are of historic significance and have been determined by the New York State Historic Preservation Officer to meet the eligibility criteria for listing on the State and National Register of Historic Places.

One of these, Marine Railway #2 (the east railway), is active. It has a two-story hoist house and a haul capacity of 400 tons; the cradle can handle craft up to 100 feet in length. In addition its use in the maintenance of the North and South Ferry fleets, vessels that used the marine railway include the *Commander*, the last World War I U.S. Navy boat still commissioned—now used as a Hudson River ferry— a replica of the Dutch ship *Half Moon* from Massachusetts, and the sloop *Clearwater*.

Marine Railway #1 requires rehabilitation and is not operational. This hoist house and rail were built about 1903. The motor has a capacity to haul about 600 tons. However, the gears, rails, and cradle are badly deteriorated and therefore the railway is inoperable and in need of major reconstruction.

There are significant local and regional benefits to the reconstruction of Marine Railway #1. With only one operating marine railway at the shipyard, a key issue is the lost economic opportunity to service and overhaul larger vessels and to capture the repair and overhaul market for larger vessels. This would create employment based in the Village's historic shipbuilding and repair heritage. There is also the inability to provide emergency service to the local ferries when Railway #1 is occupied because of the absence of a backup system. Maintenance support for the two local ferries, North Ferry and South Ferry that are the only means of vehicular, pedestrian, and emergency vehicle access as well as goods shipment to the Town of Shelter Island and Village of Dering Harbor. Local emergency repair with a second railway is a specific need of the local ferry companies, particularly when the next available site for service haulage is in New London and in the winter or bad weather crossing the Sound can be treacherous. Lastly, there will be the continued deterioration of a historic maritime resource that was instrumental in the growth of the Village.

It is estimated that once plans move forward, it would take about one year from preliminary design/permitting to completion of reconstruction. In addition to the repair, there is also the need for support services (lockers, storage) for the rigging crews that work to repair the tall ships. Generally the service done on tall ships is by trained craftsman and their apprentices. These crews often travel from location to location.

In addition, to the regular maintenance of local ferries, there is potential demand from around the world for the use of the marine railway for ship repair and overhaul. Interest has been expressed from vessels berthed in Baltimore (the *Lady Maryland*), Maine (*SSY Bowdoin*), Massachusetts (the *Westward and Corwith Cramer* out of Woods Hole), Mystic (the *Mystic Clipper*) from New York City's South Street Seaport (the *Lettie G. Howard*, *Pioneer*, *WO. Decker*), a replica of the *HMS Bounty* from Massachusetts, and the Vancouver B.C. (the *Concordia*). Rehabilitation would also allow repairs to move forward on the local tallship, the *Regina Mans*. Craft that have inquired about use of the marine railway range in size from 80 to 188 feet and tonnage up to 490 (see *Harbor Management Plan Volume II Appendices*, Appendix F with supporting data). Because of the capital expense and the public benefits that such a project could generate, both State and Federal funds have been sought to support this proposal.

REACH 3: WEST SHORE

The western shoreline is primarily residential and recreational. Historically, however, there were such activities such as the Mobil Site, a commercial fishing operation (the Oyster Shucking Factory) that worked out of Pipes Cove. Today, a mariculture oyster farming industry has been started by a private individual located off of 4th Street. The Mobil Site has been vacated and structures demolished with access along the waterfront. The site is currently being considered for passive recreation use. The Pipes Cove site has been converted condominiums.

B.13. WATERFRONT LAND USE and ZONING

INTRODUCTION

Waterfront zoning is important as it defines the uses that are appropriate at the edge of the harbor waters. Thus, in determining harbor activities, the use of the adjacent waterfront is an important factor.

There are four zoning districts along the Village waterfront. They are listed in Table 2-15 along with the allowed activities. The district zones are shown in Figure 2-12. The 1988 LWRP identified nine waterfront sites totaling 24.6 acres that were defined as underutilized since the late 1970's (all or partially abandoned or vacant). Those sites are listed along with their current status in the Table 2-16. A description of waterfront zoning in each reach follows.

REACH 1: STIRLING BASIN

This reach is composed of R-1, WC, and CR districts. It is estimated that the total shoreline along this length is about of which is WC, is residential zoning, and is CR. Zoning and land use within the district is as follows:

- The east shore of Stirling Basin is zoned WC and R-1. The east boundary of the Village with the shore splits the parcels, but the portion along the water of both the Brewers Yacht Yard and Stirling Harbor Shipyard and marina sites are both zoned WC. The majority of land area at these marinas is within the Town of Southold and is zoned for marine commercial activity. The St. Agnes cemetery is zoned R-1. The Sandy Beach peninsula is also zoned R-1 and is built with residential uses of 1/4 acre or smaller. This residential area is physically separated from the main part of the Village.
- The Sandy Beach Park at the entrance to Stirling Basin is zoned PD, Park District
- The head of the basin is zoned WC which includes among its water dependent uses the Greenport Seafood Dock and some marine contractor docks.
- The East End Medical Center is zoned WC.
- Along the west shore, the Townsends Manor site is zoned CR. It is occupied by a marina and hotel. The adjacent Hanff's Boat Yard is zoned for WC allowing the existing boatyard and marine contracting operation.
- South of Hanff's the waterfront is zoned R-2; this covers a number of residential lots with private docks.
- The small marinas that complete this stretch of the waterfront including Wades and Creightons are zoned WC as are the active working waterfront uses including Greenport Fish Factory on the north side of the basin.
- WC zoning continues south along the waterfront; but is occupied by the Stirling Cove Condominiums, a residential/private marina project built in the 1980's. This site was formerly Sweet's Shipyard.

Table 2-15			
Zoning Districts Along the Village Harbor Waterfront			
Zoning District	Permitted Uses	Conditional Uses	Accessory Uses
R-1 – One Family Residential District	Single Family detached dwellings Municipal structures	Community facilities and houses of worship, clubs, bed-breakfast facilities, cemeteries, utilities	Customary home occupations professional Offices or studios, garden houses and swimming pools, yard sales, <i>up to four boats for more than 48 hours on adjoining waterways</i>
R-2 – One and two family residential districts	Single Family and two family detached dwellings Municipal structures	Community facilities and houses of worship, clubs , bed-breakfast facilities, utilities, conversion of single to multi-family dwellings with restrictions	Customary home occupations professional offices or studios, garden houses and swimming pools, yard sales, <i>up to four boats for more than 48 hours on adjoining waterways</i>
PD – Park District	Parks	NA	NA
WC – Waterfront Commercial	Yacht Clubs, parks, municipal facilities, boat launches, tour boats, boat sales, shipbuilding, manufacture, shellfish processing, retail sale of boating supplies, seafood products, fuel storage and sale, boating schools, maritime museums, aquaculture facilities	Motels and hotels, eating and drinking places, retail sales, marine related business offices, hospitals	Off street loading
CR – Retail Commercial	Retail stores and banks, personal service stores, eating and drinking places, business offices, theaters, hotels and motels, printing and manufacturing, clubs and lodges, funeral parlors, gasoline service stations and repair garages, marinas	Community facilities and houses of worship, clubs, bed-breakfast facilities, cemeteries, utilities	One sign per tenant with size and placement restrictions
CG – General Commercial	All uses permitted in the retail commercial district, service establishments, gasoline, light manufacturing, wholesaling, research and design, motor vehicle sales	Rail, utilities, and communications uses	Customary accessory uses
Source: <i>Code of the Village of Greenport, Chapter 150 as amended through June 1996</i>			

Table 2-16 Current Status of Sites Identified as Underutilized in 1988 LWRP		
Site	Past Use(s)	Current Use
REACH 1		
1. Winter Harbor Fisheries	Working waterfront – Fish processing	Working waterfront - Mariculture Technologies, Inc. / Greenport Fish Factory
2. Sweet Shipyard	Working Waterfront – Shipyard	Residential and Private marina and dock – Sterling Cove Condominiums and docks.
REACH 2		
3. Barstow Shipyard	Working waterfront – Shipyard	Waterfront Industry – STIDD Systems
4. Mitchell Property	Commercial waterfront – Marina/Restaurant	Public waterfront – Park / Marine Recreation
5. Bohack	Commercial waterfront – Retail	Public waterfront – Proposed harborwalk
6. LIRR Dock and Rail Depot	Underutilized Pier	Commercial fishing facility and Museum – Redeveloped pier for commercial uses Vessels Dockage and East End Maritime Museum
REACH 3		
7. Mobil Site	Waterfront Industry – Oil Storage	Underutilized – Vacant
8. Oyster Shucking Factory and Old Oyster Factory Restaurant	Working waterfront and Maritime Commercial – Commercial fishing and retail	Residential with private marina – Fanning Point condominiums and docks
Notes: See Figure 2-12 for site locations.		
Sources: <i>Village of Greenport LWRP, September 1998; Supplemental Draft Environmental Impact Statement for Amendments to the Local Waterfront Revitalization Program, October 1994</i>		

REACH 2: VILLAGE CENTER

This reach, extending from Cooper's west to the railroad dock, is all zoned WC. It is the "front door" of the Village, with a mix of maritime industrial and commercial center uses, parkland, and marine transportation uses including North Ferry. Its total length, about linear feet, is all WC zoned. Zoning and uses along the waterfront include:

- A concentration of maritime commercial uses including STIDD, Cooper's, and the Greenport Yacht and Shipbuilding.
- Waterfront commercial activities at the foot of Main Street including Preston's, Claudio's and White's Bait Shop.
- The former Mitchell property, now used for parkland and marine recreation and transportation.
- The North Ferry, East End Maritime Museum, Railroad Museum, and the railroad dock used for commercial vessel dockage. A portion of the Village Center, at the end of Main Street, is also within the Village Historic District.

REACH 3: WEST SHORE

Reach 3 is mostly zoned R-2. Exceptions are CG zoning over the Village Marine Park, WC at Fanning Point, and to the west of the Point are PD and WC districts. In total, of the in linear feet along the west

shore, feet are zoned residential and are zoned CG. Zoning districts and uses along the west waterfront include:

- The Village Marine Park is Zoned CG.
- Single family residential uses along the waterfront south to Fanning Point which includes the Widows Hole Basin and the former Mobil site. Some of these lots have private docks.
- The Oyster Point Condominiums, formerly the Oyster Shucking Factory and restaurant, are zoned WC.
- Herzog Park is zoned PD.
- To the west of the park are some residential lots and the Pipes Cove Condominiums zoned WC.

B.15. MITCHELL MARINE BASIN

SITE HISTORY AND DESCRIPTION

The former Mitchell property, located in the Village Center, has a long history of marine related use. It was once home to the Town Harbor Oyster Company, then became Mitchell's Marina and Restaurant (thus the site is referred to as "Mitchell's"), which housed a restaurant and facilities for large pleasure craft. A fire destroyed much of the upland structures in 1978. In the mid-1980's the site was under consideration for a major reuse plan that involved a waterfront hotel/conference center and a marina of 90 slips with an adjacent mooring area. A victim of the economic downturn of the latter 1980's, and other factors, that plan did not move forward. A subsequent commercial use of the upland portion of the site also failed. In 1996 the site was acquired by the Village.

The site is composed of upland and waterfront properties (see Figure 2-13). Upland is about 3.4 acres and underwater land is about 3 acres, although actual limits of the underwater land are not defined. The site is directly accessible and adjacent to Front Street, and within walking distance of the Greenport terminal of the LIRR and the North Ferry landing as well as the Sunrise Bus Lines at the Village Marine Park and County public bus transit.

EXISTING STRUCTURES

The underwater portion of the former Mitchell property is about 3 acres framed by the existing in-water structures; there may also be some additional underwater area outside the west pier. The underwater lands are bounded on the west by the North Ferry slips and channel. To its east is A.P.White's Bait Shop and Claudio's Dock and Clam Bar. Depth to mean low water ranges from about 8 feet nearshore to about 14 feet at the outer edge. A shoal has developed in the center of the basin that appears to limit the depth to about 6 feet. Bottom conditions are typical of the harbor, a composition of sand with gravel and clay in the deeper layers. Outside the west pier the depth is about 5-12 feet.



Figure 2-14.
Mitchell Site Underwater Land.

In-water Structures

The underwater property is framed by (see also Figure 2-14 and the photographs on the page following):

- A bulkhead along the entire waterfront constructed in the 1990's.
- The east pier is about 640 feet long and is entirely of wood. It was also built in the early 1990's and it has decking along its entire length and is accessible to the public. Other than the piles themselves, this pier provides no wave attenuation.
- An inner 60 slip marina is accessible by a gangway on the western pier.
- The western pier is about 575 feet long constructed of timber in the 1990's. The pier is accessible to the public and the outer one-third of the pier has a wave fence for attenuation of the ferry wakes
- The marina bulkhead is in constant maintenance due of deterioration of the CCA timber. A thorough underwater inspection is recommended to identify these problem areas in order to give an accurate assessment of the overall condition of the structure.
- The piers are also in good condition, although construction of the west pier has not been completed. Repairs to the existing piers include the need for replacing curled deck boards. The rusted sheet pile needs to be removed along that unbuilt section of the west pier.

UTILITY CONNECTIONS

Electric and water are available to the bulkhead and pier. Connection to the Village wastewater treatment plant is via a collector line in Front Street.

PERMIT AND APPROVAL STATUS

U.S. Army Corps of Engineers (Section 404 and 10)

A U.S. Army Corps of Engineers permit was granted in June 1987 to remove and construct fixed piers with wave suppression piles, floating docks and gangways, reconstruct and bulkhead and to dredge about 4,000 cubic yards of material with upland on-site disposal (bringing the depth to 8 feet). A portion of the permitted work was completed, but a portion was not because that project did not move forward; i.e., only 2,000 cubic yards of material have been dredge to date and the floating docks were not installed. This permit expired in June 1990.

Any proposed activities for the in-water portion of the site, below the mean high spring water line, require approval of the U.S. Army Corps of Engineers. Due to the time elapsed from the last permit, any proposed activities would require a new permit. Proposals that are minor or require less in-water activity could be considered a as a nationwide permit depending on the nature of the activity.

New York State DEC: Tidal Wetlands

A DEC permit for in-water activities commensurate to the Army Corps was issued in February 1986 and expired in December 1990. Any proposed activities that would disturb tidal wetlands would require a DEC permit.

New York State Office of General Services: Underwater Land Grant and Underwater Grant of Easement (Article 6 of the Public Lands Law)

As a result of prior negotiations in 1985, the underwater land grant and the bulkhead line are commensurate. However, there were some unresolved issues with the final issuance of such grants from the State for lands that were once under tidal waters and are now filled. Steps were taken to obtain both the grant and the easement from the State, but neither were formally issued. The Village has resolved the issues with NYS OGS with respect to underwater lands disputes.

Village of Greenport

Permits and approvals for the 1985 marina plan appear to still be in effect. This includes:

- Planning Board site plan approval (September 1985)
- Zoning Board of Adjustment height and parking variances for structures (September 1985)
- Trustee wetlands permits and maintenance dredging (September 1985).

C. DATA SUMMARY AND ANALYSIS

ECONOMIC DEVELOPMENT

- Greenport is a regional maritime center for recreational and working waterfront activities that contribute to the local economy as well as the culture and history of the Village. It is this diversity

that separates Greenport from many other harbors in the region and provides direct economic benefits in the maritime and related industries with the indirect benefits of maritime/historic preservation and tourism.

- The marine economy is based in both the Village Center deep-water harbor and the shallower, but more protected, Stirling Basin. Both water bodies and their waterfronts possess opportunities for growth particularly for boat building and maritime construction activities.

HISTORIC RESOURCES

- The Village has a long history as a commercial fishing, boat building, and transportation center. This dates back some 150 years and is an important element in planning for the harbor.
- There is a submerged wreck, the *Ohio*, in the harbor off the former Mobil site. Though substantially deteriorated, it is a local historic feature for preservation.
- An important historic rehabilitation project is the renovation of Marine Railway #1 at the Greenport Yacht and Shipbuilding site.

WATERFRONT INFRASTRUCTURE

- The majority of the Village shoreline has bulkheads or shoreline protection structures. There is some natural edge, primarily along the west shore.
- Waterfront infrastructure is critical to the local economy, the recreational and working waterfront, and public access.
- In the Village Center, the infrastructure is older, composed of different engineering techniques and more exposed to wind and wake wave forces.
- During the 2012 site visit, it was commented that the rock jetty was observed to have waves overtop the structure and armor stones have been dislodged.
- Claudio's wharf, the LIRR commercial dock, and the new Mitchell docks in the Village Center can handle the greatest loads for the dockage of larger craft.
- Waterfront infrastructure in Stirling Basin is generally newer and used primarily by recreational craft.
- Infrastructure on the west shore is less extensive, with the exception of the new private marinas at Fanning Point and Pipes Cove.

WINDS AND WAVES

- Stirling Basin is well protected from winds with a narrow entrance that impedes wind waves from entering the basin. It is also a Village designated "No Wake Zone." As a result, there is limited wave action in the basin.

- In contrast, the Village Center faces south and is exposed to the wind waves from the prevailing summer southerly winds as well as wake waves and storm conditions. It is also a "No Wake Zone" out to 500 feet from the bulkhead with 10 MPH in the harbor open waters, but these limits are frequently exceeded.
- Because of the wave action, suitable and safe overnight dockage in the Village Center requires wave attenuation, particularly for smaller and mid-sized craft.
- The Young's Point breakwater offers important protection to the Harbor from significant easterly winds and damaging Northeasters.

NAVIGATION and CHANNELS

- Greenport is a major East End deep water port, accessible from Long Island Sound and a day trip from the harbors of the South Fork, Connecticut, and Rhode Island.
- Stirling Basin is a small harbor with a Federal breakwater, channel, and two designated anchorages, one inside the basin and the other west of the Federal breakwater which are under the jurisdiction of the Army Corps of Engineers.
- Most of the harbor is designated for 5MPH speeds with 10 MPH in the waters out to the main channel. Stirling Basin and the immediate Village Center shoreline are designated "No Wake."
- Channels are generally well marked and there are some navigational concerns within the harbor as indicated in the USACE report of channel conditions. The project depth is 8 feet however the minimum depths in the channel (entering from seaward) of the left and right outside quarter and middle half are 6.7, + 1.7, and 1.9 feet, respectively.
- There are certain nearshore areas in need of dredging. These are in and around the Mitchell site, the former Cooper's site, and at the end of the railroad dock and sandy beach. Also, the designated anchorage on the west side of the Young's Point jetty is not at its 8 foot design depth as established by the U.S. Army Corps of Engineers.
- The Village operates a mooring field in the Stirling Basin Federal anchorage. For 1997 there were 11 transient moorings area available on a first come/first serve basis for a fee. These mooring are generally occupied throughout the summer. Thirty two moorings are leased to residents on a seasonal basis.
- Greenport/Shelter Island ferry service operates from the Village Center. It operates within the established channels.

RECREATIONAL BOATING

- Greenport Harbor is a regional and historic boating center and highest density use is appropriate for both seasonal and transient recreational use. Marinas and recreational marine facility opportunities are increasingly limited and in conflict with natural resources protection goals. Greenport Harbor is a built harbor with a mostly built shoreline and limited natural resources

habitat. It provides a significant opportunity for increasing boating recreation through expanded dockage, moorings, and anchorages.

- The recreational boating economy has weakened due to the recession of the early 2000's. Boating and marinas are important to the local maritime character, quality of life, economy, marine recreation, and provide public access to the water.
- There is a steady demand for transient accommodations, either day stops or overnight. Stirling Basin transient moorings are all taken most summer weekends. Mitchell Marina has provided additional space, however demand for additional transient accommodations still exists.
- The Village operates a mooring field in the Stirling Basin Federal anchorage. These are the only moorings in the Village. Moorings offer a relatively inexpensive way to increase transient boating facilities with flexibility (i.e., they can be moved and accommodate different types of vessels). Expansion of moorings should be considered, but there are limited opportunities in the harbor.
- Growth in seasonal and transient dockage over the last ten years has been focused in Stirling Basin, particularly with the construction of two large marinas (these marinas are partly within the Town of Southold).
- Stirling Basin has more quiescent waters, but a less direct connection with the Village Center and Main Street. Stirling Basin also limits boat size due to the 8 foot channel depth.
- There is little opportunity for new dockage within Stirling Basin (possibly Hanff's Boat Yard), but a possible opportunity exists along the Greenport Yacht and Shipbuilding site.

PUBLIC ACCESS and MARITIME RECREATION

- There are many waterfront access points, but the principal public access is in the Village Center. The harborwalk provides easy access to the waterfront as well as views of the harbor.
- In addition to the economic and historic benefits of operating marine railways at the Greenport Yacht and Ship Repair (see the discussion below), there are tourism and public access opportunities. Watching ship hauling and repair is an important element in the allure of Greenport's maritime heritage and an attraction that sets it apart from other ports on the East End.
- Although Greenport is a waterfront community, it is missing a public community boating center as you might find in many traditional New England seaports such as Mystic Seaport, CT or Gloucester, MA. As a historic maritime small harbor, Greenport should have a community center where youth and adults can share and develop marine/harbor-oriented activities. This will foster continued local interest, appreciation, and growth of marine activities and interest in the harbor.
- Access along on the West Shore is less public and in some cases, "long shore" access is blocked by structures and fences.
- Herzog Park at the end of Fifth Street is a major public access point on the West Shore.

- Recent developments with ExxonMobil have resulted in the property being accessible for passive recreation use.

WATER QUALITY and NATURAL RESOURCES

- Water quality within Stirling Basin does meet the State designated use, SA —suitable for shell fishing. This is a result of many factors and, in fact, shell fishing, may not be an attainable goal. Nonetheless, a principal pollutant contribution comes from storm water runoff. Remediation of storm water runoff is underway as a separate project. Control of marine based pollutant loads is important.
- It is good boating practice to minimize impacts on the environment at your front door. Clean boating, shipyards, and maritime activities protect marine waters.
- There is an “East End No Discharge Zone” that covers the Peconic Bays.

WORKING WATERFRONT

- The Village is a working waterfront center for the region. It provides a location for uses that are being economically displaced, not allowed by zoning, or unable to develop or expand due to sensitive natural features. There is a regional benefit to be realized by expanding the Village as a working waterfront center. Siting of working waterfront activities in Greenport should be given priority.
- Protection of water dependent uses is critical to the character of the Village and its prominence as a diverse maritime center. These sites are susceptible to development for other uses as often the older waterfront businesses turn marginal profits and are burdened by a deteriorated infrastructure that creates considerable maintenance costs. Development for other uses, as has occurred in Greenport is enticing, but reduces the number of water-dependent businesses and the associated support services that together are the working waterfront and maritime heritage.
- Water dependent commercial operations and facilities continue to have a presence in the Village. It is a factor in the local economy as well as an important element in the cultural and social history of Greenport.
- There has been a continued commercial support facilities presence within Stirling Basin, with the reuse of Alice’s Fish Market; in contrast, the Village Center has lost operations at the Cooper’s site.
- Ferry operations are important to regional marine transportation and serve to support Greenport as a destination and a transportation hub.
- Passenger ferries have upland staging area requirements, such as a congregating area for passengers and pedestrian traffic that needs to be managed. Likewise, vehicular ferries need to be managed so as to not conflict with on-land transportation movements.
- Greenport Yacht and Shipbuilding is a prime site in the harbor for many reasons, among them its historical value, size, commercial facilities, working waterfront features, and visual prominence.

Future use of this site, which is now active as a shipyard and commercial maritime center, will be critical to the future vision and image of the Village. For these reasons, the Village must coordinate closely with the shipyard owner in its waterfront planning and decision-making. Conversely, the shipyard owner should be a key participant in the Greenport Harbor planning process.

- Greenport Yacht and Shipbuilding has one of the few functional marine railways on Long Island and the East Coast. Rehabilitation of the inoperable marine railway at this site, which would have a greater hauling capacity than the operating railway, is being considered. The addition of the second railway would be an important addition to the working waterfront and expand the opportunity for tall ship repair and the repair of other larger vessels. It would also provide a backup to the operating railway.
- There are a number of marine contractors that operate from various locations within the Village. They are an active part of the working waterfront.

LAND USE and ZONING

- The Village zoning code is generally strong in protection of the working waterfront. Sites of both present and former working waterfront uses, including those working waterfront sites that have been redeveloped as residential uses, are zoned for water dependent activities.
- A review of the historical trends shows that the Village has lost some sizeable working waterfront properties to non-water dependent residential uses. Yet, there are a number of redevelopment projects that continue to support and protect the maritime commercial character of Greenport Harbor, such as the reuse of the Winter Harbor Fisheries site and the ongoing activities at the Greenport Yacht and Shipbuilding.
- Motels and hotels are permitted as conditional uses in the WC District, although these could displace important working waterfront uses at certain locations.
- There is very little vacant land along the harbor waterfront. Parcels are limited to the former Mobil site (about 4 acres). The Cooper's site is underutilized but has a standing commercial fishing support facility and pier.

MITCHELL PARK AND MARINA

- Significant Village and State investment has been made with the acquisition, planning, demolition, and use of the upland park. Use of the underwater parcel or "marine basin" is an important complement.
- In-water alternatives are varied ranging from the current recreational charters, tour and ferry boats, to short-term transient small craft and overnight mega-yachts. Each provides advantages and disadvantages for the Village and has different needs, particularly on the upland portion of the site. Alternative concepts will allow the Village to make informed judgments on the use of this property.
- The Mitchell marine basin should be a maritime welcoming center. As such, it is to be well managed, and an enjoyable, safe, and attractive experience for the general boating public.

HARBOR ADMINISTRATION

- Environmental permitting procedures within this historic maritime center apply here as they do throughout the State. Yet, with its maritime history and mostly developed waterfront, this is an area where waterfront activity should be encouraged and concentrated. Permitting as a regional environmental management tool should reflect these conditions, providing advantages to siting facilities in places such as Greenport. Expedited permit issuance and flexibility would, in the regional context, effectuate the goals of encouraging marine development in historic maritime centers. This approach protects environmental features at more sensitive locations on the North Fork and East End, while reusing the developed waterfront for public use and enjoyment and supports the working waterfront. If permits are to be issued in appropriate circumstances, this Village is such a case and the common thresholds for permit issuance that apply could be considerably relaxed.

SECTION III POLICIES AND IMPLEMENTATION

A. INTRODUCTION

Table 3-1 Focus of Village Policies	
Issue	Focus
1. Economic Growth	<i>High</i> – take advantage of the deep water harbor, working waterfront, and recreational opportunities as a way to stimulate local economic growth in this traditional and historic small harbor
2. Underwater Land	<i>Low</i> – limited management issues; recent interest may justify a greater focus on aquaculture as a re-emergent industry within the town.
3. Waterfront Infrastructure	<i>High</i> – protect the waterfront piers, docks, and bulkhead structures that are vital to economic growth and public access.
4. Winds and Waves	<i>High</i> – reduce wind and wake wave affects and the impacts on recreational craft in the Village Center
5. Navigation and Channels	<i>Moderate</i> – harbor channels are adequately marked with sufficient depth, but there are issues related to wake waves and near shore dredging along the Village Center and Sterling Inlet.
6. Recreational Boating	<i>High</i> – growth area and high-density use is appropriate, expand facilities for boating thereby stimulating economic growth and enhancing marine recreation opportunities
7. Public Access	<i>High</i> – public access is a key to attracting visitors and tourism – youth oriented marine recreation is also a consideration.
8. Water Quality	<i>High</i> – protection consistent with State and Peconic Estuary Program mandates
9. Natural Resources	<i>Low</i> – this is a historically built environment with few limited natural habitats
10. Working Waterfront	<i>High</i> – important to history, culture, identity, economy, and mix of waterfront uses, protection and growth are encouraged for boat repair and as a commercial fishing center
11. Waterfront Zone	<i>Moderate</i> – zoning code protects and encourages water dependent uses and industry, some additional steps could be taken
12. Maritime Events and Ships	<i>High</i> – very important to the Village history, economy, image, pride, and maritime heritage, expanded events and tall ships visits are encouraged
13. Harbor Administration	<i>High</i> – basis of an efficient and effectively run harbor, create a Harbor Management Code for the Village and establish a permanent Harbor Management Committee for planning purposes

B. POLICIES AND IMPLEMENTATION

ECONOMIC DEVELOPMENT

Policy: Promote maritime-based economic growth based on a three point program of:

- Destination—furthering Greenport as a regional marine recreation and working small harbor.
- Diversity—preserve and protect the range of maritime experiences, opportunities, and visual images that together create Greenport's distinct image and sense of place as a harbor, stimulating to both the resident and visitor.
- Delivery— of quality maritime services through a well-managed and organized harbor.

Policy: Facilitate public/private partnerships that build upon the opportunities of a resurgent boating industry and tourism trade, expanding events, support services, and transient facilities.

Policy: Create year-round maritime-related activity.

Policy: Protect the working waterfront.

Policy: Support the marine trades that occupy the working waterfront.

Implementation Techniques

1. *The Village selects a public/private delegation (with representatives from the Harbor Committee) to visit and evaluate five other Long Island/East Coast communities where the maritime industry and waterfront is a key element in the local economy (e.g., Nantucket, MA, Mystic and Norwich, CT, and Northport, Freeport, and Huntington, NY. Subsequently, the team suggests ideas for the Village to enhance the local maritime based economy. (Short term)*
2. *The Village and local business community sponsor a survey of visiting boaters (conducted by summer interns or college students). Questions include the type of boat, the captain and his/her age, number in party and their ages, trip origin and destination(s), reasons for stopping in Greenport, likes and dislikes of the Village, adequacy of available amenities, other modes of arrival (boat, car, ferry, bus), length of stay, use of harbor facilities and sites visited (marina, park, ferry, cruises), satisfaction with services, businesses visited, local expenditures\amount spent, and any unmet needs. (Short term)*
3. *Sponsor a working waterfront "open house" day held in conjunction with the annual maritime festival. This would be a day for businesses to "show or and display products and services, show wooden boat repair and commercial fishing techniques and equipment, give tours to visitors, and exchange ideas with other marine and waterfront merchants within Greenport and the region. (Short term)*

4. *The Village writes to the regional boating guides (e.g., Embassy, Northeast Waterway Guide, Boating Almanac), stating the advantages, opportunities and attractions that make Greenport a special destination in the cruising circuit. (Short term)*
5. *Through zoning encourage the working waterfront for the purposes of furthering year round employment in commercial fishing, boat maintenance and repair, and specialty services such as wooden boat overhaul and tall ships. (Short term)*
6. *Encourage a diversity of marine businesses and waterfront industries with marine-related products. (Short term)*
7. *Expand the year-round events and marine activities in the Village Center and port. (Short term)*

HISTORIC RESOURCES

Policy: Protect, restore, and promote the historic maritime features that identify Greenport.

Implementation Techniques

1. *Protect the working waterfront for water dependent uses that have been based in Greenport for over a century. This can be achieved through zoning protections, the redevelopment of underutilized sites with additional water-dependent uses, and restoring Marine Railway #1 at the Greenport Yacht and Shipbuilding site (see also the discussion below under "Working Waterfront" and "Waterfront Zoning").*
2. *Construct a historic blacksmiths shop for ship repair. This would require finalizing the site selection, obtaining funding for construction and operation, a curator volunteer, and the acquisition, management and maintenance of traditional tools and equipment. Possible locations are along the waterfront at the end of Wiggins Street or on the site of the Greenport Yacht and Shipbuilding. (Short term)*
3. *Recognize the Ohio as an underwater historic resource, map it in the harbor plan, and avoid impacts in harbor activities. (Short term)*

UNDERWATER LANDS

Policy: Protect and preserve public underwater lands.

Implementation Techniques

1. *The Village files for underwater land permits from OGS for other sites that may be used for tall ships or mooring expansion outside Stirling Basin. (See the discussion below under "Recreational Boating," Long term)*

WATERFRONT INFRASTRUCTURE

Policy: Protect, manage, and rehabilitate as necessary, the public and privately held waterfront infrastructure of the Village Center which is vital to the economy and public access.

Implementation Techniques

1. *The Village and waterfront businesses cost-share a comprehensive engineering investigation of the Village Center waterfront (from the Marine park east to and including Coopers site), building upon the preliminary data compiled in this report (see Table 2-1). This investigation would identify structural status, safety concerns, the need for immediate and long term repairs with a repair plan and estimated costs. Identify potential simultaneous repairs and the opportunity for shared costs for permitting, design, and construction which may reduce permit review time frames and individual project costs. This could serve as a model for small harbor redevelopment and protection. (Short term)*

WINDS and WAVES

Policy: Reduce wind and wake wave action along the Village Center to protect docked vessels and waterfront structures.

Implementation Techniques

1. *Increase enforcement to reduce wake waves, possibly extending the 5MPH zone out to the main channel. (Short term)*
2. *The Village writes to the regional boating guides (e.g., Embassy, Northeast Waterway Guide, Boating Almanac), the National Oceanic and Atmospheric Administration (NOAA), the U.S. Coast Guard, and GPS navigation software companies, requesting that the 5MPH zone be identified in their publications and maps and that the speed limits are enforced by the harbormaster enforcement. (Short term)*
3. *Explore the benefits gained by expanding the existing wave screen at Mitchell Marina. (Short Term)*
4. *The Village petitions the US. Army Corps to upgrade the Young's Point breakwater as part of its next Federal channel management project. (Long term)*

NAVIGATION and CHANNELS

Policy: Protect and maintain navigation channels and ferry routes.

Policy: Protect navigational aids and provide aids as appropriate to support harbor management operations and navigational efficiency and safety.

Policy: Maintain adequate depth of water to allow full use of the harbor and dredge when necessary.

Policy: Clearly identify the boating destinations from the water.

Implementation Techniques

1. *Install a Village navigational aid on the west entrance to the Village waters (near Fanning Point), informing boaters who approach from this direction of the reduced speed in the Village waters. (Short term)*
2. *Install signage on the Village Center pier ends (public and private) so that arriving captains can see and more directly access their destinations, know the docking requirements, and the available services. The Village, in cooperation with the local business community (or Business Improvement District [BID]) could develop standardized signs with a nautical design. (Short term)*
3. *Any vessels obstructing signage and navigational aids along the piers must be moved. (Short term)*
4. *Post Village navigation rules and regulations at the public piers to inform transient boaters. (Short term)*
5. *Establish and maintain up to date depth of water data for the channels and near shore waters. The Harbor Committee coordinates with the Cornell Cooperative Extension Service to develop a formal depth survey for the Village Center focusing on channels, approaches and dockside facilities. Optimally, these data are mapped and updated every 3 to 5 years or at appropriate intervals based on local deposition and shoaling rates (. Short term)*
6. *The Harbor Committee establishes and maintains an ongoing record of dredging needs. Areas identified in this plan are in and around the Mitchell site, near the former Cooper's site, the west side of the Young's Point jetty at the Federal anchorage, and the Sandy Beach point entrance to Stirling Basin. developing this list opens the possibility for potential cost sharing opportunities through coordinated and simultaneous projects (both private and public, or piggybacking on Federal activities), and allows the Committee to endorse the need for local dredging projects during a permit review process and in seeking public funding sources. (Short term)*
7. *The Village encourages the US. Army Corps of Engineers to dredge the Federal anchorage inside the Young's Point breakwater to its 8 foot design depth. As described below, this anchorage is considered as a possible location for future expansion of recreational boating transient facilities in the Village waters. (Short term)*

RECREATIONAL BOATING

Policy: Support growth and optimal density for seasonal and transient recreational boating use in the Harbor.

Policy: Maximize the use of mooring opportunities with adequate support facilities, services, and management.

Policy: Formalize the administration of Village moorings.

Policy: Provide trailer launch opportunities.

Implementation Techniques

1. Harbor committee review and consideration of recreational facilities expansion and the submission of recommendations to the Village Board. Potential opportunities are shown below in Table 3-2 and include the use of expanded mooring facilities and marina dockage. (Short term)

Location	Short Term Additional Spaces		Long Term Additional Spaces	
	Moorings	Dockage	Moorings	Dockage
Stirling Basin Mooring Field	40 ¹		40 ¹	
Greenport Yacht and Shipbuilding				50 ²
Federal Anchorage at Young's Point Breakwater			15 ³	
Pipes Cove			10 ⁴	
Total	40	20	65	100

¹Potentially expanding the capacity utilizing helical screw anchors. Reducing scope of moorings from 3 to 1 scope would require evaluation of safety consideration.
²See discussion under "Greenport Yacht and Shipbuilding."
³New marine basin, see the discussion below under "Mitchell Marine Basin."
⁴This had the potential for mooring smaller craft only (15-20 feet).

2. Investigate feasibility of using helix moorings in Stirling Basin. Reducing scope of moorings from 3 to 1 scope would require evaluation of safety consideration. In all cases, channels (as shown on the Harbor map) must remain clear. If determined feasible, additional expense of helix moorings is recovered through increased user fees. (Short term)
3. The Village expands mooring services by contracting a private enterprise to operate the Stirling Basin mooring field. Services would include storage and installation of moorings, launch service, rest rooms, and parking. Expanding the services increases the opportunity for growth in local recreational boating, both for seasonal and transient use. (Short term)
4. As part of the expansion of mooring capacity and services in Stirling Basin, upgrade the Village dock and landing at the foot of Sterling Avenue enhancing this entry to the Village Center. There should be adequate capacity for dinghy tie-up and the local business community could also provide signage and promotional guides at this location. (Short term)
5. Begin a waiting list for those unable to get a Village mooring so that equal opportunity is provided to all interested parties.(Short term)
6. The Baymen's Dock property located on the north side of Sterling Basin was identified as a potential area that could support water dependent uses including: dinghy storage for the Village mooring field; bathrooms and showers for those using the mooring field; storage for baymen equipment and potential aquaculture uses (e.g., oyster cages).



Baymen's Property

7. *In the long term, potential sites for new marinas are limited but could include Hanes boat yard or a portion of the Greenport Yacht and Shipbuilding, Inc. (See discussion below, Long term)*
8. *Improve and upgrade the existing concrete trailer launch ramp and facilities adjacent to the Baymen's dock. (Short term)*
9. *If dry rack storage is considered as an option for expanding boating activities, consideration must be given to a number of issues including parking, visual impacts, and structural stability. (Long term)*

PUBLIC ACCESS and MARITIME RECREATION

Policy: Promote public access to Greenport Harbor

Policy: Encourage and develop opportunities for youth oriented marine recreation.

Policy: Expand public viewing and access to the working waterfront.

Policy: Increase opportunities for hand-launched craft in the harbor.

Implementation Techniques

1. *Provide maritime activities for the youth of Greenport that furthers local interest and an appreciation of the harbor, marine recreation, and skilled employment opportunities.*

2. *Develop a community center space that could house a community wooden boat shop, nautical library, an East End Harbor Managers/Bay Constable Association, a marine education and sailing school, Village yacht and crewing clubs, and provide an office for the Harbor Management Committee. The site should be near the Mitchell marine basin where the activities and facilities would accessible to the water through the park and/or near the Fifth Street Park at Pipes Cove. (Short term)*
3. *Designate a site(s) for hand launching small craft such as kayaks, canoes, small sail craft, or inflatables along the proposed small craft trail. Options could include the end of Fifth Street (opening to Pipes Cove) west of the short pier, from the Marine Park, Clark Street/the former Mobil site (recommended as a park in the LWRP), the end of Fourth Street, or Sandy Beach Park on the east side of the Village. (Short term)*

WATER QUALITY and NATURAL RESOURCES

Policy: Reduce runoff pollution.

Policy: Protect water quality from marine impacts.

Implementation Techniques

1. *Amend the local Harbor Management Code to adopt a number of water quality protection measures for marine activities. (Short term)*
2. *Special environmental management promotions and public education could be organized for the boating public. New York Sea Grant Service has materials and experience that can assist the Village and maritime businesses to create a local educational program for clean water practices. Greenport's boating facilities and its boating public can also participate in a new National Clean Boating Campaign launched by the Marine Environmental Education Foundation and 37 partner organizations across America. This program will provide materials and guidance for educational programs and activities to promote clean boating and clean marina practices including a National Clean Boating Week celebration July. Information could be posted at the Mitchell site. (Short term)*
4. *Install standardized signs prominently visible at all existing and new pump-out stations in the harbor. (Long term)*

WORKING WATERFRONT

Policy: Promote and protect the working waterfront and prioritize the reuse of the working waterfront sites for traditional water-dependent uses.

Policy: Encourage growth in the locally based commercial fishing fleet.

Policy: Promote and encourage growth of Greenport Harbor as a marine transportation center.

Policy: Encourage and facilitate innovative marine fisheries businesses and technologies to locate in the Village.

Implementation Techniques

- 1. The Village, through the Harbor Committee, meets regularly and works closely with the local working waterfront businesses to coordinate activities, determine facility needs, and examine opportunities for growth. (Short term)*
- 2. Explore the use of the Cooper's site for commercial fishing support, mariculture, marine research, or other water dependent uses. (Short term)*
- 3. Support the working waterfront in local dispute resolution while recognizing private property rights and environmental regulations. (Short term)*
- 4. Expand the Village as a marine transportation center that extends west from the Mitchell site to the Village Marine Park Courtesy Dock. This area would grow as a regional intermodal transportation hub that would provide opportunities for ferry and water taxi service that would connect with bus and rail service would enhance this service. Water taxis could provide trips between Greenport and Block Island, Montauk, Sag Harbor, Shelter Island, Riverhead, the Southold creeks, and other regional and East End destinations. (Long term)*
- 5. Explore the opportunities for growth in the Greenport commercial fleet through another commercial pier (possibly at Cooper's). Any activities at this site must support and not conflict with the existing commercial operations within the Village. (Long term)*

*Observations and Potential Opportunities for Growth at Greenport Yacht and Shipbuilding, Inc.**

Renovate Marine Railway #1— Local data shows a need and demand for a second working marine railway and this project should move forward as both an important facility not only for its working waterfront opportunities, but also for its historic significance. In this way, the project exemplifies the combined working waterfront and historic preservation objectives of the harbor management plan. The project appears feasible from an engineering perspective. However, given the costs (estimated at \$850,000) and the specialty repair service that would be offered once the railway is operating, it is likely that some form of economic incentive or underwriting would be necessary for this renovation and to sustain the operation over the long term as a profit center for the ship yard.

Increase recreational boating services focusing on larger yachts— Focus on larger yacht repair creating a regular clientele for maintenance. This is a potential growth market. There are many full service marinas and boatyards on the East End that can haul and service the small to mid-size craft (18- to 55-foot boats), but only a few can handle larger yachts and none the mega yachts (100 foot or greater). This site is large enough to accommodate several dozen boats repairs simultaneously. Services include boat hauling and repair (particularly indoors) and installing an additional travel lift or commercial launch ramp for hydraulic trailers. If only one launch is possible, begin a ramp and hydraulic trailer combination – this option allows for the greatest flexibility. Dry winter storage is another option for enhancing cash flow, as well as generating extra off season repairs. Towing service is another option. Buildings could be upgraded for shipyard indoor storage/repairs and/or leased out to other boating related businesses. These would create rental income to supplement the shipyard cash flow.

Operate a marina– Rehabilitate the shipyard bulkhead and piers to accommodate mega yachts, and possibly some tall ships. There is good economic potential in operating a marina around the shipyard that can -handle the larger boats and yachts yet remain flexible to handle smaller craft on a "space available" basis. If the Mitchell marine basin develops well in Phases 1 and 2, it should attract even more boats than it can handle, and a marina at the shipyard could handle the additional demand. It should not conflict with, but compliment, the Mitchell marine basin.

Develop technical training services– Traditional wood boat building techniques could be taught in one of the shipyard's buildings, with students arriving for training at the "Greenport Traditional Shipbuilders School." This school could be operated year round with staff and instructors. Grants could help build and sustain such an enterprise that would be unique in North America. This could be linked with the recommendation above (under "Historic Resources" to develop a blacksmith's shop).

Commercial fishing fleet support– increase use of the site by the commercial fishing fleet and reuse the facilities at the site (fuel and ice making).

Marine contractor staging– a number of marine contractors work out of Greenport. A portion of the yard could be used to expand the base of marine contracting businesses. This is not considered a leading alternative as the storage and operations of marine contracting activities would not provide the cultural, historic, or visual benefits of the other uses presented above.

Implementation

1. Greenport Yacht and Shipbuilding, in conjunction with the Harbor Management Committee, develops a five point plan and strategy for preservation, protection, and growth of this vital and prominent working waterfront site. This begins with review and evaluation of the above observations. (Short term)
2. Remove the derelict vessel JR Nelson. It occupies important working waterfront space and has a visual impact on the harbor. Removal of the vessel could be achieved through private salvage, local, County or State input (either through existing funding programs, special legislation, or equipment assistance), or a combination thereof. Once raised the vessel could be brought to the marine railway at the shipyard, dismantled, and sold for scrap. A secondary, but less likely alternative is to tow the boat for sinking as an artificial reef (Short term)
3. Once the JR Nelson is removed, restore the piers. (Long term)

LAND USE and ZONING

Policy: Protect working waterfront lands with appropriate zoning techniques.

Implementation Techniques

Create two waterfront zoning districts, one being more restricted to working waterfront and water dependent uses. The two waterfront zoning districts could be WC-1 and WC-2, where WC-2 would be directed at working waterfront activities and not allow hotels or related uses. This zoning is recommended on the east waterfront of the Village Center, east of Main Street. (Short term)

HARBOR ADMINISTRATION

Policy: Manage and plan the harbor for the purposes of realizing recreational, economic, and historic maritime benefits for the Village, State, and region.

Policy: Facilitate local permitting approval as a stimulus for investment and repair and allow flexibility in maritime facility design.

Implementation Techniques

- 1. The Harbor Committee and Village Board review, amend as needed, and adopt the Harbor Management Plan and Map (see Figure 34). The plan and map then serve as the guide for management and decision-making for the Harbor. (Short term)*
- 2. Modify Chapter 48 of the local code into a comprehensive Harbor Management chapter. (Short term)*
- 3. The Harbor Management Committee is formalized by local code and continues as a regular Village committee meeting monthly and advising the Village Board, Mayor, and Planning Board on Harbor issues. The Committee then makes recommendations regarding harbor rules and regulations, assists in pursuing funding sources for harbor improvements, acts as a coordinating body for maritime events, establish and organize safety programs, is active in the marine youth center, pursues Federal and State agencies to fund or undertake infrastructure repairs and channel maintenance, and begins an East End Harbor managers association. (Short term)*
- 4. The Village initiates a local perimeter permitting program and issues perimeter permits that allow modification and limited expansion of facilities when consistent with the goals of the plan and the Harbor map. The objective of perimeter permitting is to facilitate the local permitting process for minor changes to appropriately sized and designed waterfront structures (in waterfront commercial districts) and to allow flexibility in the modification and repair/rehabilitation of those structures. To obtain a perimeter permit, the applicant would present a complete description of activities (with drawings) describing what currently occurs on the site as well as a list of maintenance activities and repair work. The proposal should demonstrate compliance and consistency with the overall goals of the local Harbor Management Plan and Map and the requirements of Chapter 48. Upon review of a completed application and subject to other local review and general permitting procedures, the Village Board can issue a perimeter permit for the site. As part of the permit, the Board can allow as-of right changes (letter notification to Village Clerk only) for pile, deck, and bulkhead structures as well as reconstruction and regular repair which could be undertaken without further local approval. In appropriate cases, the permit could also allow the expansion of structures up to 20 percent over the existing condition. Activities under this permit must also comply and be consistent with other sections of the Village Code including but not limited to Chapter 142, "Wetlands Floodplains and Drainage," Chapter 139 "Waterfront Consistency," Chapter 61 "Environmental Quality Review," and Chapter 150 "Zoning."*
- 5. Develop inter-municipal agreements with the Towns of Southold and Shelter Island and the Village of Dering Harbor for the purposes of managing the water areas where jurisdictions overlap, such as the main channel. (Short term).*

SECTION IV-CAPITAL PROJECTS AND SUPPLEMENTAL STUDIES - UPDATED TABLES

Table 4-1 Recommended Capital Projects and Supplemental Studies		
Subject	Supplemental Study	Capital Project
Economic growth	Visits to other harbors in the region Survey of recreational boaters	
Historic resources		Blacksmith's Shop
Waterfront Infrastructure	Engineering study of marine structures	
Wind and Wave Protection	Engineering Study of Mitchell Marina wave screen expansion.	Signage for west approach notifying reduced Improve Young's Point breakwater (Federal)
Navigation and Channels	Study of Village Center waterfront depth of water and structures	Signage at pier ends
Recreational Boating Facilities		Helix Mooring in Stirling Basin Upgrade the landing at Stirling Avenue Long term mooring plan
Public Access and Recreation		Community maritime center Small boat launch
Working Waterfront	Evaluation for Alternatives for Coopers Fish Market Survey of commercial fishing vessels	Repair of marine railways
Special Harbor Events		Tall ship mooring facility
The Mitchell Marine Basin	Phase I and II engineering design	Phase I (complete pier, decks, bulkhead and boat access facilities) and II implementation
Harbor Management	Legal framework for Harbor Management Code	

