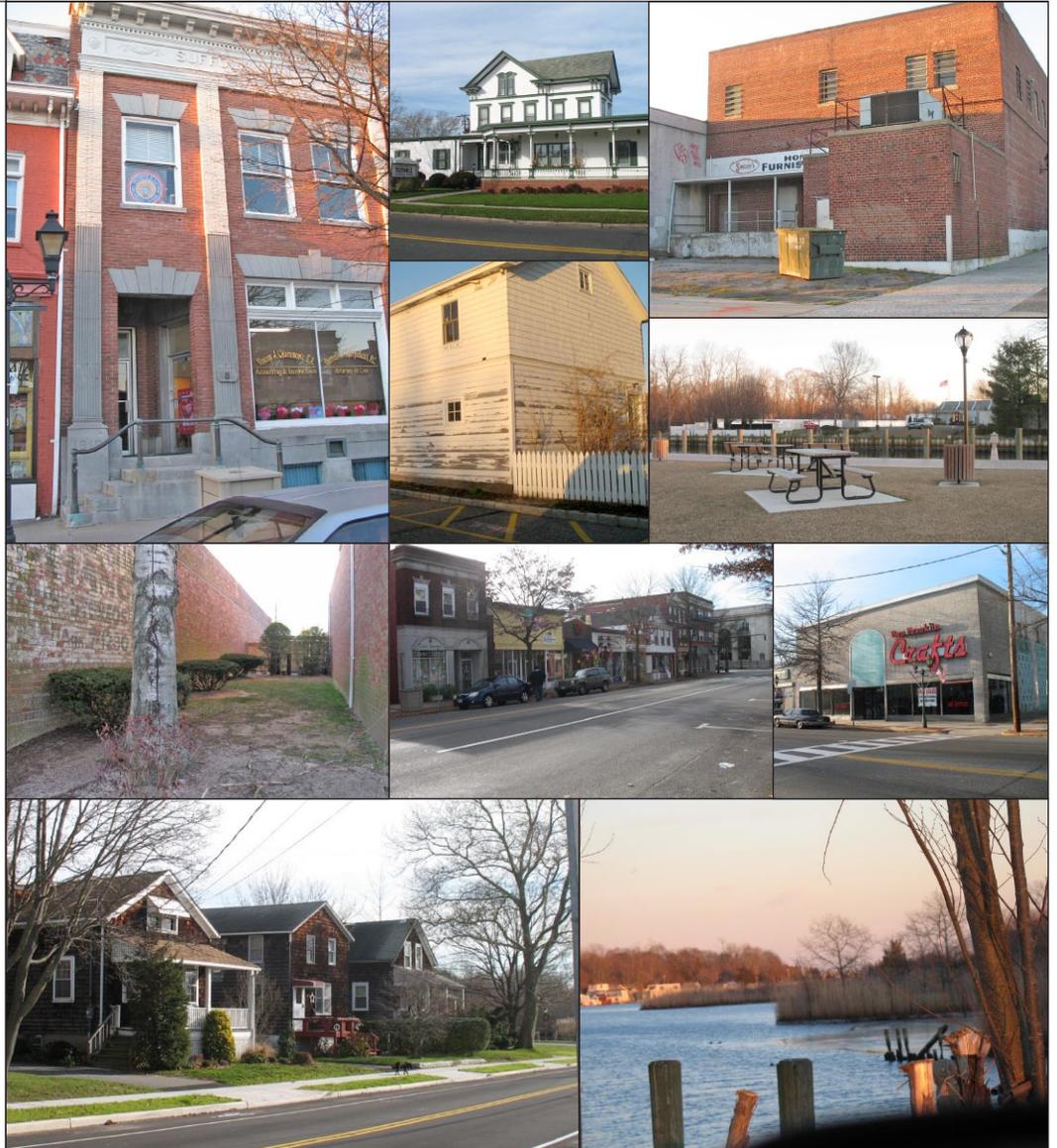


Town of Riverhead

East Main Street Urban Renewal Plan Update 2008

Final Generic Environmental Impact Statement



Prepared by:
Town of Riverhead Town Board and Community Development Agency
with assistance from
AKRF, Inc. and Dunn Engineering Associates

August 2008

**Town of Riverhead
East Main Street Urban Renewal Plan
Update 2008
Final Generic Environmental Impact
Statement**

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August 19, 2008

ACKNOWLEDGMENTS

Riverhead Town Board

Supervisor Hon. Phil Cardinale
Councilwoman Hon. Barbara Blass
Councilman Hon. Timothy Buckley
Councilman Hon. John Dunleavy
Councilman Hon. James Wooten

This document was prepared through a coordinated effort of the Town and its staff, the consultant team, and the Town Board, which also acts as the Community Development Agency.

**TOWN OF RIVERHEAD
EAST MAIN STREET URBAN RENEWAL PLAN UPDATE 2008
FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT**

PROJECT LOCATION: Town of Riverhead
Suffolk County, State of New York

LEAD AGENCY AND CONTACT: Town of Riverhead
Town Board
Town Hall
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Riverhead, NY 11901

Chris Kempner
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**DATE OF ACCEPTANCE
BY LEAD AGENCY:** _____

AVAILABILITY OF DOCUMENTS: This document is a complete Final Generic Environmental Impact Statement (FGEIS). Copies are available for public review and consideration at the offices of the Riverhead Town Clerk, on the Town's website at <http://www.riverheadli.com>, and at the Riverhead Free Library. Consideration of the FGEIS will be provided for 10 days following the adoption of the FGEIS.

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A. INTRODUCTION

This Final Generic Environmental Impact Statement (FGEIS) has been prepared to respond to public comments on the *East Main Street Urban Renewal Plan Update 2008* (URP Update) and corresponding *Draft Generic Environmental Impact Statement* (DGEIS), which was distributed for public review by the Town of Riverhead Town Board. A Notice of Completion of Draft GEIS and Notice of State Environmental Quality Review (SEQR) Hearing was posted on May 22, 2008.

Comments were made at the Town Board/Community Development Agency (CDA) public hearing session held on July 15, 2008 at 7:00 PM and also accepted in written form. Written comments were accepted during the comment period held open until July 25, 2008. The Town extended the original comment period deadline, originally scheduled for June 30, 2008, in response to a request by the Town of Riverhead Business Improvement District. A transcript of the hearing and all written correspondence has been included in this report.

B. REVISIONS TO ORIGINAL PLAN

Since the publication of the URP Update and DGEIS, unforeseen changes relating to the conditions analyzed in the documents have occurred. The Town Board and CDA have determined that this FGEIS is the appropriate document to describe those changes and provide responses. The discussion below provides a summary of these changes and how it relates to the data originally provided.

PARKING DISTRICT

In the spring of 2008, Atlantis Marine World submitted a petition to the Riverhead Town Board (the governing body of the Riverhead Parking District) for an extension of the district to include parcels designated by Suffolk County Tax Map 0600-129-4-2, 0600-129-4-21.002, 0600-129-3-31 and 0600-129-4-017. A map and plan was prepared by Atlantis Marine World, which proposed to construct parking facilities at its own cost on one of the parcels. These new parking facilities would be used exclusively by Atlantis Marine World, and would offset some of the demand generated by the expansion. The petition was approved and the parcels were included into Parking District No.1. It should be noted, and as discussed below, that a fifth parcel was also added to the original figure which was not shown in the original figure (see discussion below). As a result, Figure 3 of the URP Update and Figure 2-5 of the DGEIS no longer reflect current conditions and need to be revised. Figure 2-5 has been included as part of this FGEIS to reflect these changes.

In addition, construction of eight new courtrooms by Suffolk County in the court complex northwest of the EMSURA is underway. Upon completion, it is anticipated that these new courtrooms will generate additional parking demand. Although the court complex and the Town-

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owned off street parking in its immediate vicinity is outside the EMSURA, its location in close proximity to the EMSURA boundary warranted its inclusion in the parking analysis, both from a supply and a demand standpoint. Therefore, the off street parking facilities in the immediate vicinity of the court complex were included in the analysis presented in the DGEIS. Based on the results of the parking demand survey conducted for this study, approximately 70 parking spaces were available in the existing off-street parking facilities located in the immediate vicinity of the court complex. In the event that the additional parking demand at the court facilities generated by the new courtrooms approaches the point that it exceeds this existing spare capacity, additional parking might need to be provided in order to prevent court related parking demand from impacting on the parking available to the EMSURA. It is expected that parking demand at the court complex would be monitored to determine the potential impact on the parking scenario in the EMSURA, and that steps be taken to provide sufficient parking to accommodate demand, as previously discussed.

PROPOSED PROJECTS

Several of the proposed development projects that were described in Chapter 1, “Description of Proposed Action,” of the DGEIS have since been altered, thereby affecting the project descriptions. A summary of the revised projects has been described below.

On May 7, 2008, Apollo Real Estate Advisors, L.P. (Apollo) presented to the Town Board a development plan for several properties within the EMSURA. The development plan included three buildings; a building on the north side of East Main Street, and two four-story buildings on the south side of East Main Street. All buildings were proposed east of McDermott Avenue. According to the presentation, the development plan is expected to occur in three phases. Apollo provided a preliminary project schedule for the first phase of their plan only. Table 1 provides a description of each phase, as described by Apollo during their presentation. The project in its entirety proposes a significantly smaller development than originally described in the DGEIS. So the analysis previously performed is very conservative and the actual impacts identified would expect to be reduced under the current build-out scenario.

In addition, Atlantis Marine World Aquarium submitted a special permit application to the Town Board in August of 2008. The application sought to construct a hotel and other related uses as indicated in the DGEIS. This recent application was significantly smaller than what had been originally proposed. It is important to note that the originally proposed plans submitted were part of the short-term build out calculation.

**Table 1
Apollo Real Estate Advisors, L.P Proposed**

Phase	Building Location	Total Square Feet Proposed	Uses
Phase 1 (completed in 2010)	North side of East Main Street, west side of East Avenue	116,007	Retail, theater, and hotel
Phase II (completion date not provide)	South side of East Main Street, west of East End Council	125,700	Residential, retail, and restaurant
Phase III (completion date not provided)	South side of East Main Street, and east of the East End Arts Council	170,400	Residential, retail, and restaurant
Notes: Based on May 2008 presentation to the Riverhead Town Board			
Sources: Town of Riverhead			

The changes to the proposed applications should not alter the analysis in the DGEIS. The findings presented in the DGEIS have been based on a build-out analysis and future implementation of the URP Update. The build-out incorporated specific proposed projects as described in the Public Scope which are in fact larger in size than what is now proposed

Overall, the build-out analysis assumed that all parcels would be constructed according to the dimensional regulations of the Downtown Center 1 (DC-1) Zoning District. Although considered unlikely to occur, the build-out methodology assumed that by 2022 all lots, with the exception of those included in the proposed projects, would be built to the maximum extent permitted by the zoning district regulations. This type of build-out has been publicly recognized by the Town as an unlikely occurrence. However, by assuming such a conservative scenario, the DGEIS provided a worst-case condition analysis and a comprehensive, although generic, environmental review for future projects constructed within the EMSURA.

PARKING

During the planning process and as a result of the overall decrease in the proposed development, the recommended 1,200-space parking garage is no longer deemed appropriate or necessary. According to new calculations, development in the EMSURA would demand approximately 700 less spaces than what was originally calculated. As a result of this change, the recommendations provided in the URP Update have been revised.

Recommendations regarding the previously proposed parking garage were edited to reflect the fact that this structure is no longer necessary or proposed. The following text is now a part of the URP Update:

- Recommendation 51: Construct sufficient parking to serve the EMSURA that would result in a net increase in parking supply appropriate to the size of development estimated to occur.
- Recommendation 61: Development of parking spaces coupled with the reduction in parking south of East Main Street could cause a significant number of pedestrians to cross Main Street to walk to and from their vehicles between the south and north sides of Main Street. Explore opportunities for pedestrian pathways that would help to maintain the flow of pedestrian traffic between the parking area and the south side of East Main Street.

As a result of this change a new analysis was drafted to address the original analysis as it was presented in Chapter 11, “Transportation and Parking” of the DGEIS. The following analysis replaces the text provided in the DGEIS relative to parking.

REVISED PARKING ANALYSIS

The parking demand analysis conducted to estimate the potential increase in parking demand in the EMSURA as a result of the development scenarios examined in the DGEIS has been revised. The revisions reflect the significant reduction in the scope of the Apollo project proposed on the north side of Main Street between Roanoke Avenue and East Avenue, the changes to the site plan for the proposed hotel/conference venue associated with Atlantis Marine World, and the impact of the recommendation that larger residential developments within the EMSURA be required to provide dedicated parking for residents. Note also that the Atlantis Marine World project includes an approximately 100-room hotel, and will be providing a separate off-street parking facility for exclusive use by Atlantis Marine World as a valet parking lot to accommodate the hotel parking demand. The revised analysis examines the impact on parking

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conditions in the absence of the large 1,100+ space parking structure included in the original analysis performed for the DGEIS.

SHORT-TERM SCENARIO

The results of these analyses are presented in revised Table 2, for the short-term Phase 1 condition. As can be seen, short-term Phase 1 additional parking demand has been reduced from 1,827 spaces to 1,142 spaces during weekday peak demand and from 1,725 to 1,055 spaces during projected weekend peak demand. Similarly, projected parking deficits have been reduced from 898 to 213 on weekdays, and from 796 to 126 on weekends.

**Table 2
Parking Demand: Short-Term Scenario**

Parking Demand Factor	Weekday	Saturday
Projected additional demand Apollo	369	443
Projected additional demand Projects*	340	277
Observed parking demand	433	335
Future number of spaces required for short-term Phase 1	1,142	1,055
Available parking supply (not including on-street parking)*	929	929
Parking surplus (deficit)	(213)	(126)
Note: Reflects Atlantis demand reduced by 50 spaces due to planned new parking area by Atlantis. This table is a revised version of Table 11-20 of the DGEIS.		

Table 3 presents the revised estimated parking demand for the short-term Phase 2 scenario, which envisions full occupancy of all existing vacant properties in the EMSURA. As such, the additional parking demand generated by the short-term Phase 2 development has not changed, since the original DGEIS parking analysis considered full occupancy of the same vacancies. Thus, this scenario creates additional parking demand for 276 spaces on weekdays and 264 spaces on weekends, the same as originally estimated in the DGEIS. The total future projected parking deficit is reduced to 527 spaces on peak weekdays and 390 spaces on peak weekends.

**Table 3
Parking Demand: Short-Term Phase 2 Scenario**

Parking Demand Factor	Weekday	Saturday
Future number of spaces required for short-term Phase 1*	1,142	1,055
Projected additional demand for short-term Phase 2	314	264
Projected short-term total demand (includes existing)	1,456	1,319
Available parking supply (not including on-street parking)	929	929
Parking surplus (deficit)	(527)	(390)
Note: Reflects Atlantis demand reduced by 50 spaces due to planned new parking area by Atlantis. This table is a revised version of Table 11-21 of the DGEIS.		

As a result of this analysis, it is concluded that there is sufficient available off-street parking within and in the immediate vicinity of the EMSURA to accommodate a significant amount of new development in the immediate future. Should applications for development within the EMSURA be submitted, or should increased activity in the EMSURA result in a significant decrease in the amount of vacant or underutilized properties such that parking demand at the

level projected for the short-term Phase 1 scenario seems likely to emerge, an additional 100 to 200 spaces will be required to accommodate demand. Similarly, should such new development rise to the levels projected for full build-out of Phase 2 of the short-term scenario, then 400 to 500 additional parking spaces will be needed to accommodate demand.

These new spaces can be provided in a number of ways: additional at-grade parking facilities could be provided, on-site parking could be required by the Town as a condition of site plan approval, or a smaller parking structure could be constructed. In addition, there is a significant existing parking supply outside the EMSURA that could be utilized to offset increased demand in the EMSURA, through the provision of a shuttle service that circulates among the various parking lots and the EMSURA. Several parking facilities serve the courts north of the EMSURA. It should be noted, however, that although a significant amount of parking is available at these facilities on weekends, few vacant spaces are available in many of these parking facilities outside the EMSURA on weekdays, due to the nature of existing parking demand.

INTERIM SCENARIO

As stated in the DGEIS, the interim scenario, with a projected horizon year of 2017, examines continued development under the DC-1 zone, including an additional 34 residential units for a total of 400 residential units, and significant additional mixed use commercial, cultural and recreational development, as described in Chapter 2, “Land Use, Zoning, and Public Policy.” Thus, the future projected parking demand for the interim scenario will be similarly reduced due to the reduction in parking demand for the additional residential development, and the reduction in development intensity under the short-term Phase 1 scenario.

The revised results of the parking demand analysis for the interim scenario are presented in Table 4. The information in this table includes existing demand, the reduced demand generated by the short-term (Phase 1 and Phase 2) scenario, and the reduced demand generated by the interim scenario. Also, as in the revised short-term analysis, no additional off-street parking in the form of a parking structure has been assumed.

**Table 4
Parking Demand: Interim Scenario**

Parking Demand Factor	Weekday	Saturday
Future number of spaces required for short-term development	1,456	1,319
Projected additional demand for interim development	2,286	2,670
Projected interim total demand (includes existing)	3,742	3,989
Available parking supply (not including on-street parking)	929	929
Parking surplus (deficit)	(2,813)	(3,060)
Note: This table is a revised version of Table 11-22 of the DGEIS.		

LONG TERM SCENARIO

The analysis performed for the long-term scenario, with a projected horizon year of 2022, examines continued development under the DC-1 zone, including an additional 100 residential units for a total of 500 residential units, and approximately 280,000 square feet of additional mixed-use commercial, cultural and recreational development. This represents the hypothetical full build-out of the EMSURA under the DC-1 zoning as presently written.

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Thus, long-term parking demands would also be reduced due to the changes noted above. The results of the revised parking demand analysis are presented in Table 5. As with the interim scenario, the information in this table is cumulative, i.e., it includes existing demand, the demand generated by the short-term and interim land use scenarios, and the demand generated by the long-term scenario.

As can be seen, the revised analysis indicate that the long-term scenario land uses would generate a total demand for 4,534 parking spaces during the weekday peak, and 4,903 spaces during weekend peak. This demand would exceed the amount of parking available by 3,605 spaces during the week and 3,974 on weekends.

**Table 5
Parking Demand: Long-Term Scenario**

Parking Demand Factor	Weekday	Saturday
Future number of spaces required for interim development	3,742	3,989
Projected additional demand for long-term development	792	914
Projected long-term total demand (includes existing)	4,534	4,903
Available parking supply (not including on-street parking)	929	929
Parking surplus (deficit)	(3,605)	(3,974)
Note: This table is a revised version of Table 11-23 of the DGEIS.		

As discussed in the DGEIS, the results of the traffic analyses described in previous sections indicate that it is extremely unlikely that a roadway network would be constructed to allow for the addition of the traffic volumes generated by build-out of either the interim or the long-term scenarios, and therefore, the parking demands associated with those traffic volumes are equally unlikely to emerge.

C. PLANNING BOARD

On July 9, 2008 the Town of Riverhead Planning Board approved Resolution No. 49, which approved the adoption of the URP Update. Included in the resolution were three specific recommendations regarding the EMSURA’s existing zoning districts. These recommendations are as follows:

- *The governing body could consider reducing the land area regulated by the current downtown center (DC-1) Zoning Use District to that area bounded by Griffing Avenue to the west and to East Avenue to the east on the north side of Main Street and McDermott Avenue on the south side of Main Street.*
- *The governing body could consider lowering the maximum height of buildings on the south side of Main Street within the DC-1 Zoning Use District to a maximum of 48 feet, not to exceed four (4) stories.*
- *The governing body could consider zoning regulations within the DC-1 Zoning Use District to ensure that new development contiguous to historic structures be designed in such a manner as to provide adequate light and air space to such historic structures.*

If implemented, the Planning Board’s comments would limit the extent of development that would otherwise occur if the zoning district were to remain unchanged and mitigate potential future significant adverse impacts. The comments limit the DC-1 Zoning Use District to only the

western portion of the EMSURA, protecting the waterfront viewsheds by limiting height on the south side of East Main Street, and protecting historic structures by limiting the height of structures adjacent to these resources.

The Town Board and CDA agree with the need to limit the size of development permitted in the EMSURA. This recommendation (Recommendation 13) is included in the final URP Update, which states, “Although current zoning permits a building height of no more than 60 feet or five stories, future development should consider the character of existing structures in conformance with existing heights on a block by block basis. Specifically, the buildings located on the east side of McDermott Avenue do not exceed two stories while buildings west of McDermott Avenue reach three stories in height. Future development should consider these existing building heights. Waterfront vistas or views from buildings on the north side of East Main Street should also be maintained and, where possible, enhanced by ensuring that building heights on the south side are restricted and do not block access or prohibit these views.”

It is important to note that the Town Board has publicly expressed their belief that the likelihood or reality of the interim and long-term development scenarios ever occurring is negligible. As stated by the Town Board, the amount of building square footage estimated to occur in the study is a worst case scenario. One of the rationales cited for this is that if the development as predicted by the build-out scenario should occur, it would require several costly and significant improvements to roadways, parking, and the overall infrastructure within the EMSURA. If these conditions present themselves in the future the Town Board would consider reducing the DC-1 Zoning District.

D. COMMENTERS ON EAST MAIN STREET URBAN RENEWAL PLAN UPDATE 2008 AND THE DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT

Finally, listed below are the names of individuals who submitted comments on the record, both oral and written, on the URP Update and DGEIS. Where comments were made on the same subject by more than one person, they are summarized into a single comment. Following each comment is the name of the commenter. The transcript has been included in this report as Appendix A and all written comments have been included in chronological order as Appendix B

COMMENTS MADE AT THE PUBLIC MEETING

Richard Wines (Wines)
Glynis Berry (Berry)
Ed Purcell (Purcell)
Larry Oxman (Oxman)

WRITTEN AND E-MAIL COMMENTS

William Hillman, P.E., Suffolk County Department of Public Works, June 9, 2008 (Hillman)
Andrew Freleng, Suffolk County Department of Planning, June 23, 2008 (Freleng)
Bill London, Town of Riverhead Business Improvement District Management Association, June 24, 2008 (London)

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Eli Mizrahi, Eli Fran LLC, June 27, 2008 (Mizrahi)

Richard Ehlers, Esq., July 7, 2008 (Ehlers)

Marty Sendlewski, July 14, 2008 (telephone call to Dunn Engineering) (Sendlewski)

Richard Wines, Riverhead Landmarks Preservation Commission, July 15, 2008 (Wines)

Glynis Berry, July 15, 2008 (Berry)

Glynis Berry, July 16, 2008 (Berry)

Gary Pendzick, Town of Riverhead Water District, July 28, 2008 (Pendzick)

Councilwoman Barbara Blass, Riverhead Town Board, July 28, 2008 (Blass)

E. COMMENTS ON THE EAST MAIN STREET URBAN RENEWAL PLAN UPDATE 2008

The URP Update was revised to address comments submitted during the public hearing and in writing. The final URP Update has been revised to include revisions stemming from these comments.

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Comment 1: While most of the suggestions are good, there is a need to define and support a vision more. What makes Riverhead unique? What will spark interest? What will drive change? (Berry)

Response 1: The URP Update provides 72 recommendations intended to further the goals of redevelopment. These recommendations are categorized by four general categories: land use; infrastructure; traffic, transportation, and pedestrian access; and solid waste management. The recommendations are directed toward issues that are unique to the study area and would address specific redevelopment opportunities and constraints that were found to exist in the area.

Comment 2: Visual decay and vacancy are a problem in the area. Why? Owners are holding the property purely for investment purposes. People who care about the community and their personal enterprise need to be encouraged. (Berry)

Response 2: Blight has been cited as an ongoing issue in the EMSURA. It is expected that the recommendations in the URP Update will spark redevelopment in the area, which is one of the major goals of the report.

Comment 3: The area is overall expensive, without cache. When property is too expensive, rents are higher and the likelihood of retail and start-up failures is high. This means that only established businesses are likely to be interested, and they are already on Route 58. If Riverhead is to be an

incubator, costs need to be lower, not higher, especially as the costs of construction and energy have never been more costly.(Berry)

Response 3: CDA agrees that high property, construction, and utility costs may hinder development in the area. This issue, however, is a regional concern. The Town is and has been dedicated to improving the area by available planning and financial tools, such as implementation of the strategy identified in the URP Update and its grants programs.

Comment 4: Riverhead has made some significant improvements over the past few years. These need to be maintained to ensure attractiveness. For instance, two weeks ago I went to Grangebél Park. While it looked attractive, the building smelled like a toilet. Daily washing and maintenance needs to be mandatory.(Berry)

Response 4: Code enforcement and overall maintenance of public spaces is imperative to fostering a thriving downtown environment. The URP Update sets forth recommendations that will improve the visual resources and overall sanitary issues present in the EMSURA.

Comment 5: While the social services are important for Riverhead, too many organizations have ground floor space on East and West Main Streets. Consider having these facilities on a second floor or creating a Downtown campus for them. (Berry)

Response 5: This is a valid concern and the recommendations in the URP Update encourage retail on the first floors of buildings with office and residential above. As the area becomes more attractive to retailers this scenario is expected to occur.

Comment 6: Delivery schedules and needs should be address. (Berry)

Response 6: It is difficult to impose delivery schedules on small retailers the way it can be done with big box retailers. This has the potential to create a hardship on small business owners who do not have the ability to control deliveries.

Comment 7: Regarding bulk, the suggestions were too general instead of informed. They need to provide a clear definition of the issues to be addressed. Then massing studies refining suggestions should be executed. For example, execute massing studies to evaluate the following: Pedestrian experience on the street; Sunlight – duration, access – on street (necessary or not?) and on buildings to the north; View corridors (from where, why, what is viewed, who is viewing, how is the space used?); What was mentioned in the update was a view of the river from north

side of street. Is this a desire?; What is the impact on value to the south side? Will the north side have equal or more value?; Smart Growth principles and how they relate to massing; Have soil tests and guidelines on foundations to identify structural limitations and/or issues; and Setback (above certain height) and/or pyramid laws would be appropriate. Also how the massing relates to 35-foot heights in surrounding districts should be considered. (Berry)

Response 7:

The recommendations presented in the URP Update were assessed in the DGEIS for significant adverse impacts to visual resources, policy compliance, specifically with the *Smart Growth Policy Plan for Suffolk County*, and zoning districts. A build-out study, or massing study, was the basis of the impact analysis presented in the DGEIS. Although such issues as viewsheds, development limitations, and height were addressed, due to the generic nature of this analysis and the lack of specific site plans, this DGEIS did not address site-specific issues. However, it is anticipated that the Town will evaluate future site plans for projects proposed within the study area against the 72 recommendations presented in the URP Update, which discuss these important issues. The CDA agrees that soil properties influence the development of building sites, including the selection of the site, the design of the structure, construction, performance after construction, and maintenance. Without a specific site plan, it is unclear as to whether the soil property is appropriate based on square feet alone. An in depth analysis on a site by site basis is expected to occur during the design, site plan approval, and construction processes.

Comment 8:

It is of great concern that any additional impact fees, taxes, mandatory improvements, or other expenditures, other than correcting violations and conforming to the current building and zoning current codes, will place an undue hardship on the property and business owners of the Urban Renewal Area and will impede the intent of the plan. No additional impact fees, taxes, mandatory improvements, or other expenditures should be placed upon the property and business owners within the Urban Renewal Area and Business Improvement District. (London)

Response 8:

At this time there are no additional fees proposed or recommended.

Comment 9:

There needs to be mention of the Draft LWRP in the report (Blass)

Response 9:

The following description has been included in the text: *The Town of Riverhead and New York State Department of State are in the process of preparing the Local Waterfront Revitalization Plan (LWRP) in accordance with Article 42 (Waterfront Revitalization and Coastal*

Resources Act) of the New York State Executive Law. The LWRP is a plan developed for the stewardship and management of the Town's waterfront areas including issues related to shoreline erosion, flooding, and land uses. Initiated with a \$20,000 grant procured from the Department of State, the LWRP has incorporated input and information from the Riverhead Conservation Advisory Council, Riverhead Planning Board, Bay Constable, and other interested parties, and will be the subject of a public hearing prior to adoption by the Town Board and Department of State. The LWRP would be consistent with the 1993 Urban Renewal Plan Update, DGEIS, and FGEIS (prepared to assess impacts of the Update), and will incorporate the findings of these reports, support the recommendations, and provide guidance for implementation.

Comment 10: The URP Update does not accurately reflect the condition of 111 East Main Street. The information is inaccurate, lacks documentation, and at best is misleading. Please contact my staff to show documentation of this assessment. (Mizrahi)

Response 10: Buildings that exhibited cracks, graffiti, and or deteriorated façade were deemed deteriorated (substandard) structures. A field visit of the rear of the building identified as 111 East Main Street is photographed as exhibit E-8.

Comment 11: The zoning district map should be amended so that the DC-1 and DC-2 boundaries are accurately shown.(Sendlewski)

Response 11: Figure 3, "Project Zoning," has been amended and included in the final URP Update.

Comment 12: The parking district map should be amended to include lot Suffolk County Tax Parcel number 0600-129-1-4. (Sendlewski)

Response 12: Figure 5, "Riverhead Parking District No. 1," has been amended and is included in the final URP Update.

Comment 13: The suggested land uses such as marine museum, seem too modest. Museums of national or regional quality are needed. (Berry)

Response 13: The 1993 East Main Street Urban Renewal Plan as well as the URP Update includes several discussions as well as recommendations that emphasize the need for anchor- and tourist-types uses. Although the report does not state the overall pull the attraction would create, it is intended that future tourist attractions would ideally have a national and, at minimum, a regional interest. A marine museum would be

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appropriate for this area due to its proximity to the river as well as the presence of the current aquarium.

Comment 14: The timeline should include a discussion on the measures needed to proceed to each development scenario. (Town of Riverhead)

Response 14: The timeline has been amended as shown in Table 6 below:

**Table 6
Recommended Time Schedule**

Action	Start Date	Date of Completion
Submission of Update to the Town Planning Board	May 2008	July 2008
Planning Board Determination Public Hearing	July 2008	
New York State Environmental Quality Review Process	Late 2006	August 2008
Adoption of the East Main Street Urban Renewal Plan Update 2008	Late 2006	September 2008
CDA's Advisory Role to the Building Department as per Section 503(h) of New York State Article 15 (Urban Renewal Law)	Late 2008	36 months
Reuse of Vacant Structures	September 2008	2012
Rehabilitation of Identified Deteriorated Structures	September 2008	2012
Traffic and parking improvements	September 2008	2012
Disposition of Land	September 2008	2017
Acquisition of Land	2008	2017
Infrastructure and Public Space Improvements	September 2008	2022
Approval of Development Applications	Late 2008	2022
Private Development of Underdeveloped or Undeveloped Properties	Late 2008	2022

Comment 15: Some alternative approaches to on-site parking might include having on-street parking for residents in localized areas only (small fee paid by resident directly), encouraging car sharing, or smaller electric vehicles; incorporate bicycle facilities/parking, arrange for more remote parking at cheaper cost; examining a time/need for parking, i.e., reverse commuter option for residents to use Court parking for free during non-court hours, (with permit for specified times) and having the shuttle not focus on the train (this is walkable), but also bus stops, employment and other visitor destinations (EPCAL, Tanger, 58, W. Main, Splish Splash, County - maybe have different routes/schedules for different target users). Coordinate use of other parking areas.

Response 15: Alleviating parking demands through various approaches has been recommended in the URP Update. However, the EMSURA is located within the Riverhead Parking District No. 1. This district is regulated in

its entirety by the Town of Riverhead. Therefore any changes to regulations including allocating parking for certain populations (i.e. local residents) must be administered by the Parking District. Additionally, the downtown character, which is described in the URP Update, as is alternative modes of transportation, is designed to encourage walkability, be pedestrian friendly, and discourage personal vehicular use. Finally, a shuttle is being considered among other options

Comment 16: Currently, with few exceptions, the hard surface coverage of the downtown area is basically 100 percent. To apply the same regulations for water retention as the rest of the Town is unrealistic for this almost urban condition. (Berry)

Response 16: The Town agrees with this statement. Recommendation 37 of the URP Update states the following: Reconcile conflict between 100 percent lot coverage and 2-inch rainfall storage requirement. If drainage is to be the controlling factor, then 2-inch rainfall storage is not possible combined with 100 percent lot coverage. Existing zoning should be revised to provide coverage allowances that better accommodate drainage issues.

Comment 17: Regarding stormwater, instead of adding further requirements on these buildings, offer incentives. There are two basic approaches: retention on private structure through either green roofs or water retention for reuse (greywater systems, etc.). The former impacts heat-island effect as well. The latter is even better since it reduces the demand for fresh water. The above could be a required point if LEED is part of a Town-wide greening program. Or provide incentives, as demand on public infrastructure is reduced. The second recommendation should be incorporating roof runoff to street plantings, porous sidewalks and parking lanes, and plantings in parking lanes (see sample illustration).

Response 17: The URP Update recommends various methods of treating stormwater which includes the following:

- i. Explore the possibility of creating a storm drainage district to provide common storm drainage facilities located on public property.
- ii. Collect impact/mitigation fees to be utilized to handle excess runoff from on-site drainage facilities.
- iii. Encourage or mandate green stormwater management techniques such as roof gardens and the installation of cisterns.
- iv. Incorporate drainage improvements into any new parkland/green space provided by elimination of parking along the riverfront, maximizing pervious surfaces that allow percolation.

- v. Investigate and inventory those existing facilities that direct stormwater flows to the drainage system, either directly piped or flowing across sidewalks, streets, and parking areas.
- vi. Initiate a program to encourage retrofitting properties with such conditions to contain some or all of their stormwater on-site.
- vii. Investigate the opportunity to upgrade or eliminate direct stormwater outfalls to the Peconic River during future development, similar to the ongoing Suffolk County project at Peconic Avenue.

F. COMMENTS ON THE DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT

The following responses address various issues and have been organized by chapter heading. Responses serve to edit the text of the DGEIS and should be used when reading the FGEIS as a whole.

PROCEDURAL

Comment 1: Prior to final approval, this action should be referred to the Suffolk County Planning Commission for review pursuant to General Municipal Law Section 239 and the Suffolk County Administrative Code Section A14 (Freng)

Response 1: After review of the various sections of New York State General Municipal Law Section 239, which ranges from subsections 239A through 239AA, the most applicable to this action appears to be Section 239M, subsection 2, which states the following:

In any city, town or village which is located in a county which has a county planning agency, or, in the absence of a county planning agency, which is located within the jurisdiction of a regional planning council duly created pursuant to the provisions of law, each referring body shall, before taking final action on proposed actions included in subdivision three of this section, refer the same to such county planning agency or regional planning council.

Section 239M subsection 3 further lists the proposed actions which are as follows:

- i. adoption or amendment of a comprehensive plan pursuant to section two hundred seventy-two-a of the town law, section 7-722 of the village law or section twenty-eight-a of the general city law;.
- ii. adoption or amendment of a zoning ordinance or local law;
- iii. issuance of special use permits;
- iv. approval of site plans;

- v. granting of use or area variances;
- vi. other authorizations which a referring body may issue under the provisions of any zoning ordinance or local law;
- b. The proposed actions set forth in paragraph (a) of this subdivision shall be subject to the referral requirements of this section if they apply to real property within five hundred feet of the following:
 - i. the boundary of any city, village or town; or
 - ii. the boundary of any existing or proposed county or state park or any other recreation area; or
 - iii. the right-of-way of any existing or proposed county or state parkway, thruway, expressway, road or highway; or
 - iv. the existing or proposed right-of-way of any stream or drainage channel owned by the county or for which the county has established channel lines; or
 - v. the existing or proposed boundary of any county or state owned land on which a public building or institution is situated; or
 - vi. the boundary of a farm operation located in an agricultural district, as defined by article twenty-five-AA of the agriculture and markets law, except this subparagraph shall not apply to the granting of area variances.

According to Section AXIV, "Department of Planning," municipalities, prior to taking certain actions (zoning change, special permit, variances, and site plan review) must refer to the Suffolk County Planning Commission especially if the action is 500 feet from:

- The boundary of any village or town;
- The boundary of any existing or proposed County, state, or federal park or any other recreation area;
- The right-of-way of any existing or proposed County or state parkway, thruway, expressway, road, or highway;
- The existing or proposed right-of-way of any stream or drainage channel owned by the County or for which the County has established channel lines;
- The existing or proposed boundary of any other County, state, or federally owned land held or to be held for governmental use; or
- The Atlantic Ocean, Long Island Sound, any bay in Suffolk County, or estuary of any of the foregoing bodies of water; or
- The boundary of a farm operation located in an agricultural district, as defined by Article 25-AA of the Agriculture and Markets Law.

It is the intent of the Town to comply with all applicable procedural rules and regulations. The County's Planning Commission will be referred to at all required instances.

CHAPTER 2: LAND USE, ZONING, AND PUBLIC POLICY

Comment 2-1: The zoning district map should be amended so that the DC-1 and DC-2 boundaries are accurately shown. (Sendlewski)

Response 2-1: Figure 2-2, “Zoning Map,” has been amended (see attached).

Comment 2-2: Within the Urban Renewal Area there are several development projects at varying stages of application. Applications for development that conform to the Town’s comprehensive plan and current zoning must be encouraged and permitted to advance. These proposals are the fruit of endless effort and labor of countless studies and recommendations. It is our understanding that these projects cannot proceed without the adoption of the URP Update and DGEIS. (London)

Response 2-2: It is accurate that some of the development applications proposed are in conformance with local zoning district law. However, pending approval of those applications are not completely reliant on the acceptance of this report. Furthermore, the intention of this action is to provide the Town and its residents with a comprehensive planning strategy (URP Update) for its downtown area and evaluate the environmental effects of the recommendations presented in the URP Update should they occur in concurrence with the multiple applications that have been submitted to the Town in recent years. This method allows the Town and its residents the opportunity to make comprehensive decisions on all applications rather than address each application on its merits alone.

Comment 2-3: The parking district map should be amended to include lot Suffolk County Tax Parcel number 0600-129-1-4. (Sendlewski)

Response 2-3: Figure 2-5, “Riverhead Parking District No. 1,” has been amended (see attached) and replaces Figure 2-5 in the DGEIS.

Comment 2-4: Please place a brief summary of the Draft Local Waterfront Revitalization Plan. (Blass)

Response 2-4: The following is a description of the plan that is included as part of Chapter 2, “Land Use Zoning and Public Policy.” *Local Waterfront Revitalization Plan (Draft): The Town of Riverhead is currently in the process of drafting its Local Waterfront Revitalization Plan (LWRP) for managing development and protecting resources within New York State’s designated coastal area. The report divides the coastal areas of Riverhead into “reaches,” namely, the Long Island Sound Shoreline, the Peconic River, and the Peconic Estuary /Flanders Bay.*



Figure 2-2
Zoning Map

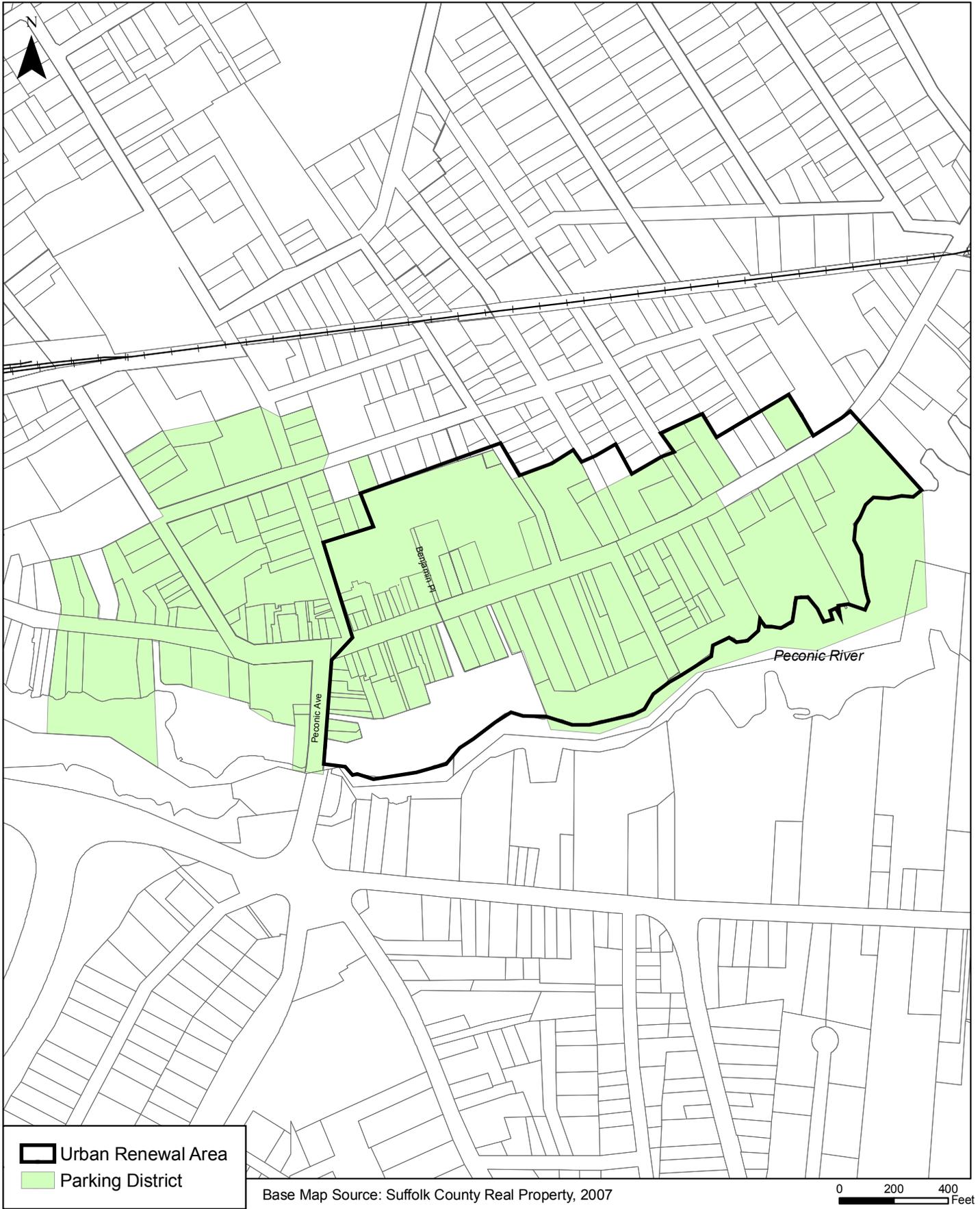


Figure 2-5
Riverhead Parking District No. 1

CHAPTER 6: INFRASTRUCTURE

Comment 6-1: Two corrections to water million gallons a day (mgd): page 6-1 (halfway down) change from 22 to 21 mgd, and page 6-8 (2nd line down) change from 22 to 21 mgd. (Pendzick)

Response 6-1: These corrections have been noted.

Comment 6-2: Enclosed please find correspondence dated May 29, 2008 from Frank Russo, P.E. consulting engineer to the Riverhead Sewer District. The issues raised by Mr. Russo must be addressed in the GEIS for the EMSURA., which primarily concern the estimated capacity of the DeFriest Pump Station.

Response 6-2: The H2M Group, the Town of Riverhead Sewer District's consulting engineer, provided an analysis of the DeFriest pump station in their letter of May 29, 2008. The letter has been included as part of this FGEIS as Appendix C.

Comment 6-3: Each application for development will require a flow evaluation for the collection system (DeFriest Pump Station) and the overall capacity of the treatment plant. (Ehlers)

Response 6-3: As per the DGEIS, it is recommended that the sewer district investigate existing flows and capacities of the sanitary sewer piping within the EMSURA and of the DeFriest Pump Station to determine whether any upgrades are necessary to handle anticipated additional flows. This effort should consist of the preparation of a "Map and Plan" similar to that which has been recently developed for the Howell Avenue Pump Station. No change to the existing procedures used by the Town to evaluate sanitary flows from the new projects is recommended. As also stated in the DGEIS, groundwater and stormwater infiltration into the sanitary system should be investigated and corrected where possible, and illegal roof drain connections should be eliminated.

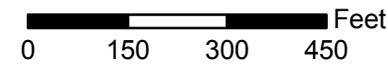
CHAPTER 10: CULTURAL RESOURCES

Comment 10-1: Place all historic uses on one map (combine 10-1 and 10-2). Please place this map both as part of the GEIS and URP Update. (Wines)

Response 10-1: A new map, "Designated and Potential Historic Resources" (Figure 10-3), has been created and is included in this FGEIS. This map depicts all historically significant buildings that have been landmarked.



- ★ Designated Historic Landmarks
- Potential Historic Resource
- ▭ Urban Renewal Area



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Comment 10-2: Virtually all the properties that abut the north and west boundaries of the urban renewal area contain historic structures. Not showing these is a major issue, since what is built in the area boundaries (i.e., parking garage) could shade and otherwise negatively impact these small scale historic structures nearby. (Wines, Purcell)

Response 10-2: Recommendation 4 of the URP Update states the following: “Preserve and maintain buildings, sites, and structures of historical, cultural, or architectural interest. Zoning regulations should reduce permitted heights where appropriate to minimize conflicts between adjacent development and historic structures and other significant buildings. Proposed uses near historic structures should consider the cultural value of those buildings and uses.” It is expected that during the site plan process, the Town in conjunction with the Landmarks Commission, will review all applications for conformance with the URP Update. Additionally, a parking garage, as noted above, is no longer a recommendation.

Comment 10-3: Please reference and include Preliminary Design Guidelines for construction in the historic district. New construction should respect the scale of nearby buildings. (Wines)

Response 10-3: It is important to note that the Preliminary Design Guidelines are not part of Town Code. Rather, they are intended to provide guidance to property owners as to how the Landmarks Preservation Commission, the Architectural Review Board, and the Town Board are likely to approach the criteria set out in Chapter 73 of the Town Code and to provide advice on how best to preserve and restore the district’s architectural heritage. The Preliminary Design Guidelines from 2006 have been included as Appendix D of this report.

Comment 10-4: The Peconic Avenue and Roanoke Avenue alignment proposed would demolish a significant swath of historic structures. Less destructive alternatives should be considered. (Wines)

Response 10-4: Recommendations to improve the EMSURA, including roadways, would be done with consideration to existing historic structures since the area is located within the Town’s historic district. It is important to note that the short-term development scenario, which is recognized as being quite ambitious, does not include recommendations for realignment.

Comment 10-5: A comment should be added that, “the historic resources in and near the EMSURA are critical to the success of a revived downtown and should

be preserved and restored as a key element for the success of the downtown revitalization effort.” (Wines)

Response 10-5: This comment is noted and included as part of Chapter 10, “Cultural Resources.”

CHAPTER 11: TRANSPORTATION AND PARKING

Comment 11-1: Please include Martin Sendlewski’s property to the parking district map. (Sendlewski)

Response 11-1: It should be noted that although Mr. Sendlewski pays parking district tax, the parcel is not in the district. The Town is in the process of amending the official district map. An amended Figure 2-5 is included as part of the FGEIS.

Comment 11-2: The FGEIS should clearly state that the parking district is under no obligation to provide all the parking needs associated with development. Rather the district is a means available to the Town Board to use in conjunction with other funding sources, and should be identified and quantified in the FGEIS. Funding proposals should be identified and quantified in the GEIS. (Ehlers)

Response 11-2: The Riverhead Public Parking District is a special district of the Town of Riverhead. The Riverhead Town Board is the governing body of the district. The assessed value of the District was \$14,041,774 for the 2007-2008 tax year. The tax rate was \$13.226 per \$1,000.00 of assessed value, which generated revenue of \$185,716.50. This revenue paid interest and principal on outstanding indebtedness and maintenance costs for district facilities. The District is under no legal obligation to provide additional parking for the needs of current or future development. Page 2-6 of the DGEIS states, “The Riverhead Parking District No. 1 was adopted as an official Town of Riverhead Special District regulated by Article 12, Section 190 of the New York State Town Law under the General Municipal Law. The parking district is a taxing jurisdiction. Figure 2-5 depicts the geographic boundaries of the parking district, which have been extended since its origination. Uses within the parking district are not subject to the same parking requirements as uses outside of the parking district boundaries. Rather, uses within the parking district are held to less stringent parking requirements. Owners of property within a parking district do not have to provide off-street parking as required by code.¹ The purpose of the

¹ Town of Riverhead, *Code of the Town of Riverhead*, Section 108-60 (I) Zoning: Off-street Parking, September 24, 1970.

parking district is to provide parking spaces which serve the entire downtown area. The Town Board, which serves as the regulating board of the parking district, may vote on issues including changing the parking district boundaries, maintenance, and improvement projects. An extension of the district requires a public hearing prior to a vote by the Board. Decisions of the Town Board must be based on the overall benefit of the district as a whole.” However, this comment is noted in the FGEIS. Section 108-60 of the Town Code, “Off Street Parking” states:

1. Land provided by the Town of Riverhead shall not be used in determining the parking area required by this Chapter. However, where a Parking District has been created, the owner of property within such District need not provide off-street parking areas required by this Chapter.

Although the boundaries of the Riverhead Parking District are not coterminous with the EMSURA, virtually all of the EMSURA lies within the Parking District. Accordingly, without modifications to the above-referenced section of the Town Code, redevelopment as contemplated by the URP update will ultimately create demand for parking which exceeds the current available space.

The revenues identified above are insufficient to support the construction of a parking garage or the acquisition of additional property and construction of new at grade parking within the District. Without a modification to the above-referenced provision of the Town Code, there would be no mechanism to meet the future parking demand envisioned by the URP update.

The CDA is currently in the process of evaluating the options available for creating a fund to acquire and/or construct future parking in the EMSURA. As part of this process the CDA will make the appropriate recommendation to the Town Board to the extent any amendments to the Town Code are required. For example, the provision in the Code which states that the owner of property within the Parking District need not provide off-street parking could be deleted and replaced by a combination of circumstances in which off-street parking must be provided as well as payment of a fee for the future acquisition and construction of parking.

Among the considerations that are being evaluated by the CDA and the Town Board are the following:

1. The imposition of a fee structure (a parking impact fee) to be assessed for any new development within the EMSURA. This impact fee could be based upon the existing parking requirements within the Code and could give a credit to property owners within the EMSURA for existing uses. The net increase in the number of spaces required to accommodate

new development would pay a fee into a fund to be maintained by the Town or the Parking District, as appropriate.

2. For certain types of development, such as residential development, consideration should be given to requiring onsite parking, in which case no impact fee would be assessed.

3. In order to provide an incentive for property owners within the EMSURA to redevelop their property, a sliding scale parking impact fee could be implemented. For example, the first two or three hundred spaces which are required to accommodate new development, or new development for which a certificate of occupancy is issued on or before a certain date, could be charged the lowest fee. The next few hundred spaces could be charged a higher fee; and so on. This would have the effect of rewarding property owners who assume the greatest risk of initiating their development at a time when the market for new development is uncertain.

In view of the likelihood that a parking garage is not required for some time in the future, if at all, the creation of a new fund such as is described above will enable the Town or the Parking District, as appropriate, to acquire additional land adjacent to the EMSURA for the purpose of adding additional parking as the need for such parking becomes necessary and the land becomes available. If development occurs faster than anticipated, the fund could be applied towards the cost of constructing a parking garage.

Other important decisions which will be considered by the CDA and the Town are: (1) the extent to which the cost of providing future parking, either at grade or in form of a parking garage, shall be allocated among property owners within the EMSURA and/or Parking District versus the Town generally; and (2) how to assess costs for requests by property owners within the EMSURA for parking dedicated to their particular use. It seems appropriate in this latter instance that the full cost of providing such parking would be borne by such property owner.

Comment 11-3:

Adding another southbound lane on CR 63, Peconic Avenue from the CR 63/NY 25 intersection will result in traffic impacts to LOS for CR 63/NY 25 intersection and the traffic circle. There is a need for coordination with County for improvements to the two traffic circles and the improvements identified in the DGEIS. (Hillman)

Response 11-3:

The results of the analyses conducted for the DGEIS indicate that the conceptual improvements to southbound County Road (CR) 63 will result in improved operating conditions at both the circle and the intersection of CR 63 at New York State (NYS) Route 25. It should be noted that Suffolk County Department of Public Works (SCDPW) has conducted an independent study of the traffic circle, the results of which supported the DGEIS's conclusion regarding the need for improvements

at the circle. As stated in the DGEIS, the circle represents the intersection of County, State, and Town of Southampton roadways, the ultimate configuration of any improvements to this critical location will be determined through a design process that will reflect input from all these entities. Close coordination will be required to ensure that the timeline for the improvements to the circle is supportive of the anticipated redevelopment in the EMSURA. Chapter 11 of the DGEIS provided analysis of the impact on the roadway network serving the EMSURA that might be anticipated should the development envisioned in the various scenarios take place. The results of these analyses indicated that capacity deficiencies currently exist on the roadway network, which will be exacerbated by increased development within the EMSURA. These deficiencies occur at the critical location of the intersection of Main Street (NYS Route 25) at Peconic Avenue (CR 63)/Roanoke Avenue (CR 73) within the EMSURA, and also at the traffic circle at the intersection of CR 94/NYS Route 24/ CR 104/CR 63/Woodhull Avenue, and at the intersection of CR 51 at CR 94, located to the west of the traffic circle, both of which are outside the EMSURA and the Town of Riverhead.

Comment 11-4:

The suggestion for a left turn lane on East Main Street is not a pedestrian-friendly option. The traffic suggestions do not take into consideration traffic coming to the new downtown area. They deal with through traffic. Currently, left turns cannot be made from Roanoke southbound traffic to East Main Street to keep levels of service workable at the signal. This means that traffic traveling to the downtown from Route 58 cannot access East Main Street. If left turns were allowed, there would need to be two eastbound traffic lanes to avoid conflicts with Peconic Avenue traffic. An alternative would be to keep two-way traffic on Roanoke Avenue, with southbound traffic only accessing Peconic Ave, close the block altogether or allow northbound traffic only. A one-way loop (minimal option) would have eastbound traffic on West/East Main Street from Griffing Avenue to East Avenue, westbound on Second Street. This option would allow the north sidewalk to be widened. This circular effect could be enlarged. There is a need to identify where you want traffic to be. A clear concept for circulation and attractive signage is needed for directing traffic. This signage could be combined with "image" making for Downtown. Finally, the long-range suggestion to demolish buildings and eliminate the jog at Roanoke/Peconic would emphasize through traffic at the expense of the heart of the downtown. This jog is the equivalent to traffic calming and refocuses attention on E/W Main Streets. This should not be destroyed. (Berry, Purcell)

Response 11-4:

The DGEIS examined a series of potential roadway improvements that would help to alleviate congestion and provide improved transportation service for development in the EMSURA. A list of near-term, relatively inexpensive improvements that require no property takings was evaluated and found to provide some short-term congestion relief, and their implementation was recommended in the URP. However, the DGEIS also found that, should development of any significance occur within the EMSURA, significant additional improvements would be required at these critical locations. Therefore, several improvement strategies of a much more robust nature were examined, including realignment of the Main Street/Peconic Avenue/Roanoke Avenue intersection, and reconstruction of the traffic circle to provide either a two-lane roundabout or a signalized intersection at that location. Analyses conducted to evaluate the effect of these improvements on projected future operating conditions indicate that the improved service provided could accommodate estimated traffic generation due to a substantial increase in development activity in the EMSURA. As repeatedly emphasized in the DGEIS, these critical locations are outside the jurisdiction and control of the Town of Riverhead, in that they represent the intersections of New York State, Suffolk County and Town of Southampton highway facilities. It must also be recognized that these various critical locations do not operate independent of one another; rather, they function as a closely integrated system, whereby conditions at one location directly impact on the entire roadway network. For example, regardless of how efficiently the traffic circle could be made to operate, if the intersection of Main Street at Peconic Avenue/Roanoke Avenue cannot process the traffic demand, then queues could develop that would spill back to the circle and impede its operation, as currently occurs. In addition, it should be noted that the Town of Southampton has recently issued a DGEIS for a mixed-use development known as the Riverside PDD. This development, proposed to be located on the south side of NYS Route 24, east of the traffic circle in Riverside, Town of Southampton, will have a significant impact on the operating conditions at the traffic circle. The DGEIS for the Riverside PDD acknowledged this impact, and suggested several conceptual improvement strategies for the circle. These strategies were similar in concept to those presented in the EMSURA DGEIS. Finally, in their letter of June 9, 2008, in which they provided comments on the DGEIS, SCDPW indicated that it is their intention to redesign the traffic circle as a modern two-lane roundabout, and to provide improvements at the CR 51 at CR 94 intersection. The letter emphasizes the need for coordination regarding improvement strategies. It is therefore critical that any strategies to address the existing capacity deficiencies, and the deterioration in operating conditions anticipated due to traffic generated

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by increased development in the EMSURA, consider these critical locations as part of an integrated system, rather than as isolated intersections, and that the strategies be developed through the cooperation of and based on input from all the involved agencies, including the NYSDOT, SCDPW, the Town of Southampton and the Town of Riverhead. In this manner, a plan to provide a safe and efficient roadway system for the area served by these roadways, including the EMSURA, the rest of downtown Riverhead, the County Center, the community of Riverside and the planned Riverside PDD can be developed. The URP Update seeks to provide a walkable pedestrian friendly, vibrant downtown and includes many recommendations to encourage the implementation of these smart growth principles.

Comment 11-5: Suffolk County provided comments to construction plans in August 2007 for the midblock crossing on Peconic Avenue. A response to the department's comments has not been received. (Hillman)

Response 11-5: Unanticipated problems with the location of the footings for the signs identifying the proposed pedestrian crossing have delayed the final design for the crossing. These problems are being investigated, and final design will be submitted to SCDPW for approval and issuance of a permit as soon as possible.

Comment 11-6: Permits from this department will be required pursuant to Section 136 of the Highway Law. Prior to permit approval, documentation pursuant to Section 239F of the New York State General Municipal Law must be forwarded by the Town Building Department. (Hillman)

Response 11-6: All necessary notification and permitting will be provided prior to any work on a County facility.

Comment 11-7: The requirement to have on-site parking for residential units could have a detrimental impact on the experience of an urban center. Either frequent curb cuts with cars crossing sidewalks will detract from the pedestrian experience or all buildings will have a "back alley" access/feeling, which counters the second front desired for the waterfront.

Response 11-7: It is not the intent, nor is it desirable, to encourage a proliferation of curb cuts to serve off-street parking on the roadways serving the EMSURA. Rather, as stated in the DGEIS, good access management policy seeks to minimize the number of curb cuts, which create conflict points and contribute to an increase in the number of accidents. However, residential development tends to generate parking demand of longer duration and in closer proximity to the land use than many other

types of development. This residential development will also encourage the 24 hour 7 day-a-week activity that is vital to the success of a downtown. It will also enable the development of a walkable community where the resident will leave their cars behind when visiting stores, restaurants, etc. in their community. Therefore, if significant residential development takes place within the EMSURA without the provision of parking dedicated specifically for the residents, the municipal parking supply provided within the EMSURA will be negatively impacted. If residential development is not required to provide parking devoted specifically to potential residents, the parking demand generated by the residential development will compete with that for patrons, visitors and customers of commercial development in the EMSURA. During the site plan review process, the location and number of access points to the required parking can be controlled. Based on this comment, and other comments received during the comment period, the parking demand analysis conducted to estimate the potential increase in parking demand in the EMSURA as a result of the development scenarios examined in the DGEIS has been revised and has been included above.

LIST OF APPENDICES

- A. Transcript of July 15, 2008 Public Hearing
- B. Written and e-mail comments
- C. H2M Letter dated May 29, 2008
- D. Preliminary Design Guidelines

APPENDIX A

Transcript of July 15, 2008 Public Hearing

Minutes of a Town of Riverhead Community Development Agency Meeting, held at the Riverhead Town Hall, 200 Howell Avenue, Riverhead, New York on Tuesday, July 15, 2008 at 7:00 p.m.

PRESENT:

Philip Cardinale, Chairman
James Wooten, Member
Timothy Buckley, Member
Barbara Blass, Member
John Dunleavy, Member

ALSO PRESENT:

Christina Kempner, Director
Diane Wilhelm, Deputy Town Clerk
Dawn Thomas, Town Attorney

ABSENT:

Barbara Grattan, Town Clerk

Meeting opened

Chairman Cardinale: "CDA hearing so I guess we will be sitting now for a few moments and sit as the CDA and listen to the CDA hearing regarding the 2008 update of the 1993 East Main Street Urban Renewal Plan.

The CDA director is here. Come on up, please. Just say a few words if you would in introduction. This is a document that has I think been on the web for some time and I think there's some comments from the historic district people and some others. This is their opportunity. But please introduce the hearing."

Christina Kempner: "This is an update to the 1993 East Main Street Urban Renewal Plan. As a result of some zoning changes that were implemented after the comprehensive master plan was adopted, we have a master developer for downtown in place and this has been a long process.

We went through the hearing for the draft environmental impact statement that accompanies this document and it's all available on line and we hope to hear some interesting comments tonight."

Chairman Cardinale: "Thank you. Is- I know Mr. Wines, I think you had a comment. Anyone who would like to comment, Mr. Wines or anyone else, please come forward unless you didn't have a comment. Yeah, I know you- I had seen an e-mail that indicated you had some thoughts.

Okay, this is Richard Wines who is our landmark preservation committee chair, am I right?"

Richard Wines: "You are correct, Phil."

Chairman Cardinale: "Okay, Richard Wines. And if there is anyone else that would like to comment, please follow. Richard, go ahead."

Richard Wines: “Thank you, Phil. First of all, I just wanted to say that these are long documents and I haven't had a chance to read everything in them in detail.

I do want to share a few thoughts from members of the landmark preservation commission.

But first I want to thank the consultants for their fine work on the plan and the accompanying GEIS documents. Certainly we on the landmarks commission look forward to working with them and with members of the town board to implement these recommendations. And, hopefully, along the way to create the landmarks of the future and strike the right balances between preservation and new construction in our historic downtown.

In addition to specific comments, I think it's important to say that we are concerned about preserving the heritage and certain architecturally significant structures.

It is also important to say that we want to advance the downtown revitalization to both re-use the historic buildings that are there and to build some exciting new buildings and public places, so we can really create a vibrant downtown we all wish to see.

Specifically we appreciate that the plan includes part of a chapter on the area's historic resources although we noted is one of the shorter ones in the report.

The consultants had done a good job describing the downtown historic district and its rules, listing the historic resources that are nationally and locally designated as well as those listed on our Riverhead survey of historic resources.

We also appreciate the recommendation in 10 page 7 that the town protect and enhance its historic resources by restricting development close to historic sites and continuing the landmark preservation commission's advisory role in these matters.

But we have a few specific recommendations. First of all, there are two good maps in the GEIS document showing the historic district. Figure 10-1 shows locally and nationally designated sites and Figure 10-2 shows 32 historic resources in the district.

Oddly this map does not include the Vail Leavitt Music Hall, the Suffolk Theater, and the Davis Corwin House, which are all on the first map. It would be useful to have all of these resources on one map so that it is visually apparent just how dense the historic resources are downtown. And we believe this map should appear not only in the GEIS document but also in the urban renewal plan itself.

Secondly, virtually all the properties that abut the north and west boundaries of the urban renewal district contain historic structures. Not showing these is a major issue since what is built in the area--within the boundaries of the area, for instance the multi—the potential multistory parking garage behind the Woolworth building, could shade and otherwise negatively impact the smaller scale historic districts--historic structures nearby.

Third, although significant reference is made to Chapter 73 of the town code and its content, no reference is made to the landmark preservation commission's preliminary draft guidelines available on the town's web site by the way for the restoration and construction in the historic district or to the permanent guidelines that Chris' department has out to bid right now for guidelines for work in that district. And reference should also be made to similar guidelines from the Secretary of Interior for construction in historic districts.

Fourth, needless to say we note with alarm that some proposals being considered to solve the Roanoke Avenue-Peconic Avenue intersection could involve demolition of a significant swath of historic structures just outside the EMSURA (phonetic) boundaries. We hope some of the less destructive alternatives mentioned in the reports are considered.

This is also by the way one of the reasons why it's important that those historic buildings just outside the boundary be included on the map.

And, finally, we would like to see a clear and unequivocal statement that the historic resources in and near the EMSURA are critical to the success of a revised downtown and should be preserved and restored as a key element for the success of the downtown revitalization efforts.

But other than those comments, we think this is you know a very successful and important step to move downtown forward.

Thank you very much for your time."

Chairman Cardinale: "Thank you."

Member Dunleavy: "Thank you."

Chairman Cardinale: "Thankw, Richard. Is there any other comment? Please come up if there is."

Glynnis Berry: "Hi. My name is Glynnis Berry. First I wanted to congratulate both the town and community development for all the hard work they're doing and this is a great next step.

I do have a few comments on some of the details. For instance, on the bulk, I thought the suggestions were too general and should be based on clear objectives. For instance, pedestrian experience from the street, lights, and which views and who's looking and sort of a quality between the buildings. And also how it goes back down to the lower infra-structure around it.

So and that can be done with bulk studies and you can get a visual sense of what you're really getting.

Pyramid laws where you would have setbacks would be a way to sort of give balance to this. So I think more work needs to be done there.

Stormwater runoff. The suggestions were almost similar to 08/13/2008 14:23 Planning Dept. Riverhead Town what's expected for the whole town and we are talking about an area that already basically has 100% coverage and you're talking about an urban situation. So I think you need to look at alternatives and incentives for retainage on site and/or being innovative and taking some of that runoff and using it in landscaping on public land and there are some innovative approaches that should be looked at instead of requiring the same thing.

Parking. Requiring on site parking for residential units, again, will break up the sense of place in the downtown and I think you are really trying to create a center and not make it feel more suburban. So if you start requiring parking garages on every site, you are going to have curb cuts, you're going to have cars crossing the sidewalks and you're going to lose the ambience of an active street. So that's something you should look and I do have a bunch of suggestions on how you might be able to handle the parking issue and I can submit that in more detail in writing."

Chairman Cardinale: "I'd appreciate that. I'm very interested in how you would suggest handling the residential parking so if you could particularly focus on that. If we don't handle it on site, how else do you handle it?"

Glynnis Berry: "Do you want me to go down some of the ideas?"

Chairman Cardinale: "If you could submit it in writing, that would be better. Thank you."

Glynnis Berry: "Okay. And the others—the traffic. I was probably most disappointed with those suggestions because we're trying to create a pedestrian environment and the suggestions were more to aid through traffic and weren't really understanding the traffic patterns that are going to be created by the site.

For instance, there's no discussion about accessing East Main Street from Roanoke which you can't do now. So where does that traffic go? Also, some of the suggestions, a left turn lane means you're going to be taking parking and sidewalks so it is not a pedestrian friendly suggestion at all, not for the downtown area.

Also the taking of buildings to straighten that jog, I am also opposed to it because that's what gives Riverhead its character. It's historic. It also works spatially to halt traffic and redirect it along Main Street so it's traffic calming and it's very positive traffic calming and, yes, there's a level of service issue with an off set intersection but maybe more of a circular form of traffic where you can always make a right turn. All the left turns are what causes the traffic to sort of have lower levels of service.

So I really feel the traffic portion needs a lot more work in order to understand the dynamic of a pedestrian environment."

Chairman Cardinale: "Thank you. One of the things that people may not know about this process is every comment that is made at these hearings is addressed in regard to the generic environmental impact statement underlining this, the draft. If you make a comment, they address it before the final gets issued.

So if you have any comment, please make it verbally. If you don't and you want to make it in writing, these comments will be addressed before we conclude the process.

Anyone have any other comment? Yes."

Ed Purcell: "I know you're going to not believe it, but I am ignorant of specifically what it says because I didn't read it.

But, when it comes to the parking garage and the fact that it may put shadows over the top of those old houses that are historic, something that I had suggested in the past because Main Street is at least one level below the parking area on what used to be First Street, it might be advantageous even though it might be more expensive to dig that out and have one level below ground there and in that sense you'll still get the parking without shadowing the other buildings that are around there. That would be a much better suggestion.

As I said, it may be more expensive, but it would fit.

Also, straightening out Roanoke Avenue, no matter how you straighten it out, you still have the circle. And it doesn't make a bit of difference if you can get across East Main Street- across Main Street if then you go down Peconic Avenue and there's a circle. And for the most part from what I had understood by listening to the local radio, the supervisor in Southampton said there is absolutely no idea from them to do away with the circle.

So no matter what you do with trying to straighten out Roanoke Avenue which I'm against, it won't assist in the movement of traffic as long as there is a circle over there.

So, I think it's just a waste of effort, time and money and doing away with a beautiful building that is there on the corner and some of the other smaller buildings that may be historic because a number of other historic buildings have become parking lots which most people don't know of what used to be on Roanoke Avenue that were taken down years ago. And it would be a shame to lose any more than we presently have lost.

Thank you."

Chairman Cardinale: "Thank you."

Diane Wilhelm: "What is your name, please?"

Ed Purcell: "Ed Purcell."

Diane Wilhelm: "Thank you."

Chairman Cardinale: "Come forward."

Larry Oxman: "Good evening. Larry Oxman. I'm glad the study is completed. It's a very important study obviously updating a plan that began in 1993. I would ask that the town board considers leaving this public hearing open through the next meeting so that at the next town board meeting other people would

have a chance to comment. For instance the Business Improvement District Management Association meets next week. We have not had a chance really to discuss this.

I am thrilled that it's on line and that we will be able to view it that way rather than having to either purchase or peruse an extremely large document. But it's a very important document and it's a guideline for- well, if it hasn't been updated since 1993, just project the number of years before it will be re-addressed.

Glynnis' comments I thought were very appropriate and certainly need to be studied. So I would ask that something of this magnitude and importance, that the town board please leave it open and actually consider having another opportunity for people to speak and address this at the next coming up meeting.

Thank you."

Chairman Cardinale: "Thank you. Any other comment? Okay. I'm going to as I always do leave this open for written comment. The- typically we'd leave it open for 10 days so that we would not have two meetings where we would have a hearing.

Anybody have- I don't have my counsel here as to whether there's any possibility of taking up the suggestion but I will ask if we can leave it open any longer, but I'd like to leave it open at least 10 days for written comment to Friday. If we can leave it open through the meeting, I will indicate or if the board elects to, but they need to discuss that.

Okay, so it's open for written comment and it continues open until the 25th at 4:30 pm and would you speak with Steve Latham, please, and find out if there's any difficulty in leaving it open any longer or re-noticing it for specific additional comment? All right.

That is the 7:00 hearing."

Public hearing closed

Left open for written comment to

July 25, 2008 at 4:30 p.m.

(signature, Diane M. Wilhelm)

APPENDIX B

Written and e-Mail Comments

COUNTY OF SUFFOLK



STEVE LEVY
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF PUBLIC WORKS

THOMAS LAGUARDIA, P.E.
CHIEF DEPUTY COMMISSIONER

GILBERT ANDERSON, P.E.
COMMISSIONER

LOUIS CALDERONE
DEPUTY COMMISSIONER

June 9, 2008

Ms. Chris Kempner
Community Development Director
Town of Riverhead
Town Hall
200 Howell Avenue
Riverhead, N.Y. 11901

**Re: Town of Riverhead East Main Street Urban Renewal Plan Update 2008
Draft Generic Environmental Impact Statement**

Dear Ms. Kempner:

Please refer to your May 2008 submission of the Town of Riverhead East Main Street Urban Renewal Plan Update 2008 and Draft Generic Environmental Impact Statement (DGEIS). We have reviewed these documents and offer the following comments:

1. The report indicates adding another southbound lane on CR 63, Peconic Avenue from the CR 63 - NY 25 intersection to the existing traffic circle with the right most lane transitioning to a separate right turn lane at the traffic circle. This will result in traffic impacts to the level of service to both the CR 63 - NY 25 intersection and the traffic circle (currently LOS F at the Peconic Avenue/Main Street intersection for both AM and PM peak hours).
2. The County has plans within the next few years to improve the two existing traffic circles in this vicinity. The CR 63 @ CR 94/CR 104/NY 24 traffic circle will be redesigned as a modern two lane roundabout and the CR 51 @ CR 94 intersection (just to the west) will be completely reconstructed as a modern 1 1/2 lane/2 lane roundabout. There will need to be coordination between our improvements and the improvements identified in the DGEIS.
3. The mid block crossing on Peconic Avenue, discussed in the DGEIS, was conceptually approved by SCDPW per our August 2007 e-mail to Dunn Engineering, with the exception of our requested change to show "Yield to Pedestrians within Crosswalk" Pavement Markings (R1-6) accompanied by R1-5 signs in place of "Stop for Pedestrians within Crosswalk" pavement markings and signs. We reviewed construction plans for this mid block crossing but have not seen a response to our comments to date.

A permit from this Department will be required pursuant to Section 136 of the Highway Law for the proposed access and any improvements this Department deems necessary along the County right-of-way.

SUFFOLK COUNTY IS AN EQUAL OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER

Ms. Chris Kempner

Page 2

June 9, 2008

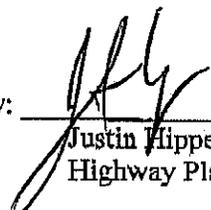
Before a permit is issued by this Department for these improvements, documentation pursuant to Section 239F of the New York State General Municipal Law must be forwarded to us from the Town Building Department for our review and comments.

If you have any questions or require additional information concerning this matter, please contact either myself or Justin Hipperling, Highway Planning and Permits at 852-4100.

Very truly yours,

William Hillman, P.E.
Chief Engineer

By: _____

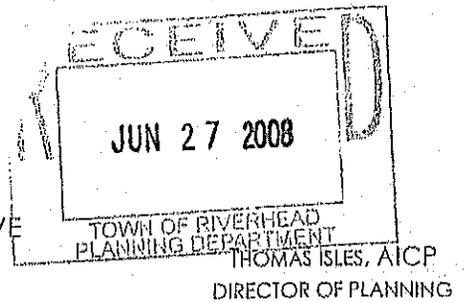

Justin Hipperling
Highway Planning and Permits

WH:JH:dm

COUNTY OF SUFFOLK



STEVE LEVY
SUFFOLK COUNTY EXECUTIVE



DEPARTMENT OF PLANNING

June 23, 2008

Town of Riverhead Planning Bd.
200 Howell Avenue
Riverhead, NY 11901
Attn: Joseph B. Hall, Environmental Planner

Re: Completion of DEIS on Update of the Town of
Riverhead East Main St. Urban Revival Plan
SCPC No.: LS-G-2148

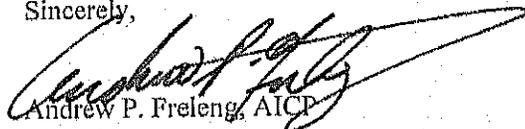
Dear Sir:

Your notification for SEQR Coordination was received by our agency on May 27, 2008.

Please be advised that our agency, the Suffolk County Planning Commission has no comments at this time with respect to the above.

The Suffolk County Planning Commission reserves the right to comment on this proposed action in the future and wants to be kept informed of all actions taken pursuant to SEQRA and to be provided with copies of all EAF's, DEIS's and FEIS's, etc. Please note that prior to final approval, this action should be referred to the Suffolk County Planning Commission for review pursuant to General Municipal Law Section 239 and the Suffolk County Administrative Code, Section A14.

Sincerely,



Andrew P. Freleng, AICP
Chief Planner

APF:cc



TOWN OF RIVERHEAD

Riverhead Business Improvement District Management Association

Bill London
President
Vince Tria
Vice President
Lauren vonEnde
Secretary
Tim Griffing
Treasurer

Board of Directors

Bill London
Vince Tria
Lauren von Ende
Tim Griffing
Carolyn London
Liz Strebel
Larry Oxman
Lindsay Reeve
Hilly Booker
Bob Barta
Jodi Giglio
Phil Handcock
Ray Pickersgill
Ed Tuccio
Cheri Wirth

"The mission of the Riverhead Business Improvement District Management Association shall be to enhance and improve the conditions for the downtown business district."

June 24, 2008

Riverhead Town Board
Town of Riverhead
210 Howell Avenue
Riverhead, NY 11901

Dear Town Board Members:

The Riverhead Business Improvement District Management Association (BIDDMA) has reviewed the Executive Summary of the East Main Street Urban Renewal Plan 2008 Update (the EMSURA 2008), a Draft Generic Environmental Impact Statement (DGEIS) written on behalf of the Town of Riverhead, pursuant to the State Environmental Quality Review Act (SEQRA).

Upon review and discussion at the July 23, 2008 meeting of the BIDDMA, the BIDDMA recommends that the Town of Riverhead adopt the EMSURP with the following recommendations:

It is of vital important that both the current property owners and business owners located within the Urban Renewal Area of the Downtown Business District receive as much help and incentives as possible to survive and be able to attract quality tenants.

It is of great concern that *any* additional impact fees, taxes, mandatory improvements, or other expenditures, other than correcting violations and conforming to the current building and zoning current codes, will place an undue hardship on the property and business owners of the Urban Renewal Area and will impede and prevent the elimination of blight, the encouragement of development, the improvement of substandard properties, the promotion of tourist and river related development, the enhancement of cultural resources and the encouragement of private and public funding. Therefore, the BIDDMA recommends that there are no *additional impact fees, taxes, mandatory improvements, or other expenditures* placed upon the property and business owners within the Urban Renewal Area and Business Improvement District boundaries.

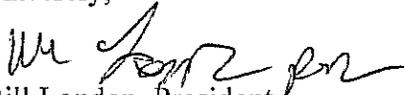
The Old Post Office Bldg.
P.O. Box 913
21 West 2nd. Street
Riverhead, New York 11901
Tel. (631) 727-0038
Fax (631) 727-0745

FILED IN OFFICE OF
SARAH GRANTAH
TOWN CLERK
JUL 25 P 11 11

In addition, currently, within the Urban Renewal Area, there are several development projects at varying stages of application and site plan approval. The proposed developments that are in keeping with the Comprehensive Plan Update of 2008 and conform to the current zoning must be encouraged and permitted to advance. These proposals are the fruit of the endless effort and labor of countless studies and recommendations. The completion of these projects is of enormous importance to the economic growth and stability of the Urban Renewal Area. It is our understanding that these projects cannot proceed without the adoption of the EMSURA 2008.

Therefore, given the importance of these new development projects, the BIDDMA recommends the Town to incorporate our recommendations and adopt the EMSURA 2008. with speed and without delay.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill London".

Bill London, President,

The Board of Directors

Riverhead Business Improvement District Management Association

jck

ELI FRAN LLC.
1060 KANE CONCOURSE
BAY HARBOR ISLANDS, FL 33154
Telephone 305.336.1308 Fax 306.865.1314

June 27, 2008

Town of Riverhead Community Development Agency
Chris Kempner, Director
200 Howell Avenue
Riverhead, New York 11901

Re: Comments on DGEIG - Update of the 1993 East Main Street Urban Renewal Plan

Dear Director Kempner:

In accordance with the Notice of Completion of Draft GEIS and Notice of SEQR Hearing as a managing partner of ELIFRAN LLC the owner of 111 East Main Street as identified on the County of Suffolk Real Property Tax Service Agency Property Map, as Section No. 129 Block 1 Parcel 11, I would like to comment on the DGEIS.

The condition statements contained in both the East Main Street Urban Renewal DGEIS Plan and the East Main Street Urban Renewal DGEIS Plan Update 2008 do not accurately reflect the condition of our building. The information contained in the report is inaccurate, lacks documentation, and at best is misleading.

Please advise when my staff can review the documentation used in preparing the statements printed in the reports.

As a legacy owner, my dad built the building, we are proud owners of our property.

We look forward to working with the Town in creating a vibrant entertainment retail environment in a successful downtown business district.

Very Truly Yours,


Eli D. Mizrahi
Managing Partner
ELIFRAN LLC.

RICHARD A. EHLERS, ESQ.
456 Griffing Avenue
Riverhead, NY 11901
631-369-1155

July 7, 2008

Christina Kempner,
Community Development Administrator
Town of Riverhead
200 Howell Avenue
Riverhead, NY 11901

Re: DGEIS for the EMSURA

Dear Ms. Kempner:

Enclosed please find correspondence dated May 29, 2008 from Frank Russo, P.E., consulting engineer to the Riverhead Sewer District. Please accept this request that the issues raised by Mr. Russo be addressed in the GEIS for the EMSURA. As noted in the letter, each application for development will require a flow evaluation for the collection system (Defriest Pump Station) and the overall capacity of the treatment plant.

Thank you for your courtesy and cooperation.

Sincerely,

187

RICHARD A. EHLERS

RAE
Enc.

Holzmacher, McLendon & Murrell, P.C. ▲ H2M Associates, Inc.
H2M Labs, Inc. ▲ H2M Architects & Engineers, Inc.
575 Broad Hollow Road, Melville, New York 11747
631.756.8000, Fax: 631.694.4122

www.h2m.com

May 29, 2008

Town of Riverhead
200 Howell Avenue
Riverhead, NY 11901-2596

Attention: Phil Cardinale
Supervisor

Re: DeFriest Sewage Pumping Station
Our File No.: RDSO 0850

Dear Supervisor:

Pursuant to your request of last week, we immediately looked into your question regarding the capacity of the DeFriest Sewage Pumping Station. As you directed and considering the urgency of your request, we verbally reported our preliminary and cursory investigation directly to Dunn Engineering. At this time, we are reporting to you and Mr. Latham our preliminary findings.

We determined that the DeFriest station is currently at approximately 90% of its maximum flow handling capacity. We were able to come to this conclusion because in 2000, we undertook a general investigation for Superintendent Reichel into the amount of extraneous water entering the Sewer District's sewer lines. We determined that the DeFriest station handles approximately 49% of the Riverhead Sewer District's flow. Although the station is not equipped with a flow meter, we estimated, from the treatment plant flow records, that each day the station must handle a peak flow of over 1,300,000 gallons with a peaking factor (ratio of average flow to peak flow) of 3.3.

Based on several major assumptions concerning the efficiency of the existing pumps and motors, peaking factor associated with the County complex and jail, and the condition of the force main, we estimated that the pumps can handle a peak rate of 1,440,000 gpd based on published manufacturer's data for the model pump at the station. Therefore, the station is approaching its rated capacity ($1,300,000 \div 1,440,000 \approx 90\%$). Please note, the capacity of the station is also rated by the size of the wet well and without knowing the daily flow, we are unable to determine the wet well's ability to handle any increase in contributing flow. However, we do suspect that the wet well is grossly undersized to handle a major increase in flow.

H2M GROUP

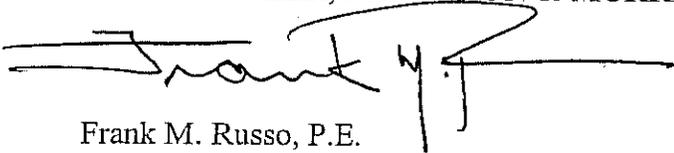
Supervisor Phil Cardinale
DeFriest Sewage Pumping Station
May 29, 2008
Page 2 of 2

Please keep in mind that this preliminary information is not based on a detailed analysis. It has been the practice of the Town Board, as required by general municipal law, that a map and plan be prepared that determines the overall need, the measures, and the costs associated with a potential capital project. In order to prepare a map and plan for the station, the applicant must provide their specific flow handling needs so that an accurate assessment of the existing facilities can be determined. In addition, the Sewer District will assess the "No Net Nitrogen" charge of \$10.50 per gallon for environmental compliance. We expect that the conclusions drawn from our cursory investigation will be revised based on the results of the detailed map and plan. Although the station has not been upgraded for some time, it continues to reliably function and serve the residents of the Riverhead Sewer District with minimal annual expenditures for its upkeep.

Please do not hesitate to contact us should any questions arise or should you require additional information.

Very truly yours,

HOLZMACHER, McLENDON & MURRELL, P.C.



Frank M. Russo, P.E.
Vice President

FMR:fmr

Cc: Michael P. Reichel, Superintendent
Mr. Stephen B. Latham, Esq.
Mr. Richard A. Ehlers, Esq.

RICHARD A. EHLERS, ESQ.
456 Griffing Avenue
Riverhead, NY 11901
631-369-1155

July 7, 2008

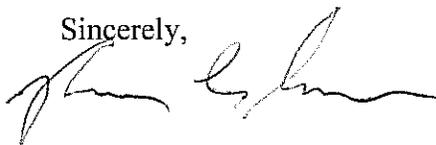
Christina Kempner,
Community Development Administrator
Town of Riverhead
200 Howell Avenue
Riverhead, NY 11901

Re: DGEIS for the EMSURA

Dear Ms. Kempner:

Please accept this letter on behalf of the Riverhead Parking District. I have reviewed the DGEIS for the EMSURA relative to the parking requirements for the redevelopment of the Urban Renewal Area. The Riverhead Parking District is a special district formed by the Riverhead Town Board pursuant to the Town Law of the State of New York. It provides some parking in the Urban Renewal Area. The GEIS should clearly state that the Parking District is under no obligation to provide all the parking needs associated with the redevelopment. Rather, the District is a means available to the Town Board to use in conjunction with other funding sources to provide adequate parking for the redevelopment. Funding proposals from other sources should be identified and quantified in the GEIS.

Sincerely,



RICHARD A. EHLERS

RAE

Enc.

cc: Honorable Philip Cardinale
Steve Latham, Esq.



*according to phone call
to Don Engstrom
July 14, 2008*

Comments on East Main Street Urban Renewal Plan and GEIS
July 15, 2008
Richard Wines, Chair, Landmarks Preservation Commission

These are long documents, and I must admit that I have not had time to read everything, but I do want to share a few thoughts. First I want to thank the consultants for their fine work on the plan and GEIS documents. We on the LPC look forward to working with them and the Town Board to implement these recommendations by striking the right balance between preservation and new construction and by creating the landmarks of the future in our historic downtown.

In addition to specific comments, I believe that it is important to say that we are concerned about preserving the heritage and certain architecturally significant structures. But it is also important to say that we want to advance the downtown revitalization. This includes both the adaptive reuse of existing landmarks and historic structures and the creation of exciting new buildings and public places for a new vibrant downtown and that we wish to see.

Specifically, we appreciate that the plan includes part of a chapter on the area's historic resources, although we note it is one of the shorter in the report. The consultants have done a good job describing the downtown historic district and its rules: listing historic resources that are nationally and locally designated, as well as those listed on the LPC's Riverhead Survey of Historic Resources. We appreciate the recommendation in 10-7 that the town protect and enhance its historic resources by restricting development close to historic sites and continuing the LPC's advisory role in these matters.

We do have a few specific recommendations:

1. There are two good maps in the GEIS showing the historic district. Fig. 10-1 shows locally and nationally designated sites. Fig. 10-2 shows 32 historic resources in the district. Oddly, this map does not include Vail Leavitt, Suffolk Theater or the Davis Corwin House, which are all on the first map. It would be useful to have all the historic resources on one map, so that it is visually apparent just how dense the historic resources are downtown. And, this map should appear not only in the GEIS, but also in the Urban Renewal Plan Update itself.
2. Virtually all the properties that abut the north and west boundaries of the urban renewal area contain historic structures. Not showing these is a major issue, since what is built in the area boundaries (such as multi-story parking garages behind the Woolworth building) could shade and otherwise negatively impact these small scale historic structures nearby.
3. Although significance reference is made to Chapter 73 and its content, no reference is made to the Landmark Preservation Commission's

“Preliminary Design Guidelines” (available on the town’s web site) for restoration and construction in the historic district or to the permanent guidelines that will be created in a project that is currently out to bid by the town. New construction near historic structures should follow these guidelines, as well as similar guidelines established by the Secretary of Interior for construction in historic districts. In particular, it is critical that new construction respect the scale of near-by buildings.

4. And, needless to say, we note with alarm that some proposals considered to solve the Roanoke Avenue – Peconic Avenue intersection could involve demolishing a significant swath of historic structures just outside the EMSURA boundaries. (This is one reason why it is important that the maps and lists of historic resources include those just outside the EMSURA boundaries.) We hope the less destructive alternatives will be adopted.
5. And finally, we would like to see a clear unequivocal statement that the historic resources in and near the EMSURA are critical to the success of a revived downtown and should be preserved and restored as a key element for the success of the downtown revitalization effort.

Comments on the update to East Main St. Urban Renewal Plan, 5/29/98

While most of the suggestions are good, there is a need to define and support a vision more. What makes Riverhead unique? What will spark interest? What will drive change?

Problems:

1. Visual decay and vacancy.

Why? Owners are holding the property purely for investment purposes. People who care about the community and their personal enterprise need to be encouraged.

2. Expensive, without cache.

When property is too expensive, rents are higher and the likelihood of retail and start-up failures is high. This means that only established businesses are likely to be interested, and they are already on Route 58. If Riverhead is to be an incubator, costs need to be lower, not higher, especially as the costs of construction and energy have never been more costly.

3. Maintenance

Riverhead has made some significant improvements over the past few years. These need to be maintained to ensure attractiveness. For instance, two weeks ago I went to Grangebelle Park. While it looked attractive, the building smelled like a toilet. Daily washing and maintenance needs to be mandatory.

4. Social services

While the social services are important for Riverhead, too many organizations have ground floor space on East and West Main Streets. Consider having these facilities on a second floor or creating a Downtown campus for them.

Vision and/or emphasis:

1. Food
2. Children and young adult
3. Art, Design and Culture
4. Entrepreneurs
5. Environment and parking lanes and plantings in parking lanes (see sample illustration)
6. Smart Growth

Comments on suggestions in Update

1. Bulk

The suggestions were too general instead of informed. A clear definition of the issues to be addressed and then massing studies refining suggestions should be executed. For example, execute massing studies to evaluate the following:

- a. Pedestrian experience on the street
- b. Sunlight – duration, access – on street (necessary or not?) and on buildings to the north
- c. View corridors (from where, why, what is viewed, who is viewing, how is the space used?)
- d. What was mentioned in the update was a view of the river from north side of street. Is this a desire? What is the impact on value to south side? Will the north side have equal or more value?
- e. Smart Growth principles and how they relate to massing.

- f. Have soil tests and guidelines on foundations to identify structural limitations and/or issues.

Setback (above certain height) and/or pyramid laws would be appropriate. Also how the massing relates to 35' heights in surrounding districts should be considered.

2. Stormwater runoff

Currently, with few exceptions, the hard surface coverage of the downtown area is basically 100%. To apply the same regulations for water retention as the rest of the Town is unrealistic for this almost urban condition. Instead of adding further requirements on these buildings, offer incentives instead. There are two basic approaches:

- a. Retention on private structure through either green roofs or water retention for reuse (gray water systems, etc.). The former impacts heat island effect as well. The latter is even better since it reduces the demand for fresh water. The above could be a required point if LEED is part of a town-wide greening program. Or provide incentives, as demand on public infrastructure is reduced.

- b. Be innovative by incorporating roof runoff to street plantings, porous sidewalks and parking lanes, and plantings in parking lanes (see sample illustration).

3. Parking

The requirement to have on-site parking for residential units could have a detrimental impact on the experience of an urban center. Either frequent curb cuts with cars crossing sidewalks will detract from the pedestrian experience or all buildings will have a "back alley" access/feeling, which counters the second front desired for the waterfront. Some alternative approaches might include:

- a. Incorporating a "street" along the building face opposite to East Main Street. This would allow another building front, have on street parking for residents in localized areas only (small fee paid by resident directly). This could incorporate a wider sidewalk for cafes facing the Peconic River and fit with a greener waterfront.

- b. Encouraging car sharing, or smaller electric vehicles

- c. Incorporate bicycle facilities/parking

- d. Arrange for more remote parking at cheaper cost

- e. Examine time/need for parking, i.e., reverse commuter option for residents to use Court parking for free during non-court hours? With permit for specified times?

- f. Have the shuttle not focus on the train (this is walkable), but also bus stops, employment and other visitor destinations (EPCAL, Tanger, 58, W. Main, Splish Splash, County - maybe have different routes/schedules for different target users). Coordinate use of other parking areas (could Tanger's parking lot expansion be contingent upon free shuttle and open space acquisition?).

4. Delivery schedules and needs were not addressed

5. Traffic

- a. The suggestion for a left turn lane on East Main Street is NOT a pedestrian-friendly option.

- b. Do not think the traffic suggestions take into consideration traffic coming to the new downtown area. They deal with through traffic. Currently left turns cannot be made from Roanoke southbound traffic to East Main Street to keep levels of service workable at the signal. This means that traffic traveling to the downtown from Rte. 58 cannot access East Main Street. If left turns were allowed, there would need to be two eastbound traffic lanes to avoid conflicts with Peconic Avenue traffic.

c. An alternative would be to keep two- way traffic on Roanoke Avenue, with with southbound traffic only accessing Peconic Ave. You could even close this block altogether or allow northbound traffic only. A one-way loop (minimal option) would have eastbound traffic on West/East Main Street from Griffing Avenue to East Avenue, westbound on Second Street. This option would allow the north sidewalk to be widened. This circular effect could be enlarged.

d. There is a need to identify where you want traffic to be. A clear concept for circulation and attractive signage is needed for directing traffic. This signage could be combined with "image" making for Downtown.

e. The long-range suggestion to demolish buildings and eliminate the jog at Roanoke/Peconic would emphasize through traffic at the expense of the heart of the Downtown. This jog is the equivalent to traffic calming and refocuses attention on E/W Main Streets. This should not be destroyed.

6. Uses

The suggested uses, such as the marine museum, seem too modest. Museums of national or regional quality are needed.

Glynis Berry, AIA, LEED AP

July 16, 2008

Ms. Christina Kempner, Director
Community Development
200 Howell St.
Riverhead, NY 11901

Dear Ms. Kempner:

The following are a few comments and ideas related to the update of the Urban Renewal Plan for East Main Street. While most of the suggestions in the plan are good, there is a need to define and support a vision more. What makes Riverhead unique? What will spark interest? What will drive change?

The following are comments on suggestions in the Update:

1. Bulk

The suggestions were too general instead of informed. They need to provide a clear definition of the issues to be addressed. Then massing studies refining suggestions should be executed. For example, execute massing studies to evaluate the following:

- a. Pedestrian experience on the street
- b. Sunlight – duration, access – on street (necessary or not?) and on buildings to the north
- c. View corridors (from where, why, what is viewed, who is viewing, how is the space used?)
- d. What was mentioned in the update was a view of the river from north side of street. Is this a desire? What is the impact on value to the south side? Will the north side have equal or more value?
- e. Smart Growth principles and how they relate to massing.
- f. Have soil tests and guidelines on foundations to identify structural limitations and/or issues.

Setback (above certain height) and/or pyramid laws would be appropriate. Also how the massing relates to 35' heights in surrounding districts should be considered.

2. Stormwater Runoff

Currently, with few exceptions, the hard surface coverage of the Downtown area is basically 100%. To apply the same regulations for water retention as the rest of the Town is unrealistic for this almost urban condition. Instead of adding further requirements for these buildings, offer incentives instead. There are two basic approaches:

- a. Retention on private structures through either green roofs or water retention for reuse (gray water systems, etc.) The former impacts heat island effect as well. The latter is even better since it reduces the demand for fresh water. The above could be a required point if LEED is part of a town-wide greening program. Or provide incentives, as demand on public infrastructure is reduced.
- b. Be innovative by incorporating roof run-off to street plantings, porous sidewalks and parking lanes, and plantings in parking lanes. (See sample illustration.)

3. Parking

The requirement to have on-site parking for residential units could have a detrimental impact on the experience of an urban center. Either frequent curb cuts with cars crossing sidewalks will detract from the pedestrian experience or all buildings will have a “back alley” access/feeling, which counters the second front desired for the waterfront. Some alternative approaches might include:

- a. Incorporating a “street” along the building face opposite to East Main Street. This would allow an additional building front, allow on street parking for residents in localized areas only (small fee paid by resident directly). This could incorporate a wider sidewalk for cafes facing the Peconic River and fit with a greener waterfront.
- b. Allow only one curb cut for parking per block. North side could accommodate this more easily than south side.
- c. Consider a parking lot or garage on south side, but incorporated with buildings and/or screening/roof access to buildings or small pavilions/market surrounding the parking.
- d. Encouraging car sharing, or smaller electric vehicles for a reduction in requirements
- e. Incorporate bicycle facilities/parking
- f. Arrange for more remote parking at cheaper cost
- g. Examine time/need for parking, i.e. reverse commuter option for residents to use Court parking for free during non-court hours? With permit for specified times?
- h. Have the shuttle not focus on the train (this is walkable), but also bus stops, employment and other visitor destinations (EPCAL, Tanger, 58, W. Main, Splish Splash, County – maybe have different routes/schedules for different users). Coordinate use of other parking areas. (Could Tanger’s parking lot expansion be contingent upon free shuttle and open space acquisition?)

4. Delivery schedules and needs were not addressed

5. Traffic

- a. Please ensure that all traffic suggestions are truly pedestrian friendly.
- b. Consider alternatives to the realignment of Main Street and Peconic Avenue. The solution should preserve the characteristics that give Riverhead identity.

6. Uses

The suggested uses, such as the marine museum, seem too modest. Museums of national or regional quality are needed.

Thank you for considering these comments. By all means take these comments as a helpful tool, not as a reason to slow down improvements and the decision-making process. Lively downtown centers are necessary and will help relieve traffic problems as people will ultimately rely less on vehicle ownership, with mass transit access and close proximity to recreation and daily needs. The big picture needs to be front and center.

Sincerely,

Glynis Berry, AIA, LEED AP



"Christina Kempner"
<kempner@riverheadli.com>
07/28/2008 06:51 PM

To "Javeriya Syed" <JSyed@akrf.com>
cc "James McAllister" <JMcAllister@akrf.com>, "John Shea"
<jshea@suffolklaw.com>, "Steve Latham"
<slatham@suffolklaw.com>, "Vinnie Corrado"
bcc

Subject GEIS/EMSURA additions

History:  This message has been replied to.

[View: Threads](#)

As we discussed, Gary Pendzick, Water District Superintendent noticed 2 corrections to water mgd → p 6-1 (halfway down change from 22 to 21 mgd) & p 6-8 2nd line down change from 22 to 21 mgd.

Also, Barbara Blass has requested that reference to the draft LWRP be included (we previously deleted).

Thanks,
Chris

Chris Kempner, Director

Town of Riverhead CDA

200 Howell Avenue

Riverhead, New York 11901

tel (631) 727-3200 x287

fax (631) 727-5772

email~ kempner@riverheadli.com

APPENDIX C

H2M Letter dated May 29, 2008

H2M GROUP

ACEC MEMBER SUPPORTING
EXCELLENCE IN ENGINEERING
AMERICAN COUNCIL OF ENGINEERING, C.P.E. 000000

Holzmacher, McLendon & Murrell, P.C. ▸ H2M Associates, Inc.
H2M Labs, Inc. ▸ H2M Architects & Engineers, Inc.
575 Broad Hollow Road, Melville, New York 11747
631.756.8000, Fax: 631.694.4122
www.h2m.com

May 29, 2008

Town of Riverhead
200 Howell Avenue
Riverhead, NY 11901-2596

Attention: Phil Cardinale
Supervisor

Re: **DeFriest Sewage Pumping Station**
Our File No.: RDSO 0850

Dear Supervisor:

Pursuant to your request of last week, we immediately looked into your question regarding the capacity of the DeFriest Sewage Pumping Station. As you directed and considering the urgency of your request, we verbally reported our preliminary and cursory investigation directly to Dunn Engineering. At this time, we are reporting to you and Mr. Latham our preliminary findings.

We determined that the DeFriest station is currently at approximately 90% of its maximum flow handling capacity. We were able to come to this conclusion because in 2000, we undertook a general investigation for Superintendent Reichel into the amount of extraneous water entering the Sewer District's sewer lines. We determined that the DeFriest station handles approximately 49% of the Riverhead Sewer District's flow. Although the station is not equipped with a flow meter, we estimated, from the treatment plant flow records, that each day the station must handle a peak flow of over 1,300,000 gallons with a peaking factor (ratio of average flow to peak flow) of 3.3.

Based on several major assumptions concerning the efficiency of the existing pumps and motors, peaking factor associated with the County complex and jail, and the condition of the force main, we estimated that the pumps can handle a peak rate of 1,440,000 gpd based on published manufacturer's data for the model pump at the station. Therefore, the station is approaching its rated capacity ($1,300,000 \div 1,440,000 \approx 90\%$). Please note, the capacity of the station is also rated by the size of the wet well and without knowing the daily flow, we are unable to determine the wet well's ability to handle any increase in contributing flow. However, we do suspect that the wet well is grossly undersized to handle a major increase in flow.

H2M GROUP

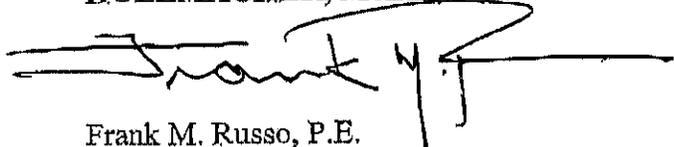
Supervisor Phil Cardinale
DeFriest Sewage Pumping Station
May 29, 2008
Page 2 of 2

Please keep in mind that this preliminary information is not based on a detailed analysis. It has been the practice of the Town Board, as required by general municipal law, that a map and plan be prepared that determines the overall need, the measures, and the costs associated with a potential capital project. In order to prepare a map and plan for the station, the applicant must provide their specific flow handling needs so that an accurate assessment of the existing facilities can be determined. In addition, the Sewer District will assess the "No Net Nitrogen" charge of \$10.50 per gallon for environmental compliance. We expect that the conclusions drawn from our cursory investigation will be revised based on the results of the detailed map and plan. Although the station has not been upgraded for some time, it continues to reliably function and serve the residents of the Riverhead Sewer District with minimal annual expenditures for its upkeep.

Please do not hesitate to contact us should any questions arise or should you require additional information.

Very truly yours,

HOLZMACHER, McLENDON & MURRELL, P.C.



Frank M. Russo, P.E.
Vice President

FMR:fmr

Cc: Michael P. Reichel, Superintendent
Mr. Stephen B. Latham, Esq.
Mr. Richard A. Ehlers, Esq.

APPENDIX D

Preliminary Design Guidelines

DOWNTOWN RIVERHEAD HISTORIC DISTRICT
PROPOSED PRELIMINARY DESIGN GUIDELINES
TOWN OF RIVERHEAD
LANDMARKS PRESERVATION COMMISSION

2006

[Please note that these design guidelines are presented in draft form for public comment. The Landmarks Preservation Commission appreciates all suggestions, questions and comments from users.]

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INTRODUCTION

Much of the character and flavor of Riverhead's past is found in the area which has been designated as the Downtown Historic District and which contains over 220 historic structures. Dating from the early decades of the nineteenth century through the first half of the twentieth century, the district's built environment represents many of the styles popular during this span of more than a century, ranging from austere Greek Revival to ornate Victorian and stripped-down Art Deco. If these buildings could talk they would tell interesting stories -- about old families and recent immigrants; about famous people like Thomas Edison, Irving Berlin and the bosses of Tammany Hall; about those who were successful in life and others who went bankrupt. The connections are many and fascinating. The Historic District is intended to protect this valuable heritage and enable it to contribute to the revitalization of the area.

If the character of this Downtown Historic District--and others designated in the future--is to be maintained, it is important for property owners, tenants, design professionals, builders, and community leaders to understand and appreciate that methods for dealing with older properties often differ from treatments for contemporary ones, and that choosing the wrong treatment can cause serious, permanent damage to irreplaceable historic properties.

DEVELOPMENT OF A HISTORIC PRESERVATION POLICY FOR RIVERHEAD

In order to protect this valuable heritage, the Riverhead Town Board, working with the Town's Landmarks Preservation Commission, revised Chapter 73 of the Town's code pertaining to landmarks preservation and the creation of historic districts in June, 2006. The following month, the Town Board, acting on the recommendation of the Landmarks Preservation Commission, designated a large portion of downtown as a historic district under provisions of the revised code. These *Preliminary Design Guidelines* are intended to help property owners within that district understand how they can not only comply with the code, but also take the proper steps to help conserve Riverhead's rich legacy of historic structures and places.

These *Guidelines* offer both general and specific recommendations to assist with good decision-making regarding Riverhead's historic properties. Design guidelines such as these can help to avoid hasty or mis-informed alterations to historic property by offering preferred, time-tested options for dealing with significant features and by specifying precise treatments for solving common maintenance-related issues. Even more importantly, however, owners and tenants of properties within the Downtown Historic District and design professionals, real estate professionals, and contractors working with the District should become familiar with these *Guidelines* if they intend to make physical changes to the exterior of properties in the District.

These *Guidelines* are not part of Town Code. Rather they are intended to provide guidance to property owners as to how the Landmarks Preservation Commission (LPC), the Architectural Review Board (ARB) and the Town Board are likely to approach the criteria set out in Chapter 73 of the code and to provide advice on how best to preserve and restore the district's architectural heritage. These are recommendations, but not requirements.

This document is intended to provide guidance to property owners in the new Downtown Historic District only until funding can be found to create a more complete set of guidelines customized to the needs of Riverhead. It is also a work in progress which will become more useful as it incorporates feedback from people using it.

APPLICATION AND REVIEW PROCESS

Chapter 73 of Town Code regarding Landmarks Preservation provides protection only over the *exterior architectural character* of the buildings in the district. No restriction exists on the sale or leasing of any privately-held property in the district and it is not necessary to notify the LPC of the sale or lease of property

within the district. Moreover, the code does not require the application of museum-quality conservation treatments to the properties within the district.

All applications for a building permit or site plan approval for projects affecting the exterior appearance of structures within the historic district will be automatically referred to the Landmarks Preservation Commission (LPC) and, for site plan approval, also to the Architectural Review Board (ARB), for review. This includes the modification of nearly every aspect of the property's exterior, such as proposed exterior materials; window changes; modifications to doors, roofs, and porches; storefront remodeling; additions; and demolition. Responsibility for implementing Chapter 73 of the Town Code is shared between the LPC, the ARB and the Town Board.

An application for a building permit for activity within the historic district which does not require site plan review shall be made directly to the Building Department, which will refer it to the LPC for review and recommendation. Assuming the application is complete, the LPC must review the application and transmit to the Building Department its recommendation for approval, denial, or approval with modifications within forty-five (45) days. In order not to delay the issuance of permits, this review will occur while the Building Department is reviewing other aspects of the application. The Building Department can not issue a building permit for the work without the positive recommendation of the LPC.

If the proposed activity in the historic district is part of a project that otherwise requires site plan review under provisions of Town Code, the site plan application shall be submitted to the Planning Department, which will refer it for simultaneous review to the ARB and the LPC. Assuming the application is complete, the ARB and LPC will meet together to review the application and will transmit their recommendations to the Town Board for consideration during the site plan review process.

In either case, any application which is not recommended for approval may be appealed to the Town Board which shall hold a public hearing within 45 days of receipt of the appeal, and shall render its decision at the next regularly scheduled Town Board meeting.

The Landmarks Preservation Commission and the Architectural Review Board strongly suggest that property owners approach them informally in advance of filing a formal application for a building permit or site plan approval. This will allow the LPC and ARB to provide guidance as to best practices and what is likely to be accepted. It is hoped that such discussions will facilitate the process for the property owner. The LPC and ARB always welcome questions relating to exterior improvement, restoration and sensitive rehabilitation of properties in the Downtown Historic District.

GENERAL CRITERIA

Chapter 73-6 of the town code lays out general criteria for the ARB, LPC and Town Board to use in reviewing applications and making recommendations to approve, deny or approve with modifications:

- i. The Board(s) shall only consider changes made to the exterior of a structure or a building designated as a landmark or any structure or building within an historic district,*
- ii. Properties which contribute to the character of the historic district shall be, to the greatest extent practicable, retained with their historic features altered as little as possible;*
- iii. Any alteration of existing property shall be compatible with its historic character, as well as the surrounding district, if applicable,*
- iv. New construction shall be compatible with the district in which it is located.*

The code further specifies that in applying the principle of compatibility, the LPC and ARB shall consider the following factors:

- i. The general design, character and appropriateness of the property of the proposed and new construction,*
- ii. The scale of the proposed alteration or new construction in relation to the property itself, and surrounding properties,*
- iii. The texture, materials and color and their relation to similar features of other properties in the neighborhood,*
- iv. Visual compatibility of surrounding properties, including proportion of the property's façade, proportion and arrangement of windows and other openings of the facade, roofline and rhythm of spacing of properties on streets, including setbacks; and,*
- v. The importance of historic, architectural or other features to the significance of the property.*

The LPC is aware that the needs of the twenty-first century are vastly different from those of the nineteenth and early twentieth century, when many of the properties in the district were developed. The LPC is keenly interested in helping owners and tenants to find appropriate and cost-effective ways to meet modern requirements without seriously affecting the physical and historic integrity of the property. Seldom will an historical or exact reproduction be recommended by the LPC. Owners, tenants, and contractors working within the Downtown Historic District are encouraged to consult with the LPC concerning all physical aspects of the property so that the result will be in harmony with the general historic character of the district.

NORMAL MAINTENANCE

The code specifically states that nothing in it should be construed to prevent ordinary maintenance or repair with like materials of similar quality and color. Review is only required when the project otherwise requires either a building permit or a site plan review.

DEMOLITION

1.0 Demolition in the Downtown Historic District

In any historically-significant area, the demolition of contributing properties is an irreversible and negative action which will be felt in the district forever. Demolition is seldom an acceptable treatment for historic buildings in the Downtown Historic District.

1.1 Demolition of buildings in Riverhead's Downtown Historic District is inappropriate unless it can be proven that:

- The building's failed structural integrity has been clearly documented to the LPC by an engineer or architect, and
- The safety of the public requires that the building be demolished, and
- All feasible alternatives to demolition have been explored by the owner, including rehabilitation, stabilization, repair, and the sale of the property to an owner who is able to undertake the rehabilitation process, or
- An economic hardship exists which prevents an owner from rehabilitating the property, or
- The building does not contribute to the character of the district because of its age or the degree to which it has been altered.

1.2 Any demolition project must assure that adjacent properties will not be damaged.

1.3 In the unlikely event that demolition of a significant building is approved, the owner should consider making available salvageable architectural artifacts to an appropriate organization for re-use in rehabilitation/restoration projects within the district.

NEW CONSTRUCTION, INFILL, ETC.

2.0 New Construction/Infill within the Downtown Historic District

The construction of new buildings within historic areas presents exciting challenges. New buildings add vibrancy and life to older sections, but their design must be carried out in such a way that they complement, rather than detract

from, the streetscape. The following issues are important when planning new construction within the district:

2.1 *Location*: New construction should be oriented in conformity with the other buildings on a given street, and the prevailing setback of the street should be maintained by any new construction.

2.2 *Scale*: New construction should be compatible in scale with adjacent buildings and the prevailing scale of the buildings of the district.

2.3 *Rhythm*: New construction should acknowledge, incorporate or otherwise respond to the historic window and door rhythm and the height of the various elements--windows, rooflines, etc.—of the other buildings in the neighborhood.

2.4 *Massing*: New buildings should acknowledge, incorporate or otherwise respond to the same general patterns of massing, including window and door forms, roof profiles, and building shapes as are evident in the existing architecture of the district.

2.5 *Materials*: New buildings should acknowledge, incorporate or otherwise respond to exterior materials as exist on the historic buildings within downtown Riverhead. Incorporation of newer synthetic materials, imitation materials (such as aluminum and vinyl, synthetic stucco, etc.), contemporary aluminum and glass is discouraged.

2.6 *Additions*: Additions to historic buildings should generally be made on a side or rear elevation with a minimal impact on historic features, and should be made in such a manner that the addition frames or otherwise reinforces the character of the historic property.

2.7 Additions should use materials that are compatible with or otherwise reinforce the historic building and should incorporate, acknowledge, or otherwise respond to the appropriate massing, scale, window and door proportions, etc.

EARLY ADDITIONS, MODIFICATIONS, ETC.

3.0 Previous Alterations to Existing Buildings

The architectural character of the Downtown Historic District evolved over a long period, and many changes which have occurred to the buildings in the district have acquired significance in their own right. Even though they might not be original to the property, it is important to evaluate their own character and appearance before removing such features.

3.1 Each property in the district should be viewed as a product of its own time, whether that time is the mid-nineteenth century or the earlier decades of the twentieth century.

3.2 When previous modifications are architecturally compatible with the overall character of an individual building, such modifications should be respected as reflections of the long life of the property.

3.3 Avoid demolition of added features which were installed on buildings within the district without fully investigating their condition and the effect that such removal will have on the main building.

DEPENDENCIES, OUTBUILDINGS, ETC.

4.0 Dependencies and Other Associated Buildings

Dependencies include carriage houses, outbuildings, and early garages which are primarily found in the residential portion of the Downtown Historic District.

4.1 Historic dependencies should be treated with the same care as the principal buildings which they serve, and should be repaired and retained.

4.2 Adhere to the requirements for demolition of dependencies, which are the same for the requirements for other types of buildings; they appear above.

EXTERIOR SURFACES

5.0 Masonry

5.1 Exposed masonry surfaces on historic buildings within the district should remain exposed. Surfaces should not be covered with new materials such as vinyl, aluminum, EIFS synthetic stucco systems, plywood panel siding, etc.

5.2 Masonry surfaces which have not been painted previously should not be painted, since painting will cover defining features such as joint profiles and bonding patterns. Painting will also create an instant and continuing maintenance expense for the future. Exceptions to this general principle may exist in special cases.

6.0 Wood

6.1 If possible, damaged wood siding should be repaired rather than replaced. When replacement of deteriorated wood is necessary, it should be carried out with new material of matching size and profile.

6.2 The removal of non-historic siding from wood buildings is encouraged. Care should be taken to plan for the repair of the original material after the non-historic siding is removed.

6.3 The application of non-historic siding material is discouraged throughout the Downtown Historic District. However, man-made materials that closely mimic the look of real wood and can be applied like real wood, such as Hardie Plank siding or composite materials, may be appropriate.

6.4 The use of metal and vinyl trim is discouraged. Existing wood trim, including fascia and soffits, brackets, cornices, frieze boards, etc. should be restored and exposed, not covered over with inappropriate siding materials.

WINDOWS AND DOORS

7.0 Windows and Doors

7.1 Windows and doors are among the most defining features of historic buildings, and can account for as much as one-third of a building's surface area. For this reason, the care given to windows and doors is extremely important and alterations should be carefully planned. The relationship of wall surface to openings—often called the “rhythm” of the windows and doors—should be acknowledged.

7.2 The overall size of window and door openings should not be modified and openings that have been changed should be returned to their original dimensions whenever feasible. Exceptions are permitted where the design response is an interpretation that reinforces the existing historic design and is necessary for purposes such as compliance with accessibility rules.

7.3 Windows and doors should always be repaired rather than replaced. If replacement is necessary, it should be completed using units that match the original in material, configuration of panes, and dimension.

7.4 Avoid the temptation to create a false sense of history by “earlying up” a building by installing windows with small-paned sash unless the historic appearance of such sash can be documented. When using divided-light windows, only true divided muntins should be used. Avoid using snap-in grilles on interior or exterior side of glass.

7.5 Storm doors and windows may be used in the district, but their finish should be painted to match the other trim on the building. Shiny metallic surfaces should be avoided. “Crossbuck” storm doors are architecturally and historically inappropriate and their use should be avoided.

7.6 If exterior storm windows are used, they should fit the opening of the windows without having either to infill any portion of the opening or flatten any part of an arch. Storm windows should be installed within the window opening, rather than on the outside surface of the building and the window frame and dividers should match those on the primary window unit.

7.7 Interior storm windows offer an attractive solution to the problem of air infiltration. They do not compromise the exterior appearance of the window and often a window with a curved sash has a flat-topped inside frame which can easily accommodate an interior storm window.

7.8 Shutters should be used only when their original appearance can be documented. If shutters are to be used they should be hung onto the face of the window frame--not the wall of the building--using hinges and should be sized to fit one-half of the window opening. Shutters should be only of wood construction.

7.9 Whenever possible, avoid the placement of window air conditioners where they will be easily seen from the street; attempts should be made to insert units on secondary elevations.

ROOFS, CHIMNEYS, AND PORCHES

8.0 Roofs, Gutters, and Downspouts

8.1 The original form and pitch of historic rooflines should always be maintained.

8.2 Whenever it is feasible, historic roofing material such as slate or metal should be repaired rather than replaced.

8.3 If a roof is highly visible, replacement material should match the original as closely as possible in scale, texture, and color. If the roof surface is not visible--such as on a commercial building with a nearly flat pitch--then a contemporary material such as rubber is acceptable.

8.4 The replacement of existing roofing material with new material which matches in color, composition, and texture is generally preferred.

8.5 Ornamental features applied where a roof and wall intersect--such as gable-end trim and cornices—are highly significant elements and should always be repaired and retained.

8.6 Original gutters and drainage features should be maintained whenever possible. If necessary, replacement gutters and downspouts of a full-round or half-round form are preferred for the nineteenth- and early-twentieth-century buildings in the Historic District.

Chimneys and Other Areas of Moisture Penetration

8.8 Chimneys, dormers, and snowguards are important architectural features and should be retained in any roofing project. Chimney rehabilitation and reconstruction should match the original in dimension, materials, brick pattern, details, and form as closely as is possible.

Porches

8.9 Many residential properties in the Historic District retain original or early porches. Porches are very important visual features and should be repaired and retained.

8.10 Porches should not be enclosed to create additional living space.

8.11 Avoid the construction of new porches without evidence that an earlier porch existed on the property.

8.12 Porch components should be repaired rather than replaced. If deterioration is too severe, then replacement units should match the original. Contemporary stock replacement components-- columns and balusters, for example--are often not scaled properly to match historic buildings and should be avoided.

8.13 In porch restoration, or in construction of new porches, avoid the use of plastic and vinyl posts, railings and trim. The use of plastic wood decking products must be carefully considered to ensure that its appearance does not compromise the historic character. Natural and authentic wood materials are generally preferred.

COMMERCIAL ARCHITECTURE

9.0 Commercial Properties, General

All issues set forth in this document are applicable to commercial buildings as well as residential architecture. However, some additional issues should be recognized regarding the restoration, renovation and adaptive reuse of buildings in the Downtown Historic District which were originally erected for commercial use.

9.1 The facades of the historic commercial buildings in Riverhead's Downtown Historic District consist of three major components: the storefront--the first story; the upper facade--the second story and above; and the cornice--the decorative feature typical found at the top. Each of these elements is important and should be maintained accordingly.

9.2 Consult detailed guidance found in the following specialized publications dealing specifically with historic commercial facades:

U. S. Department of the Interior Preservation Brief No. 11, *Rehabilitating Historic Storefronts*. See <http://www.cr.nps.gov/hps/tps/briefs/brief11.htm>

Preservation League of New York State Technical Publication No. 2, *A Practical Guide to Storefront Rehabilitation*. To obtain a copy, see <http://www.preservenys.org/publications.htm>.

Storefronts

9.3 As with other types of buildings, avoid the use of historically-inappropriate materials or, if using contemporary materials, incorporate them in ways that reflect or enhance the prevailing historic materials. Storefronts are highly visible and materials should be of the best possible quality.

9.4 The storefront area should remain as transparent as possible. Display windows should not be reduced in size; if the retail space is converted to a different use, privacy can be assured by using blinds or curtains.

9.5 If display windows are replaced, such treatment should use laminated glass or insulated glass; the historic configuration of the replacement windows and their traditional display window dimensions should be retained or acknowledged and/or reinterpreted in the proposed replacement. Pay attention to the thickness of original storefront and window mullions and trim. Avoid the use of newer storefront which has a thicker or “heavier” trim appearance. Avoid the use of dark bronze anodized trim elements unless appropriate to the original historic character.

9.6 If transom windows are found above the display windows, they should be retained, particularly if they are of art glass. In storefront rehabilitation projects, transoms may or may not be included within the design.

9.7 Bulkheads below the display windows are encouraged to be retained. If new bulkheads are to be installed, they should be of wood, and may have recessed or raised panels or should match the historic detail if documentation is available; molding strips applied to the surface should be avoided. Bulkheads should not be any more than about twenty inches in height. New or replacement display windows without bulkheads are permitted that otherwise acknowledge same in a responsive manner.

9.8 Significant surviving historic elements, such as storefront cornices and cast iron features, should be retained and re-used in any rehab project.

9.9 Substitute materials conveying the same sense as the original may be considered for rehabilitation projects.

Upper Façade

9.10 Windows should be retained within the upper facade without alteration to their openings.

9.11 Original exterior surfaces should be retained or restored if they have been covered or otherwise altered.

Cornice

9.12 Cornices on buildings in the district should be retained and repaired as needed.

APPENDICES

I. The Secretary of the Interior's Standards for Rehabilitation

For further guidance, refer to the Secretary of the Interior's Standards for Rehabilitation at <http://www.cr.nps.gov/hps/TPS/tax/rhb/>

II. MAP OF THE DOWNTOWN HISTORIC DISTRICT

[Follow link on Riverhead Town web site]

III: LANDMARKS PRESERVATION ORDINANCE

Chapter 73 of Town Code can be found on the town's website riverheadli.com.