



Town of Riverhead Peconic River/Route 25 Corridor - BOA Step II Nomination

A photograph of a park area featuring a pond, stone steps leading down to the water, and a paved walkway. The scene is lush with green grass and trees.

Project Update Presentation to Town of Riverhead Town Board

June 11, 2015 Work Session

Today's Agenda

- Project Overview & Items Completed
- Tasks Underway
- Findings and Recommendations
- Final Tasks

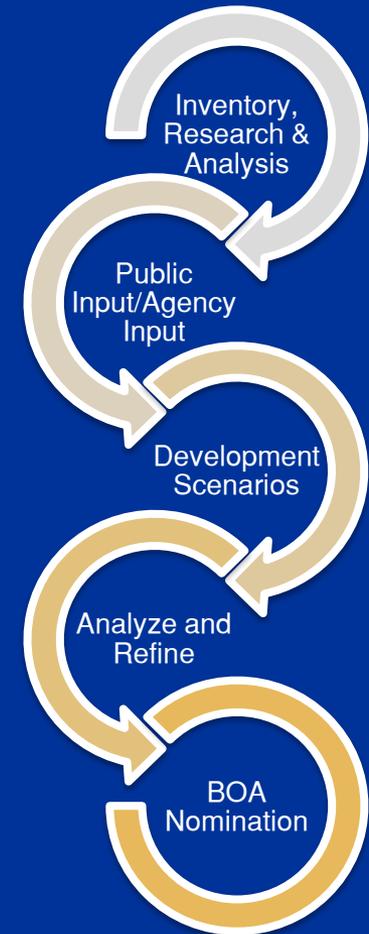


PROJECT OVERVIEW AND ITEMS COMPLETED



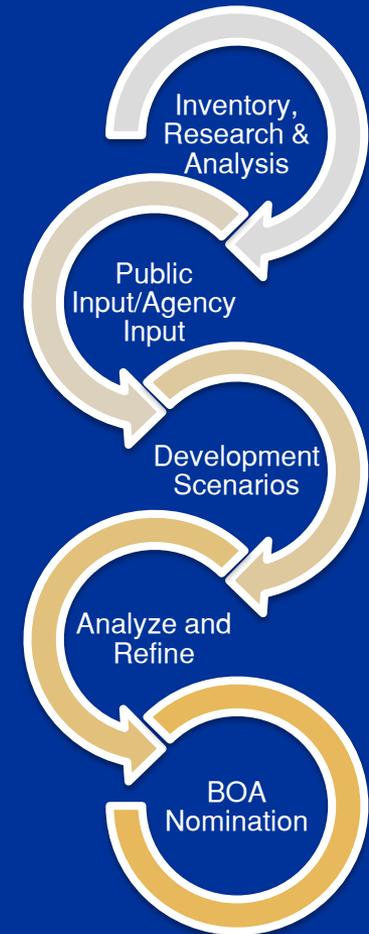
Overview of BOA Process

- Brownfield Opportunity Area (BOA) Nomination Study
- Each BOA crafted to meet the unique needs of the community
- Analysis and Community Input > Recommendations for actions intended to overcome obstacles to redevelopment



Overview of BOA Process

- The Riverhead BOA is Unique
 - Environmental Contamination does not appear to be the major obstacle to revitalization
 - Several Focus Areas for the BOA
 - WSRR, Water Quality, Traffic, Parking, Marketing, Economic Development
 - Alternative Development Scenarios



Major Tasks Completed

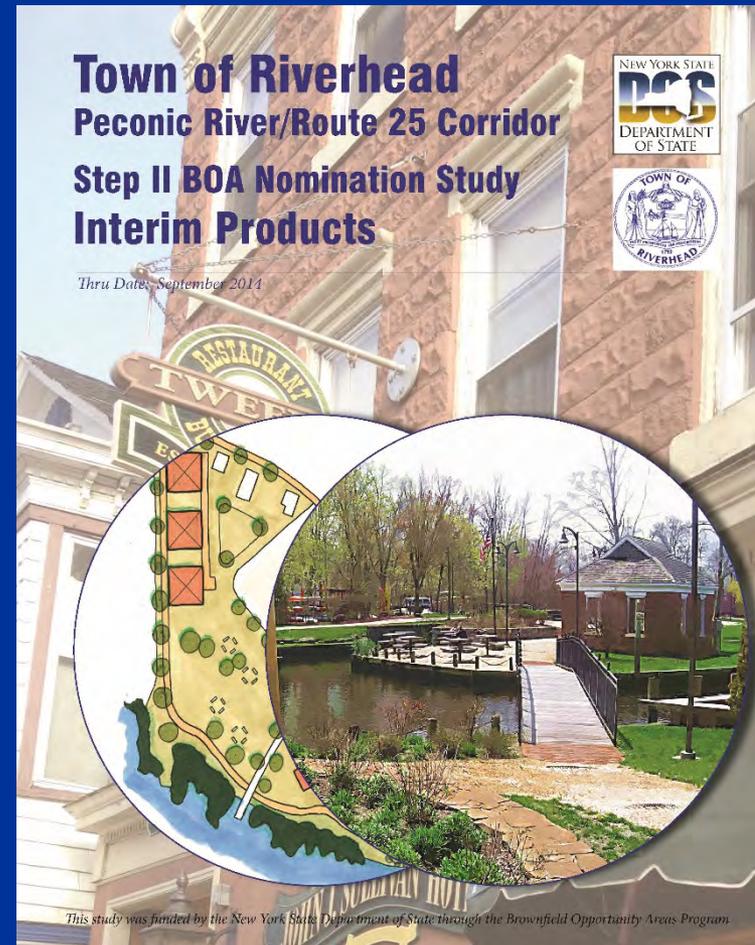
- ✓ Extensive Community Outreach
- ✓ Traffic Assessment – mitigation potential
 - ✓ DOT and SCDPW input on Peconic Avenue 1-way option
 - ✓ Evaluation of alternative option
- ✓ Parking Utilization Study
- ✓ Environmental Assessment of BOA Study Area
- ✓ 2nd Street Historic District Inventory
- ✓ WSRR Community Designation Application
- ✓ Evaluation of Resources
- ✓ Build scenarios
 - ✓ Redevelopment of Train Station Parking with structured parking
 - ✓ Potential grocery store redevelopment
 - ✓ Build out for downtown (DC-1 Zoning District)
 - ✓ Redevelopment options outside downtown
- ✓ Preliminary Recommendations
- ✓ Technical Memorandums to be incorporated into Nomination Study

TASKS UNDERWAY



Tasks Underway

- WSRR Community Designation
 - Follow up with DEC Albany
- Webpage development (Graphic Image Group)
- Completing Draft Nomination Study for Town and DOS Review



PRELIMINARY FINDINGS AND RECOMMENDATIONS



Recommendation Topics

- Land use & Redevelopment
- Transportation (Traffic, Parking, Pedestrian/Bicycle, Transit)
- Marketing
- Water Quality

(Nomination Study to include additional categories and expanded recommendations)

LAND USE & REDEVELOPMENT



Land Use & Redevelopment Alternative Development Scenarios

Peconic River/Route 25 Corridor NYS BOA Step II Nomination

RIVERHEAD BOA ALTERNATIVE DEVELOPMENT SCENARIOS



Site ID: W2, 1.55 Acres Existing: Dynamic Auto storage (under existing use) Build-out: Alternative-1: Compatible commercial use Alternative-2: Alternative-3:	Site ID: W4, 0.84 Acres Existing: Auto Lab (under existing use) Build-out: Alternative-1: Compatible commercial use Alternative-2: Alternative-3:	Site ID: W6, 1.66 Acres Existing: Industrial, Outdoor Storage Build-out: Alternative-1: Compatible commercial use of same building size Alternative-2: Alternative-3:	Site ID: C6, 3.88 Acres Existing: Shackman Plumbing (16,226 SF) Build-out: Alternative-1: New showroom approved plan 40,000 SF total Alternative-2: Alternative-3:	Site ID: C6, 10.84 Acres Existing: Mix of light industrial and commercial uses Build-out: Alternative-1: Planned Business Plan Alternative-2: Alternative-3:	Site ID: D2, 0.74 Acres Existing: Vacant Building Build-out: Alternative-1: 2,400 SF Simple Tale Restaurant Alternative-2: Alternative-3:	Site ID: D1, 3.42 Acres (Both Private & Public Land) Existing: Parking Lot, Retail, Commercial, Residential Build-out: Alternative-1: Coordinated Mixed Use (see table below) Alternative-2: Multiple with parking structure Alternative-3:	Site ID: D4, 1.82 Acres (Multiple Lots Privately Owned) Existing: Commercial, Office Build-out: Alternative-1: Giftling & Man Ct. Alternative-2: SEE TABLE BELOW CONCEPTS Alternative-3:	Site ID: D6, 1.08 Acres Existing: Fire Department HQ Build-out: Alternative-1: Re-use of existing building for public use Alternative-2: Alternative-3:	Site ID: E2, 0.22 Acres Existing: Gap Express Auto Repair Build-out: Alternative-1: Compatible Use per Code Alternative-2: One (1) Single-Family Unit Alternative-3: Gateway Park	Site ID: E6, 5.84 Acres Existing: Auto Storage (see table below) Build-out: Alternative-1: Approx. 28 multifamily units Alternative-2: Alternative-3:
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Site ID: W1, 13.81 Acres Existing: Former Duck Farm Build-out: Alternative-1: Transient lodging Alternative-2: Recreational Use Alternative-3: Single family homes	Site ID: W5, 5.52 Acres Existing: Former 84 Lumber (see table below) Build-out: Alternative-1: 10,000 SF Visitor Center Alternative-2: Recreational Use Alternative-3: Multiple B&B/Tourist with food court	Site ID: W6, 16.2 Acres Existing: Former Duck Farm Build-out: Alternative-1: River oriented transient lodging Alternative-2: Five (5) single family homes Alternative-3:	Site ID: W7, 1.33 Acres Existing: "For Dair" Propane Business Build-out: Alternative-1: Approx. 4,500 SF commercial (see table below) Alternative-2: Alternative-3:	Site ID: C1, 1.38 Acres Existing: Auto, Commercial, Restaurant, Residential Build-out: Alternative-1: Peconic Overlook (see table below) Alternative-2: Alternative-3:	Site ID: C2 + C8, 3.81 Acres + 2.06 Acres Existing: Former MOPR Site & 0,000 SF (see table below) Build-out: Alternative-1: Approx. 20,000 SF compatible commercial use Alternative-2: Alternative-3:	Site ID: C4, 1.49 Acres Existing: National Propane Build-out: Alternative-1: Approx. 8,000 SF commercial Alternative-2: Compatible commercial use of same building size Alternative-3:	Site ID: C8, 1.93 Acres Existing: Art Sites Build-out: Alternative-1: Continuation of existing use Alternative-2: Alternative compatible commercial use Alternative-3:	Site ID: D3, 0.56 Acres Existing: Marathon Motors Used Car Sale Build-out: Alternative-1: Approx. 4,000 SF compatible commercial use Alternative-2: Alternative-3:	Site ID: D6, DC-1 District (Approx. 47.28 Acres) Existing: Various conforming and non-conforming uses Build-out: Alternative-1: Reduced build-out (please refer to the table above) Alternative-2: Reduced build-out (please refer to the table above) Alternative-3:	Site ID: E1, 0.52 Acres Existing: Visitor's Cleaners Build-out: Alternative-1: Continue existing use Alternative-2: Alternative compatible use Alternative-3:
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Land Use and Redevelopment

■ Downtown Redevelopment:

- Need for additional housing
- Economic Analysis - can support nearly 70,000 SF of additional retail & restaurants
- Zoning Code would permit impracticable level of development (DC-1 District allows 80% coverage – 4 stories – with no required parking spaces)

■ Other Downtown Opportunities:

- Community demand for grocery store
- Train Station Block as an opportunity for redevelopment

DC-1 Build Out Spreadsheet Analysis

Parcel Id		Super Block	Existing Land Use	Lot Area (Acres)	Lot Area (SF)	Existing Building					Full Build-out (Bldg Covg. 80%; Impervious Covg. 100%; FAR 4.0)					Scenario - 2 3rd Floor - 40% of all buildings 4th Floor - 25% of 3rd floor buildings (Bldg. Covg. 70%; Impervious Covg. 90%; Max 4 levels)					Notes	Scenario-3 3rd Floor - 25% of all buildings 4th Floor - 25% of 3rd floor buildings (Bldg. Covg. 70%; Impervious Covg. 90%; Max 4 levels)						
						1st Floor (SF)	2nd Floor (SF)	3rd Floor (SF)	4th Floor (SF)	Total (SF)	1st Floor (SF)	2nd Floor (SF)	3rd Floor (SF)	4th Floor (SF)	5th Floor (SF)	Total (SF)	1st Floor (SF)	2nd Floor (SF)	3rd Floor (SF)	4th Floor (SF)	Total (SF)		1st Floor (SF)	2nd Floor (SF)	3rd Floor (SF)	4th Floor (SF)	Total (SF)	
5	0600128000300040000	1	Mixed Use, Commercial	0.096	4,182	2,639	2,639	0	0	5,277	3,345	3,345	3,345	3,345	3,345	16,727	2,927	2,927	1,171	293	7,318		2,927	2,927	732	183	6,769	
6	0600128000300045000	1	Commercial	0.217	9,453	7,847	1,569	0	0	9,417	7,562	7,562	7,562	7,562	7,562	37,810	6,617	6,617	2,647	662	16,542		6,617	6,617	1,654	414	15,301	
7	0600128000300043000	1	Commercial	0.160	6,970	3,971	0	0	0	3,971	5,576	5,576	5,576	5,576	5,576	27,878	4,879	4,879	1,951	488	12,197		4,879	4,879	1,220	305	11,282	
8	0600128000300039000	1	Mixed Use, Commercial	0.054	2,352	1,003	0	0	0	1,003	1,882	1,882	1,882	1,882	1,882	9,409	1,647	1,647	659	165	4,116		1,647	1,647	412	103	3,808	
9	0600128000300041000	1	Mixed Use, Commercial	0.047	2,047	1,881	1,881	0	0	3,762	1,638	1,638	1,638	1,638	1,638	8,189	1,433	1,433	573	143	3,583		1,433	1,433	358	90	3,314	
10	0600128000300042000	1	Commercial	0.117	5,097	2,243	792	0	0	3,035	4,077	4,077	4,077	4,077	4,077	20,386	3,568	3,568	1,427	357	8,919		3,568	3,568	892	223	8,250	
11	0600128000300044000	1	Mixed Use, Commercial	0.048	2,091	0	0	0	0	0	1,673	1,673	1,673	1,673	1,673	8,364	1,464	1,464	585	146	3,659		1,464	1,464	366	91	3,385	
12	0600128000600020000	2	Vacant	0.109	4,748	3,309	3,309	0	0	6,617	3,798	3,798	3,798	3,798	3,798	18,992	3,324	3,324	1,329	332	8,309		3,324	3,324	831	208	7,686	
13	0600128000600025000	2	Mixed Use	0.093	4,051	2,008	2,008	2,008	0	6,024	3,241	3,241	3,241	3,241	3,241	16,204	2,836	2,836	1,134	284	7,089		2,836	2,836	709	177	6,558	
14	0600128000600027000	2	Mixed Use	0.071	3,093	3,010	3,010	3,010	0	9,031	2,474	2,474	2,474	2,474	2,474	12,371	2,165	2,165	866	216	5,412		2,165	2,165	541	135	5,006	
15	0600128000600026000	2	Mixed Use	0.046	2,004	2,012	2,012	2,012	0	6,037	1,603	1,603	1,603	1,603	1,603	8,015	1,403	1,403	561	140	3,507		1,403	1,403	351	88	3,244	
16	0600128000600029000	2	Commercial	0.034	1,481	1,354	1,354	0	0	2,707	1,185	1,185	1,185	1,185	5,924	1,037	1,037	415	104	2,592		1,037	1,037	259	65	2,397		
17	0600128000600019001	2	Commercial	0.102	4,443	3,198	3,198	0	0	6,395	3,554	3,554	3,554	3,554	3,554	17,772	3,110	3,110	1,244	311	7,775		3,110	3,110	778	194	7,192	
18	0600128000600021000	2	BANK BLDG.	0.164	7,144	6,315	6,315	6,315	0	18,946	6,315	6,315	6,315	0	0	18,946	6,315	6,315	6,315	0	18,946		6,315	6,315	6,315	0	18,946	
19	0600128000600022000	2	Commercial	0.115	5,009	3,683	3,683	3,683	0	11,048	4,008	4,008	4,008	4,008	4,008	20,038	3,507	3,507	1,403	351	8,766		3,507	3,507	877	219	8,109	
20	0600128000600015000	2	Commercial	0.050	2,178	2,178	2,178	2,178	0	6,534	1,742	1,742	1,742	1,742	1,742	8,712	1,525	1,525	610	152	3,812		1,525	1,525	381	95	3,526	
21	0600128000600017000	2	Commercial	0.222	9,670	0	0	0	0	0	7,736	7,736	7,736	7,736	7,736	38,681	6,769	6,769	2,708	677	16,923		6,769	6,769	1,692	423	15,654	
22	0600128000600030000	2	Commercial	0.029	1,263	1,144	1,144	0	0	2,288	1,011	1,011	1,011	1,011	1,011	5,053	884	884	354	88	2,211		884	884	221	55	2,045	
23	0600128000600028000	2	Mixed Use	0.028	1,220	1,066	1,066	0	0	2,131	976	976	976	976	976	4,879	854	854	342	85	2,134		854	854	213	53	1,974	
24	0600128000600016000	2	Commercial	0.095	4,138	0	0	0	0	0	3,311	3,311	3,311	3,311	3,311	16,553	2,897	2,897	1,159	290	7,242		2,897	2,897	724	181	6,699	
25	0600128000600014000	2	Parking Lot	0.575	25,047	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
26	0600128000600018001	2	Parking Lot	0.001	44	0	0	0	0	0	35	35	35	35	35	174	0	0	0	0	0		0	0	0	0	0	0
27	0600128000600023000	2	Alley	0.016	697	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
28	0600128000600013002	2	Parking Lot	0.855	37,244	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
29	0600128000600024000	2	Alley	0.023	1,002	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
30	0600128000600049002	3	SUSHI Place	0.058	2,526	2,067	0	0	0	2,067	2,021	2,021	2,021	2,021	2,021	10,106	1,769	1,769	707	177	4,421		1,769	1,769	442	111	4,090	
31	0600128000600052001	3	Commercial	0.027	1,176	1,126	1,126	845	0	3,058	941	941	941	941	941	4,704	1,126	1,126	845	0	3,098		1,126	1,126	845	0	3,098	
32	0600128000600066006	3	Institutional	0.479	20,865	17,442	8,721	0	0	26,163	16,692	16,692	16,692	16,692	16,692	83,461	17,442	17,442	8,721	0	26,163		17,442	17,442	8,721	0	26,163	
33	0600128000600067000	3	Commercial	0.150	6,534	2,405	2,405	481	0	5,292	5,227	5,227	5,227	5,227	5,227	26,136	2,405	2,405	481	0	5,292		2,405	2,405	481	0	5,292	
34	0600128000600057003	3	DRUG Store	0.069	3,006	2,582	0	0	0	2,582	2,405	2,405	2,405	2,405	2,405	12,023	2,104	2,104	842	210	5,260		2,104	2,104	526	131	4,865	
35	0600128000600064000	3	Commercial	0.185	8,059	7,615	3,807	0	0	11,422	6,447	6,447	6,447	6,447	6,447	32,234	5,641	5,641	2,256	564	14,103		5,641	5,641	1,410	353	13,045	
36	0600128000600060000	3	Vacant	0.123	5,358	5,144	0	0	0	5,144	4,286	4,286	4,286	4,286	4,286	21,432	3,751	3,751	1,500	375	9,376		3,751	3,751	938	234	8,673	
37	0600128000600052002	3	Commercial	0.053	2,309	2,193	2,193	2,193	0	6,578	2,193	2,193	2,193	2,193	2,193	10,964	2,193	2,193	2,193	0	6,578		2,193	2,193	2,193	0	6,578	
38	0600128000600063002	3	Commercial	0.087	3,790	3,560	0	0	0	3,560	3,032	3,032	3,032	3,032	3,032	15,159	2,653	2,653	1,061	265	6,332		2,653	2,653	663	166	6,135	
39	0600129000100008004	3	SUFFOLK Theatre	0.436	18,992	9,825	2,456	0	0	12,281	9,825	2,456	0	0	0	12,281	9,825	2,456	0	0	12,281		9,825	2,456	0	0	12,281	
40	0600129000100009000	3	CAPITAL ONE	0.292	12,720	2,189	2,189	1,642	0	6,020	2,189	2,189	1,642	0	0	6,020	2,189	2,189	1,642	0	6,020		2,189	2,189	1,642	0	6,020	
41	0600128000600065000	3	Institutional	0.449	19,558	9,143	8,300	1,323	0	18,767	9,143	8,300	1,323	0	0	18,767	9,143	8,300	1,323	0	18,767		9,143	8,300	1,323	0	18,767	
42	0600128000600008002	3	WOOL WDRTH	0.665	28,967	25,210	12,605	0	0	37,814	23,174	23,174	23,174	23,174	23,174	115,870	25,210	12,605	0	0	37,814		25,210	12,605	0	0	37,814	
43	0600128000600061002	3	Alley	0.057	2,483	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
44	0600128000600066004	3	Parking Lot	4.148	180,687	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
45	0600128000600058001	3	Landscaped Area	0.053	2,309	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
46	0600129000100040000	3	PAFKING LOT	0.066	2,875	0	0	0	0	0	2																	

Development Scenario for DC-1 Area



- **Development Scenario – less density than full build out**
- **70% Coverage (1st and 2nd floors) 40% 3rd Floor, 25% 4th Floor**
- **Scenario envisions increase of +/-70,000 SF of Retail and Restaurant, 54,000 SF Offices on upper floors, and 325 apartments in the DC-1 area**

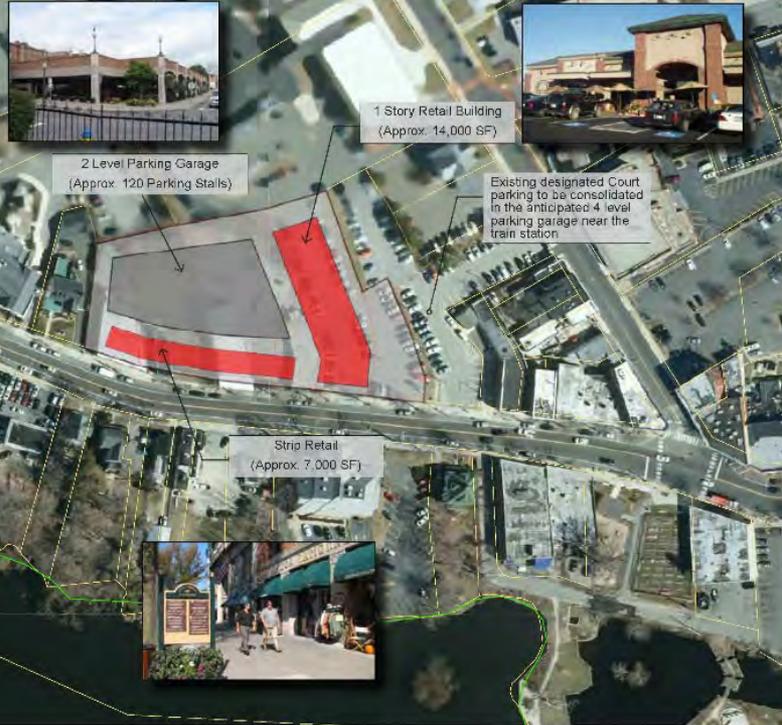
Land Use and Redevelopment West Main Grocery Concept

Zoning Regs (DC-3 District):
 Min. Lot Area: 5,000 SF
 Max. Building Coverage: 50%
 Max. Impervious: 80%
 Max. Building Height: 35'
 Max. FAR: 1.5
 Min. Front Yard: 15'
 Min. Side Yard: 15' each/ 20' combined
 Min. Rear Yard: 25'

Sketch:
 Lot Area: Overall approx. 1.8 acres
 Building Coverage: Approx. 52%
 FAR: Approx. 0.52
 Impervious Coverage: Approx. 70%

Various zoning relief may be required.

Sustainable development incorporating LEED building design features for both retail building and parking garage is recommended.



GROCERY CONCEPT
GRIFFING AVE & MAIN STREET



Land Use and Redevelopment Train Station Block Concept

Zoning Regs (DC-3 District):

Min. Lot Area: 5,000 SF
 Max. Building Coverage: 50%
 Max. Impervious Covg.: 80%
 Max. Bldg. Height: 35'
 Max. FAR: 1.5
 Min. Front Yard: 15'
 Min. Side Yard: 10' each/ 20' combined
 Min. Rear Yard: 25'

Sketch:

Parking Structure Lot (2.09 Acres):
 Building Coverage: Approx. 80%
 FAR: Approx. 2.4

Apartment Building Lot (1.29 Acres):

Building Coverage: 75%
 FAR: Approx. 2.5

Various zoning relief and/or a new overlay district, and/or special permit may be required.

Assigned parking spaces for Courts to be located in the parking garage.

Sustainable development incorporating LEED building design features are recommended for both commercial/residential building and for the parking garage.



Four (4) Story Building
 Ground Level Commercial: 30,000 SF
 Upper Levels: 35,000 SF each
 Level 2: 38 Apartments (900 SF/ apt)
 Level 3: 31 Apartments (1,100 SF/ apt)
 Level 4: 26 Apartments (1,300 SF/ apt)
 Total: 95 Apartments



**COORDINATED MIXED USE CONCEPT
 TRAIN STATION BLOCK**

Land Use and Redevelopment East Main Street

- Non-conforming Use redevelopment
 - 28 Townhomes – requires zoning modification
- Gateway Park on n/s/o East Main



Land Use and Redevelopment West Main Street

- WSRR recreation area:
 - River related recreational/residential
 - Vision for preserved land/greenway with mix of residential, and lodging (B&B's, Inns are feasible for larger sites)
 - Potential for TDR program
- WSRR community area:
 - New flexibility
 - Options for redevelopment concepts



Land Use and Redevelopment West Main Peconic Overlook



Land Use and Redevelopment West Main 84 Lumber Site Concept

- Abandoned use / unsightly & blighted site
- Existing Rail spur / across from Tanger / excellent visibility and access
- Potential opportunity for visitor center/food court with parking and link to downtown via “scoot train”



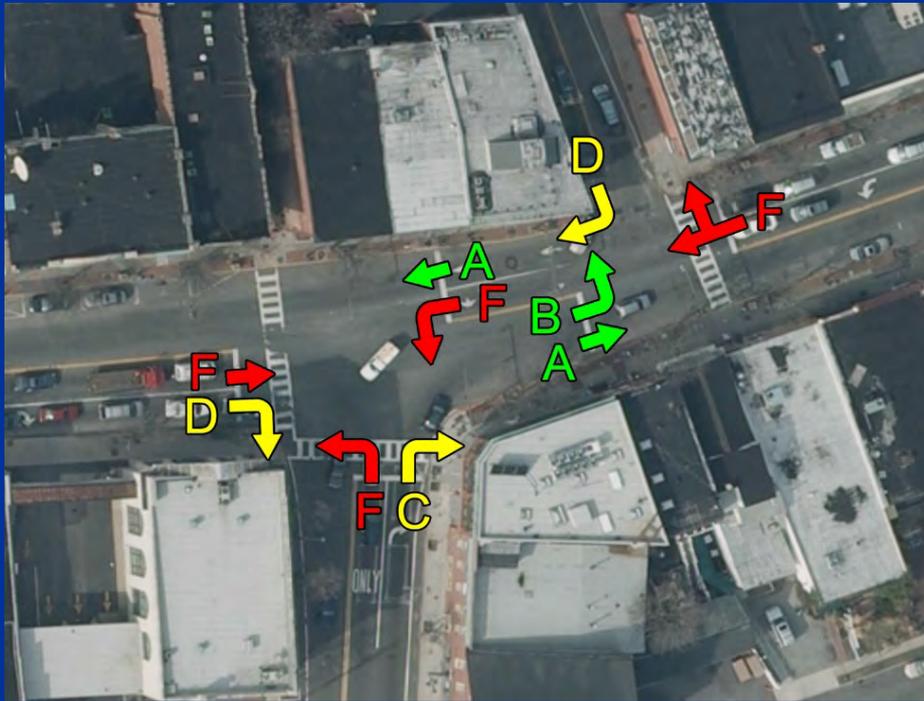
TRANSPORTATION (TRAFFIC, PARKING, PEDESTRIAN, BICYCLE, TRANSIT)

Base Scenario (No Build) Conditions



Base Scenario Comparison

Without Mitigation



With Mitigation (1-way)



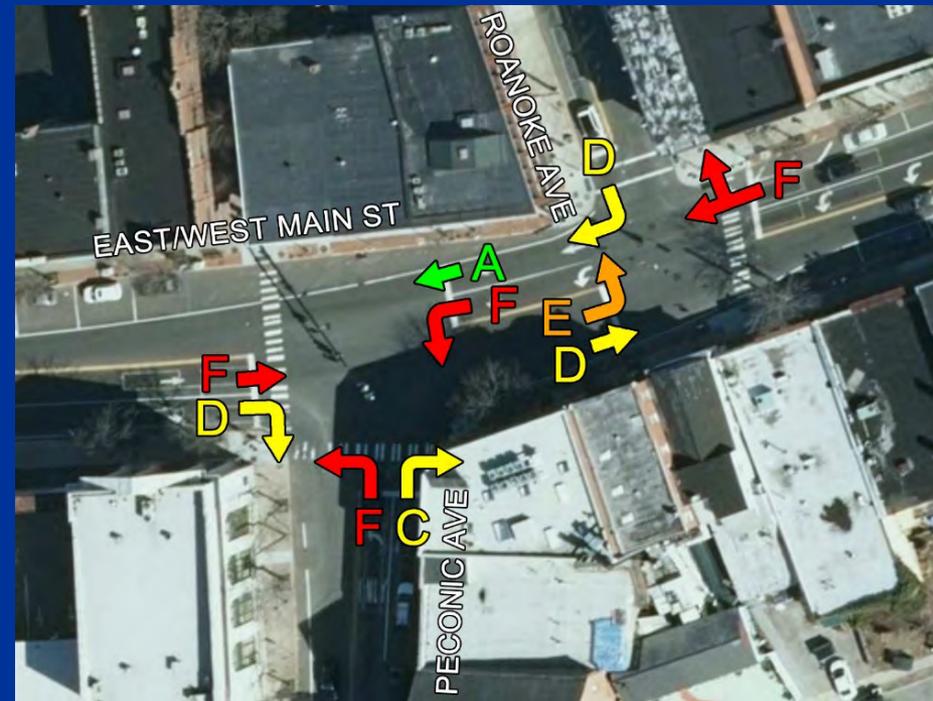
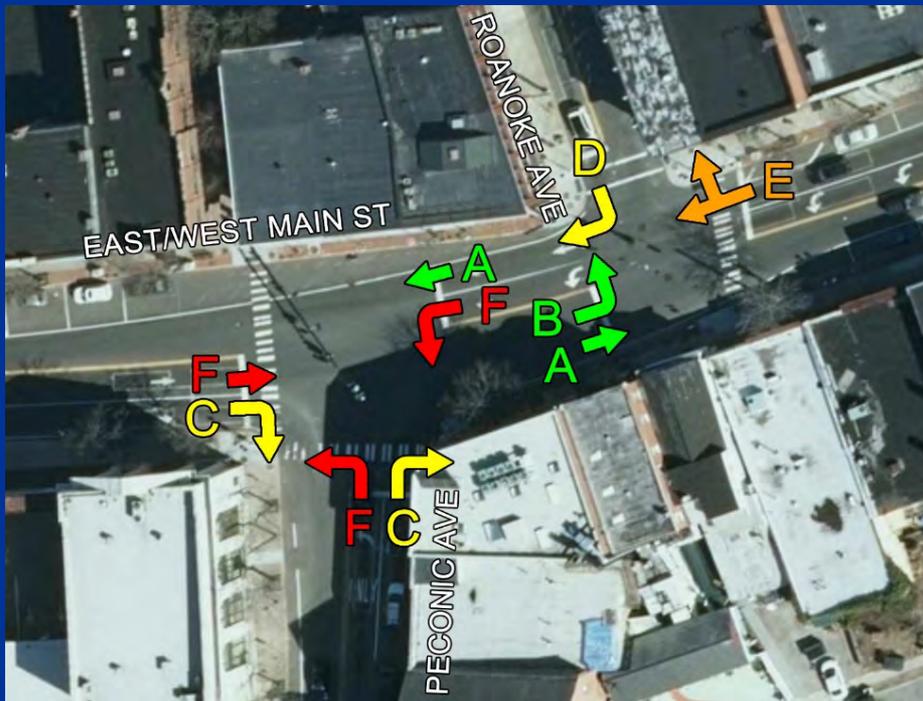
Full Build Out Overall Scenario Conditions



Full Build Out Scenario Main St at Peconic Ave-Roanoke Ave

PM Peak

Saturday



Overall LOS - F

Overall LOS - D

Overall LOS - F

Overall LOS - E

Full Build Out Scenario W Main Street at Court St/Nugent Street



Overall LOS - E

Potential Mitigation – Option 1

- One-way NB on Peconic Avenue
- Emergency SB only
- Signal timing/phasing improvements
- Re-stripe SB approach at the intersection of W Main and Court to provide additional lane



Potential Mitigation – Option 2

- Re-align Peconic Ave and Roanoke Ave
- Would require land use trade-offs, partnership with landowner(s)
- Signal timing/phasing improvements



Full Build Out Comparison of Mitigation Options Main St at Peconic Ave-Roanoke Ave

Option 1



Overall LOS - D

Overall LOS - D

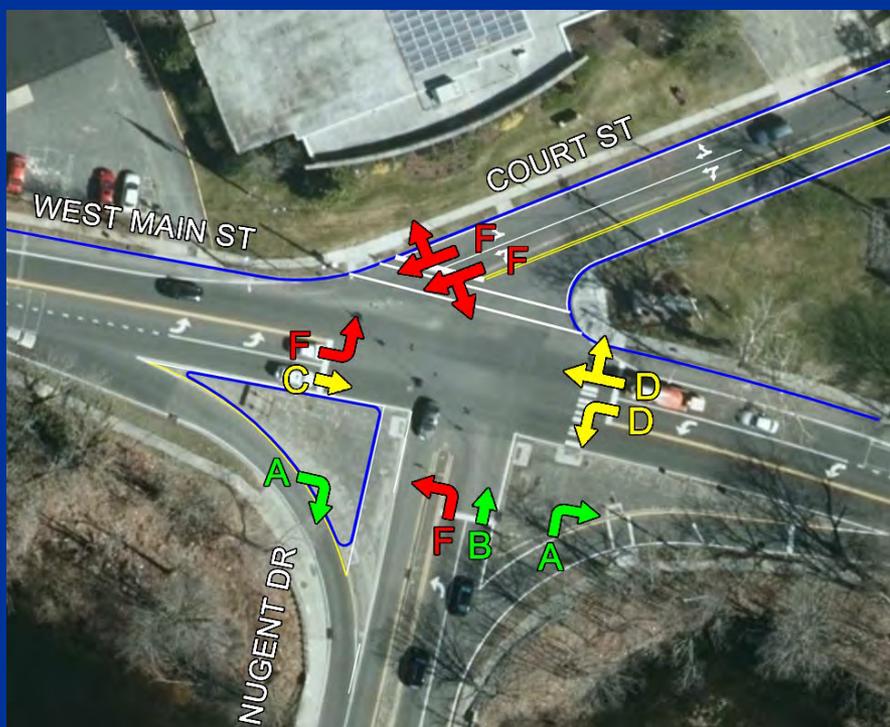
Option 2



Overall LOS - D

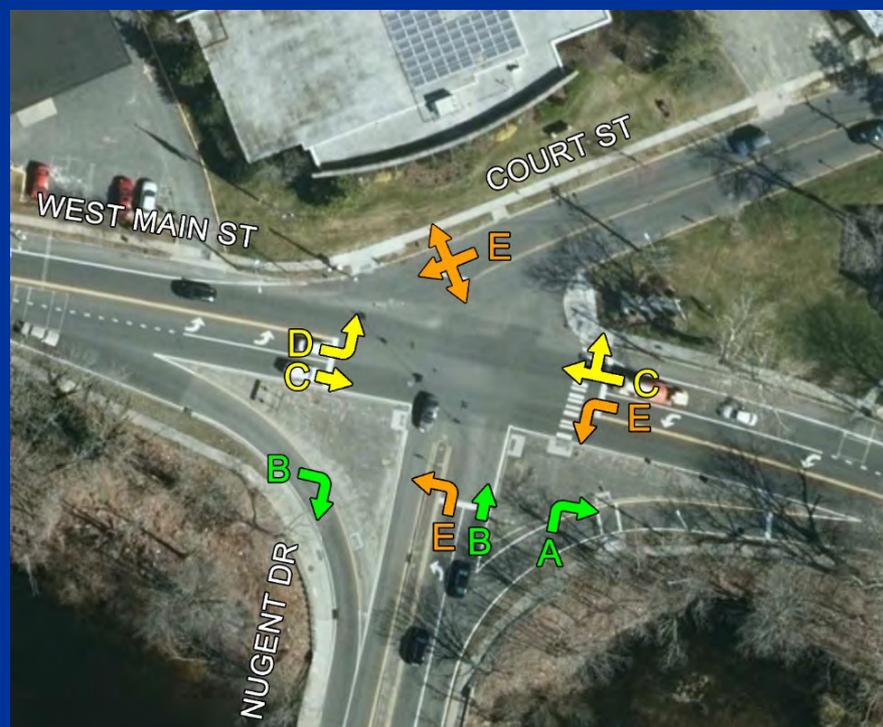
Full Build Out Comparison of Mitigation Options Court Street/Nugent Street/W Main

Option 1



Overall LOS - E

Option 2



Overall LOS - D

Summary of Traffic Mitigation

- Both options for mitigating traffic would achieve a reasonable LOS for a downtown setting
- Even with mitigation, some congestion will continue to occur
- Cannot increase capacity with new lanes – and for a successful downtown, some level of delay is acceptable

Summary of Traffic Mitigation

- It is clear that Main Street is used for pass-through traffic, however, as level of development increases, less motorists will use Main Street as alternative to CR 58 or other routes
- Slow moving traffic has some benefits including:
 - Slower moving vehicles are safer for pedestrians
 - Motorists may observe the shops, restaurants and other attractions and promote returns to the downtown

Parking Utilization Study

Lots	Total Spaces	Weekday Peak Occupancy	Weekend Peak Occupancy
Public/ Institutional	2121 Spaces	1059 Spaces (50%)	398 Spaces (22%)
Private	353 Spaces	109 Spaces (50%)	74 Spaces (24%)
On-Street	236 Spaces	122 Spaces (52%)	44 Spaces (29%)
Total	2710 Spaces	1290 Spaces (48%)	516 Spaces (19%)



Observations & Recommendations

- Existing Parking Issues
 - Lack of adequate signage
 - Business owners/employees utilize best spaces
 - Need better connections to destinations
- Potential Improvements for On-Street Parking
 - Provide some parking spaces 15-30 minute limit near uses with quick turnover
 - Consider meters and enforcement
 - Prohibit employees from utilizing on street parking



Parking Considerations with Full Build Out

- Under the build scenario, the DC-1 District will need a total 1,200 new parking spaces.
- A structure with 1,200 spaces would have a footprint of +/-84,000 SF (+/-2 acres) and be at least 40' in height.
- Cost for structure is +/- \$30,000 per space (about 7.5 times cost of surface parking).
- More realistic to have a menu of solutions and seek ways to accommodate a smaller structure for a portion of the required spaces.



Additional Parking Recommendations

- Consider requiring off-street parking for new residential uses within the parking district
- Encourage alternative transportation
- Stalls for motorcycles & compact vehicles
- Remote employee parking
- Designate paid parking areas
- Valet parking services



Transit Snapshot

- Based upon 2010 Census, of the 840 working population within ½ mile of the train station:
 - Only 1.8% take public transportation
 - 746 drive to work
 - 15 people take public transit
 - **81 people walk to work**
 - 21 people work at home.
- LIRR has few trains
 - Weekdays: 5 trains Eastbound and 5 Westbound
 - Weekends: 2 trains each way
- Realistically to increase number of trains – need demand first

Transit Snapshot

Suffolk County Transit

- 6 Bus service routes through Riverhead
- Observations and input from public indicate potential to increase bus ridership thru new routes, frequency

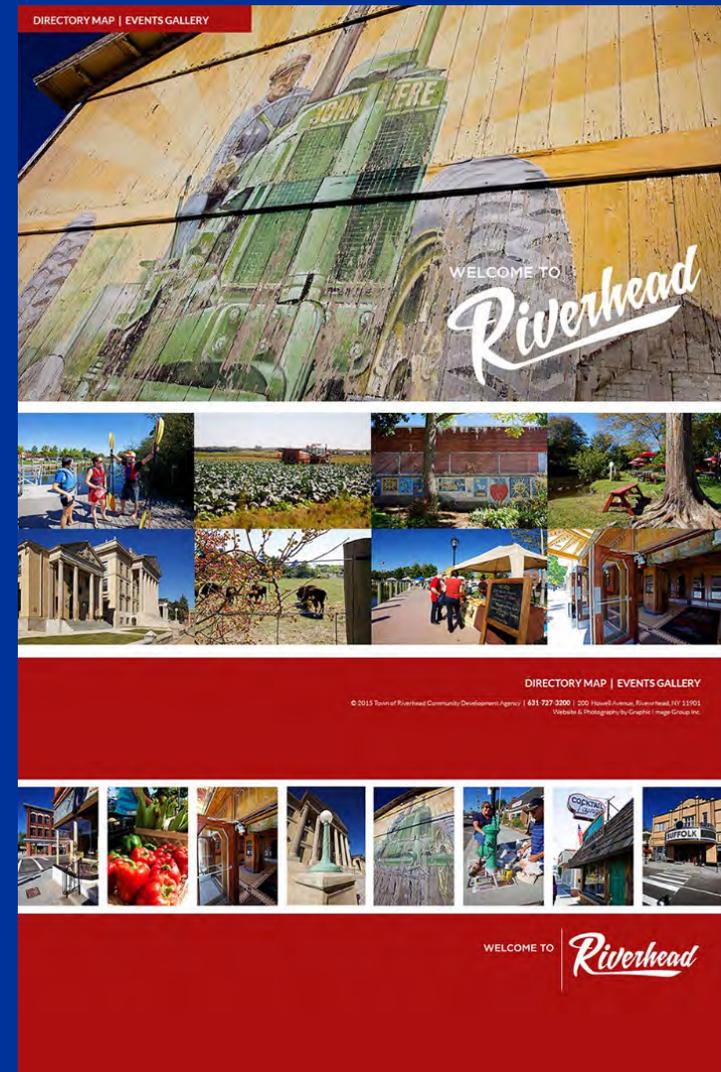


MARKETING

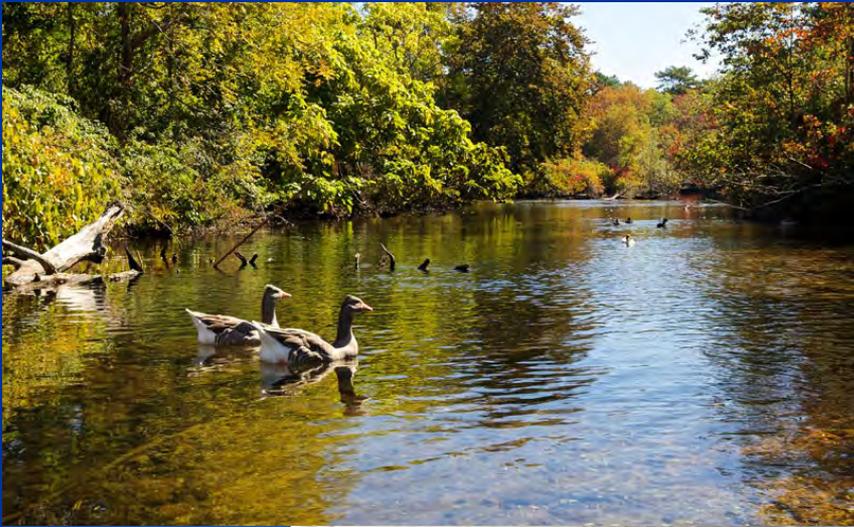


Marketing Logo & Website Design

- Landing Page Developed
- Link to google based map of area attractions
- Expandable



Marketing Specialist – Graphic Image Group - Photographs



WATER QUALITY

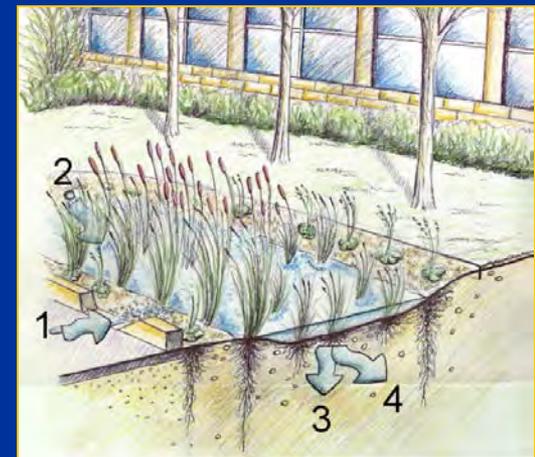
Surface Water Quality

- Nitrogen and pathogens key concerns for Peconic River and Peconic Estuary
- Many contributing factors to poor surface water quality
 - Nonconforming sanitary systems in high groundwater/close to river
 - Excessive use of fertilizer
 - Stormwater runoff



Surface Water Quality Recommendations

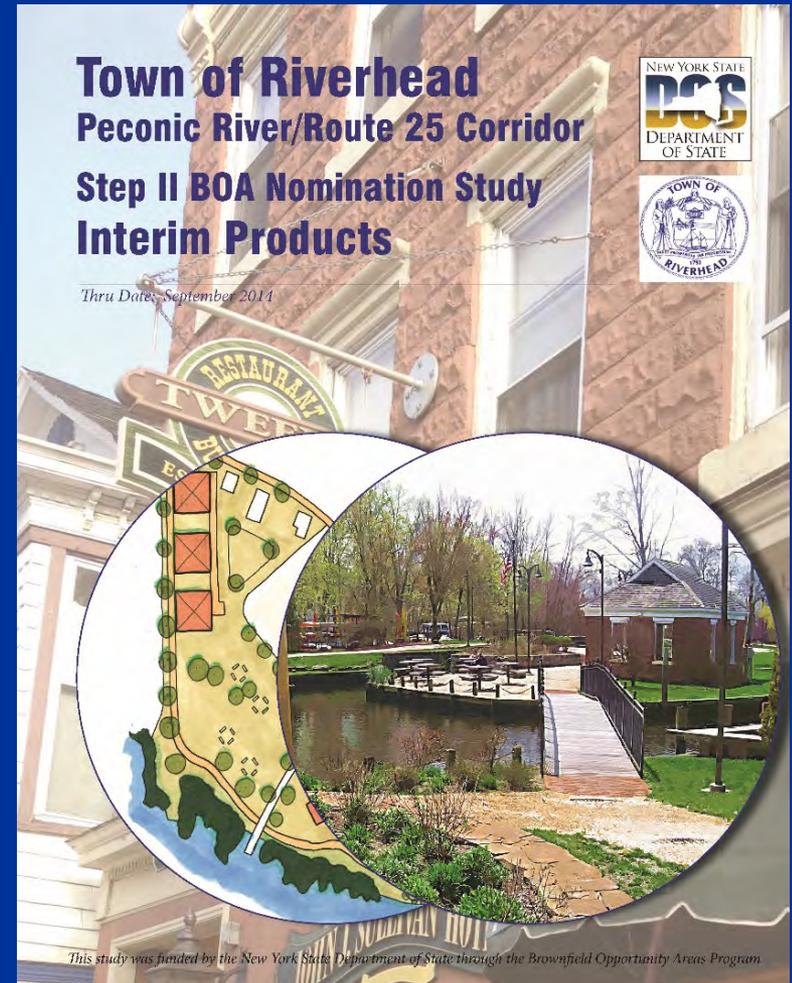
- Control stormwater with Green Infrastructure bio-swales or rain gardens (several recommended locations)
- Sewer extension along West Main Street
- TDR program to preserve properties in unsewered areas and transfer development to sewerred areas in downtown



FINAL TASKS

Final Tasks

- Finalize and Launch Website
- Follow up with WSRR designation
- Draft BOA Nomination Report
- Inter-Agency Meeting
- Final Nomination Report
- Creative Placemaking Plan



THANK YOU

