

## **I. GREENPORT WEST HAMLET OVERVIEW**

The Hamlet of Greenport West surrounds the Incorporated Village of Greenport. The Hamlet is quite unusual in this regard. One of the first decisions reached by the Stakeholders is that The Village of Greenport is the primary commercial area on the east end of the North Fork, and serves as the “Hamlet Center” for the Hamlet as a whole. With the exception of the business and marinas on its western edge (Goldsmith’s/Port of Egypt/Albertsons), the businesses, marinas and restaurants to the north and east of the village limits, “Greenport West” is essentially comprised of a series of residential neighborhoods.

Another notable feature of Greenport West is the large amount of preserved lands and wetlands that are located in the area. These features serve to establish a distinctive character for the Hamlet.

## **II. GREENPORT WEST HAMLET VISION:**

Looking toward the future, Greenport West's hamlet vision includes several fundamental components:

- The Hamlet of Greenport West is comprised of a series of distinctive residential neighborhoods. While individually unique, collectively these neighborhoods establish the overall character of Greenport West. It is imperative that the individual integrity of the Hamlet's residential neighborhoods are preserved.
- Embrace a diversity of housing types, such as townhouses, attached single family dwellings, multi-family dwellings, etc., within the overall context of the existing character of the Hamlet.
- The creation of affordable "workforce" housing opportunities is a priority. A new HALO zone is recommended to facilitate this goal. The parameters of this new zoning, should be designed to accommodate a variety of housing types, at densities of up to 1/4 acre. (1 dwelling/10,000 square feet of lot area).
- If appropriate infrastructure is available, including sewers, densities of up to 1/8 acre within clustered subdivisions are acceptable.
- Accessory apartments are also viewed as an opportunity to meet housing needs.
- In the Goldsmith's/Port of Egypt/Albertsons area where a number of traditional businesses operate, large scale commercial development would be clearly inconsistent, and should be prohibited. However, appropriately scaled, well designed traditional business enterprises are encouraged.
- Greenport West has a unique "sense of place" that should be preserved, protected and reinforced.

Figure G-1 presents the effective boundary of the new HALO zone. Figure G-2 displays lands within the HALO boundary where development cannot take place due to the presence of environmental constraints, or as a result of previous land protection efforts.

**III. HAMLET STRENGTHS & WEAKNESSES:**

Early in the process, the Stakeholders conducted a “strengths and weaknesses” exercise. Stakeholders identified major issues, some of which were viewed as strengths while others were viewed as hamlet weaknesses. These were compiled in the matrix below, and each issue was then carefully evaluated and an action assigned to each: *preserve, add, remove* or *prohibit*.

Greenport West’s waterfront, open land, diversity, sense of community, proximity to the Village, great schools and library, public transportation facilities and existing infrastructure are examples of hamlet strengths to be preserved.

The Stakeholders found numerous areas where improvements can be made. Specifically, improving the entrance to the Village, the lack of definition, hodgepodge planning, increasing crowds, excessive lighting, incompatible uses, traffic and safety concerns, commercial sprawl, transitory businesses, and the lack of sufficient affordable housing are all examples of weaknesses that must be specifically addressed.

The following table provides a summary of the strengths and weakness exercise results.

<b>TABLE G-1 GREENPORT WEST’S STRENGTHS &amp; WEAKNESSES</b>				
<b>GOALS</b>	<b>PRESERVE</b>	<b>ADD</b>	<b>REMOVE</b>	<b>PROHIBIT</b>
<b>Quality of Life</b>				
Waterfront	✓			
Open land	✓			
Diversity	✓	✓		
Trees	✓			
Preserved land	✓	✓		
Moore’s Woods	✓			
Great sense of community	✓			
Enhance entrance to Village	✓			
No identity			✓	
Lack of definition			✓	
No Planning			✓	
Hodgepodge			✓	
No uniformity of architecture			✓	
Prevalence of some unattractive businesses			✓	
Getting crowded				✓
Too much light at night at lumberyard				✓
Integration between services of Town and Village.		✓		
Industrial uses next to residential uses.			✓	✓
Need long range plan for business growth, housing and surrounding community.		✓		
<b>Specific Land Uses</b>				
School	✓			
Library	✓			
Hospital	✓			
7-11				
IGA	✓			
<b>Location</b>				
Proximity to Village	✓			

Areas for smart growth	✓			
<b>Housing</b>				
Lack of affordable housing for workers	✓			
Apartments needed outside of Village.	✓			
Landlords who don't care			✓	✓
Mix of housing	✓	✓		
<b>Traffic/Transportation</b>				
Good transportation facilities	✓			
Walkable	✓	✓		
Downtown parking	✓			
Parking		✓		
Too much traffic				✓
Need safety improvements along main roads.		✓		
No curbs & sidewalks in residential areas adjacent to Village.		✓		
Bus stops needed		✓		
<b>Business</b>				
Warehouse type businesses that operate during hours that don't conflict with peak traffic times.		✓		
Area for additional business growth.		✓		
Transitory businesses				✓
Businesses are too seasonal				✓
7-11 needs more parking		✓		
Commercial sprawl				✓
<b>Infrastructure</b>				
Availability of public sewer and water	✓	✓		
<b>Environment</b>				
Wetlands	✓			
Environmental issues	✓			

---

### **III. HAMLET-WIDE SPECIFIC IMPROVEMENT PROJECT RECOMENDATIONS:**

Throughout the course of the Hamlet Study, the Stakeholders were asked to compile lists of specific improvements or projects they may wish to see implemented. One of the final exercises involved refining these lists to reflect the consensus of the Stakeholders.

The following recommendations are organized according to the *Hamlet Sustainability Principles* described in Section III of the Town-wide analysis.

#### **1. Gateways:**

- ✓ A gateway is recommended on Route 25 east of the Village. Such a gateway could include signage, landscaping and other Greenport icons, such as a sailing ship to welcome visitors to Greenport. Signage should appear from the west (Southold hamlet) and from the east (East Marion hamlet).
- ✓ To the west, the Goldsmith's/Port of Egypt/Albertsons marina complex serves as a natural gateway. No additional demarcation is required.

#### **2. Streetscape:**

- ✓ The recommendation of the Town of Southold Scenic Corridor Plan should be implemented.
- ✓ Sidewalks (on one side of the street) are encouraged to promote walking.
- ✓ Off-street parking should be setback from the road to allow for a substantial landscaped buffer. Parking should be placed behind front yard setback line next to buildings.
- ✓ Adequate parking should be provided in newly created residential and commercial areas.
- ✓ Improvement of the physical appearance along the Route 25 corridor is strongly endorsed. This may be achieved simply by the enforcement of existing building codes and standards.
- ✓ On Sundays, the dormant Sunrise Buses parked along Route 25 should be relocated to an alternative storage site off the corridor, perhaps Town property like the Highway Dept. These buses create a safety hazard that should be removed.
- ✓ Explore technical solutions to avoid the use of curbs for drainage.
- ✓ Part of Greenport West's charm are its scenic vistas. These vistas should be preserved and protected. In instances where activities encroach into the vistas, mitigations measures that involve new planting shall utilize native plants and trees.
- ✓ To promote the natural landscape, use natural/preserved buffers (75' – 100') along the Hamlet's main roads (if they do not already exist). These buffers would be mandatory zoning setbacks, and would prevent any structures from be erected, or

existing trees and/or vegetation from being removed. The exception would be to allow for a single curb cut and a driveway to traverse through the buffer zone. Non-compliance would result in a violation of the zoning code.

- ✓ One of the attractive aspects of the Hamlet Center's streetscape are its street trees. Preserving these trees however, requires an on-going commitment. A street tree planting program is recommended that incorporates regular pruning and maintenance as well as the replacement of damaged or dead trees on a regular basis.

### **3. Building Design:**

- ✓ The Hamlet supports a diversity of housing types and styles, and this is viewed as a strength. Restricting housing design "types" is unnecessary.
- ✓ Reliance on a strongly empowered Architectural Review Board will assure that new construction blends into the neighborhood fabric of the Hamlet.
- ✓ Landscape planning is an integral element of good overall building design, and is an important concern. Natural/native plantings should be used for all new projects.
- ✓ Provide ad-hoc stakeholder participation to provide local input to various Town Boards during the review of large-scale projects on a continuing basis.

### **4. Vehicular Circulation:**

- ✓ Ferry traffic along the North Road is problematic. Work with the Ferry to explore methods to break-up the continuous string of traffic that follows every ferry arrival.
- ✓ Explore traffic calming measures along the North Road (in conjunction with other affected Hamlets). The full range of traffic calming options should be considered including raised and textured crosswalks, chokers and curb extensions, pedestrian refuges, roundabouts, chicanes, cautionary signage, raised medians and pavement striping. Coordinating these improvements with the hamlets of Orient and East Marion will allow for a more effective traffic calming program.
- ✓ Roads in new developments should be integrated into the existing roadway network. Individual isolated cul-de-sacs should be avoided.
- ✓ Better enforcement of traffic laws, particularly speeding, is recommended.
- ✓ Evaluate all sight distance impediments at driveways and intersections and correct as necessary. Impediments include utility poles, signs, unkempt landscaping and street trees, fences, etc. Often, these structures are privately owned and constructed illegally within the right-of-way.

### **5. Pedestrian Circulation:**

- ✓ Sidewalks on one side of the road should be considered for some denser areas that connect into the Village (e.g. 7<sup>th</sup>, 8<sup>th</sup>, and 9<sup>th</sup> Streets).

- ✓ Existing sidewalks that are cracked, uneven, uplifted due to tree roots, and generally in poor condition must be repaired and if necessary replaced. Maintaining safe and usable sidewalks is a major factor in fostering a walkable hamlet. Sidewalk maintenance responsibilities should be clearly established, and individual property owners should be periodically apprised of their maintenance obligations as well as the liabilities for not maintaining sidewalks.
- ✓ Pedestrian safety in the vicinity of the 7-11 is an issue. Explore the installation of a well-designed signalized crosswalk and better walkways from Moore's Lane and the ball fields. Traffic calming options should be considered for eastbound traffic.
- ✓ Develop a low impact trail system throughout town-owned and protected properties.
- ✓ As a method to reduce dependence on individual automobiles, and to encourage fitness among residents, a bicycle friendly infrastructure should be created (provision of bike racks and bike lanes).
- ✓ When created, crosswalks should be designed that are appropriate and effective. Intersection sidewalks extensions (lessening the street width), pavement variations in texture, materials and color, raised pavement, signage, crosswalk bollards are all examples of potential solutions.

## **6. Public Transportation:**

- ✓ The S-92 bus service should be provided on Sundays.
- ✓ It is strongly recommended that public bus service be provided along the North Road, Route 48.
- ✓ Well-designed, conveniently located bus shelters are required.
- ✓ It is recommended that a competition be held locally to design new bus shelters. Designs should be based on rural and local hamlet themes to enhance existing areas.
- ✓ Extended train service should be explored as a logical method to expand public transit opportunities along with bus routes from Riverhead to Orient Ferry.
- ✓ Improve coordination of Sunrise and S-92 bus schedules and Shelter Island and Cross Sound ferries with the LIRR timetable. The opportunity to create reliable linkages between various transit modes will dramatically enhance the public's reliance on public transportation, and help reduce dependency on automobiles. Install bike racks at transportation hubs and encourage bus companies to install equipment that can accommodate bicycles.
- ✓ Assist in publicizing the availability and benefits of utilizing public transportation resources and facilities.

**7. Infrastructure:**

- ✓ Overhead utility lines detract from the aesthetic appearance of the Hamlet and impede views of the streetscape and individual buildings. These utility lines should be placed underground.
- ✓ Excessive light pollution has been identified as a serious concern in Greenport West. Limit the installation of streetlights on the way into Greenport. Where absolutely necessary for public safety reasons, utilize period decorative lighting and poles to enhance the streetscape. Businesses should also minimize light pollution when businesses close at day's end.
- ✓ All recharge basins developed for drainage improvement projects should have a natural appearance, similar to the new facility between CR 48 at Soundview Avenue/Clark Road.
- ✓ Drainage and stormwater runoff should be handled by each site and not permitted to flow off the specific site onto public "right of ways", or towards protected/wetlands type properties. Drainage and stormwater runoff engineering shall be emphasized in site development and design and shall conform to NYSDEC Phase II requirements. Possibly consider natural and permeable surfaces for stormwater.

**8. Maintenance:**

- ✓ Greenport West's scenic vistas are one of the hamlets most important attributes. These vistas must be maintained. Litter must be removed, trees pruned, fences mended, etc.
- ✓ Maintenance of road end beaches (i.e. 67 Steps, Rocky Point Beach, etc.) is a priority. The Town must preserve public access to these areas. This includes repairs, maintenance, upgrades.
- ✓ "Use regulations" should be kept consistent between all town-owned beached/parks, etc.

**9. Enterprise:**

- ✓ A vital component in Greenport West's economy is tourism. Promote the development of existing resort/seasonal sites, which will in turn promote tourism.
- ✓ The local economy is quite seasonal. A strong emphasis must be placed on promoting year round businesses and attractions.

**10. Housing:**

- ✓ A new HALO zone is recommended that permits a variety of dwelling types as of right, including detached single-family homes, attached single-family homes, townhouses, garden apartments, multi-family dwellings and accessory apartments.



- ✓ The HALO zone shall permit an increase in density above that which is permitted under the existing zoning up to ¼ acre (1 dwelling unit per 10,000 square feet of lot area.) To promote affordable housing, densities of up to 1/8 acre within the HALO zone are acceptable when infrastructure is available.
- ✓ The burden of providing affordable housing should be shared among the Hamlets throughout the Town.
- ✓ Facilitate affordable housing through legal, code-conforming accessory apartments. An accessory apartment amnesty program, for apartments brought up to code, is recommended. Those participating in the program would benefit from a streamlined legalization process. Those not participating in the program would be subject to increased enforcement activities, penalties and fines.
- ✓ One specific site has been identified for workforce housing in the Greenport West HALO zone as of this point in time. The property is located on the southeast corner of Route 48 and Main Street and is 4.7 acres in size (other areas can/should be discussed).
- ✓ In addition, two other sites were identified as possible sites in the future: housing development at the campground (former KOA) site, should it occur, should consider including a public swimming pool amenity. Increased density would be warranted for the property south of the railroad tracks towards the bay (currently Silver Sands Motel).

**14. Open Space Preservation:**

- ✓ The major purpose of the Hamlet and HALO definition is to promote the preservation of open space by concentrating commercial and residential growth within the Hamlet Center/HALO boundaries.
- ✓ Preservation of open spaces is a priority as it is this open space that defines the character of the Greenport West Hamlet.
- ✓ Accelerate the Purchase of Development Rights Program and Open Space Preservation Program in the area outside of the Hamlet Center and HALO zone.
- ✓ The hamlet’s sensitive wetland resources must be protected and preserved.

**15. The Working Landscape:**

- ✓ Preserve and support the Hamlet’s traditional industries, including the maritime industry, agriculture, and tourism. Achieving these goals requires not only preserving agricultural lands or fishing piers for example, but also requires the provision of the full range or ancillary and support facilities necessary to maintain these industries, including providing a trained work force that is able to reside within the Town.

**16. Historic Resources:**

- ✓ Protect buildings on the SPLIA list and seek State and Federal Register listing where appropriate.