

SECTION IV. PROPOSED LAND AND WATER USES AND PROPOSED PROJECTS

A. PROPOSED LAND AND WATER USES

Greenport's existing land use pattern has been well established for some time. The five general land use categories that characterize the Village include: marine commercial, retail commercial, general commercial, open space, and residential (See Map 9, General Land and Water Uses). The land use plan that follows is consistent with the Village's existing land use pattern. The purpose of this plan is to ensure that future development trends will be compatible with the existing land use pattern. Thus, this existing pattern and the character of the Village will be preserved and maintained.

Specific zoning legislation necessary to implement the land use plan is discussed in Section V.

The land use plan presented herein contains the five general land use categories with marine commercial discussed according to its application in Waterfront Areas 1, 2, and 3.

MARINE COMMERCIAL

Waterfront Area 1

Most of the waterfront in Waterfront Area 1, which includes the waterfront from Young's Point along Stirling Basin to and inclusive of S.T. Preston and Son, Inc., is in water-dependent uses. Eleven major water-dependent firms exist here and provide a range of water-dependent commercial and recreational uses which include: shellfish and finfish processing; retail and wholesale of seafood products; facilities for off-loading of fish from commercial fishing vessels; engine and hull repairs; ship/boat building; wet and dry boat storage; boat sales; dockage for transient vessels; marinas for recreational boats; marine contracting; and sale of marine supplies.

One site, the former Sweet Shipyard, is in high-density residential use. The marine commercial land use category will be maintained for this site.

To broaden the land area of sites acceptable for water-dependent uses, the Townsend Manor Inn and the vacant 1.0 acre parcel that is owned by Winter Harbor Fisheries are included in the Marine Commercial land use category, as discussed below. Also discussed below is the preferred reuse of the former Barstow shipyard site. The Winter Harbor Fisheries and Barstow sites have been identified in this program as underutilized/deteriorated sites.

Townsend Manor Inn

This site is located on the west shoreline of Stirling Basin and abuts the northern reaches of the existing waterfront commercial area, where an existing boat yard is located to the south of this site. A one- and two-family residential area exists to the northwest, west and southwest of

this property. Existing uses on this site include dockage for transient vessels, a hotel and bar/restaurant.

Winter Harbor Fisheries Property

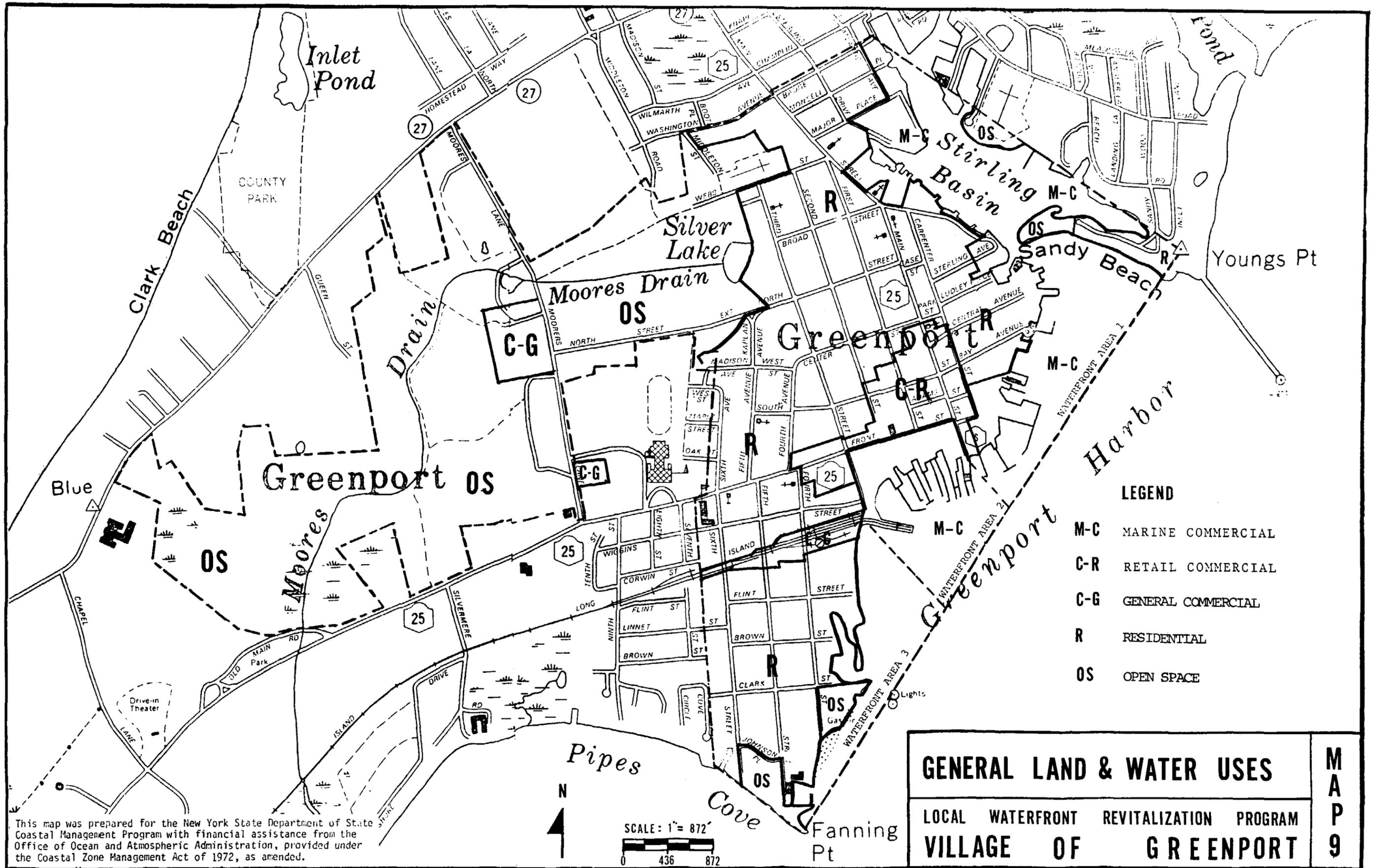
This vacant 1.0 acre parcel is located on the west shoreline of Stirling Basin, adjacent to the Village's existing waterfront commercial area. Immediately south of this property lies an existing Winter Harbor Fisheries shellfish processing facility. Private docks and a marine contracting firm are located to the north of this property. To the west is a one-and two- family residential area. The shoreline section of this property is characterized by a 130 foot section of maintained bulkhead and a series of tie-up pilings placed off-shore along its length, making it a desirable site for boating activity or some other water-dependent activity. Since this vacant site is situated near existing waterfront commercial uses and is developed with bulkheading and pilings, it is included in the new waterfront commercial land use category.

Although a range of waterfront commercial uses are permitted for properties in the new waterfront commercial area, preferred uses for this site include, but are not limited to: storage of water-dependent equipment; or facilities for non-intensive boating activity to take advantage of the existing off-shore pilings. A practical option for the use of this site is the development of cold storage facilities to accommodate the sea-food products from the adjacent Winter Harbor Fisheries shellfish processing plant. These suggested non-intensive waterfront commercial uses are compatible with the existing residential use to the west of this site. Mitigation measures such as adequate buffering, however, must be considered if this site is developed for cold storage or other ware-dependent uses.

Barstow Shipyard Site

This site, like the Winter Harbor Fisheries property, is in the waterfront commercial land use category. This site is bounded by two active water-dependent commercial uses: Cooper's Fish Processing Company and the Greenport Yacht and Shipbuilding Company, located to the northeast and south, respectively. Residential land use borders this site to the north, and to the west is Main Street. This site is blighted by 100 feet of severely deteriorated bulkhead, and the existence of several half-sunken vessels and abandoned boats on the waterfront and upland. The site is not used in a productive manner and is considered to be unsightly and a safety hazard. The existing warehouse structures that were formerly used for shipbuilding activities are in relatively good shape and contain 38,000 square feet of floor area.

Ownership of this site is uncertain; title to the property is claimed by several parties, including Suffolk County. If Suffolk County does gain ownership, the Village may form a joint partnership with the commercial fishing industry to purchase or lease this site from the County and develop it for commercial fishing support facilities. The facilities could provide for docking, unloading, fuel, minor repairs of vessels, ice, and refrigeration.

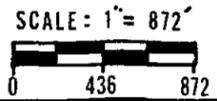


LEGEND

- M-C MARINE COMMERCIAL
- C-R RETAIL COMMERCIAL
- C-G GENERAL COMMERCIAL
- R RESIDENTIAL
- OS OPEN SPACE

GENERAL LAND & WATER USES			M A P 9
LOCAL WATERFRONT	REVITALIZATION	PROGRAM	
VILLAGE OF GREENPORT			

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



Also desired on a portion of this site, in conjunction with the commercial fishing support facilities, is a marine museum. If this does not occur, the preferred uses for this site include: boat storage, boat repair, boat building and dockage for small commercial fishing vessels, or small recreational boats. The existing warehouse structure is suitable for reuse of this nature, and such reuse would be compatible with the adjacent waterfront commercial uses to the northeast and south. Another possible alternative for the reuse of this site is the expansion of either the adjacent shipbuilding company located to the south or the fish processing company located to the north.

Waterfront Area 2

Waterfront commercial activity is permitted in this entire waterfront area. Four major water-dependent firms exist in this area and provide the following uses: dock space and support facilities for recreational vessels; marine supply sales; and ferry transportation service. The Village commercial fishing dock is also located here, providing dock space for large transient commercial fishing vessels.

Unlike the waterfront commercial area in Waterfront Area 1, where there are very few water-enhanced uses among the many water-dependent commercial and recreational uses, there are many water-enhanced uses located in Waterfront Area 2. These consist mostly of retail shops and restaurants. For the most part, these uses are concentrated along the east side of Third Street, the south side of Front Street, and the west side of Main Street.

Discussed below are the preferred reuse possibilities for the Mitchell property, the vacant portion of the Bohack site, and the LIRR property. All three of these sites have been identified as underutilized/deteriorated sites and are located in the Waterfront Commercial Area 2.

Mitchell Property

This site (3.5 acres) is located between Main and Third Streets and is bordered by Front Street and Greenport Harbor to the north and south, respectively. This site is located in the heart of the Village's Central Business District. Existing development on this site consists of a relatively small bar/restaurant. Most of the inland portion of this site is undeveloped and covered with pavement. The waterfront portion of this parcel contains 500 feet of shoreline, with 1,200 feet of deteriorating bulkhead, and six long wooden docks that are in poor condition. Adjacent land uses include the Greenport Post Office to the west, and several small commercial businesses to the east.

Due to the large size of this parcel, its potential to accommodate a large commercial development, and its key location in the heart of the Village's CBD, the successful redevelopment of this parcel may be a catalyst to Greenport's revitalization. The preferred reuse of this site is the development of a small-scale hotel/convention center complex for transient use on the land area adjacent to Front Street, and the development of a recreational boating marina on the harborside. The development of a quality hotel/convention center complex would draw people

to the Village throughout the year, have a positive impact on the economy by extending the Village's retail/commercial season, would generate spin-off benefits to local merchants, and relieve seasonal unemployment. The waterfront and docking facilities should be redesigned to increase the recreational docking capacity along the shoreline. Any redevelopment of this property should include the harborwalk, which will be developed along this entire waterfront area. Pedestrian corridors connecting the sidewalk on Front Street to the harborwalk should also be provided, and is critical to the success of the circumferential walkway system planned for the Village.

Bohack Property

The .3 acre vacant portion of this site is located between Third Street and Greenport Harbor. This site has approximately 200 feet of sandy shoreline located between the Mitchell property and the Shelter Island Ferry Terminal. A variety of commercial and marine commercial uses border this site. The preferred use for the shoreline of this site is for recreational vessels and for a segment of the harborwalk. A pedestrian corridor should also be established from the harborwalk through the developed portion of this site, which contains the existing retail mini-mall extending to the sidewalk of Front Street. The harborwalk on this parcel could provide pedestrians coming off the North Ferry with an alternate, visually appealing access route along the waterfront to the Village's Central Business District.

Secondary considerations for this site include passenger support such as a snack bar or delicatessen for those using the Shelter Island-Greenport Ferry. These uses could be located inland to the west of the dockage area near the ferry office and waiting area on Third Street. Consideration should also be given to utilizing the northern edge of the panhandle portion of the property fronting on Third Street as a street connector to the Mitchell property. The final design plan for the Mitchell property will determine whether this is an appropriate consideration or not.

LIRR Property

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

The commercial fishing pier should be kept available for continued use for commercial fishing vessels, unless there are extenuating circumstances which require the use of the dock by other fishing interests for a temporary or very limited period of time. Preferred, additional possibilities for the use of this site include an accessory dock constructed near the existing commercial fishing dock for use by one or more of the following groups: locally operated commercial fishing vessels; charter or party fishing boats; and pleasure craft or large transient tour boats whose base is outside of Greenport. Other possibilities for the use of this site include converting the freight depot to a regional transportation museum and the renovation of the locomotive turntable so it can be used in conjunction with Project 39. Project 39 entails the renovation of a steam engine locomotive that will provide rail service from Greenport to Southold.

Waterfront Area 3

Residential land use dominates this shoreline area. The only remaining sign of waterfront commercial activity is the abandoned Mobil petroleum storage facility, located in the southern half of this waterfront area. This site is discussed in the open space portion of this section.

The marine commercial land use category will be maintained for the properties at Fanning Point that have been redeveloped with residential condominiums: the former oyster shucking factory on the west side of Fifth Street Park and the former Old Oyster Factory Restaurant on the east side of Fifth Street Park.

RETAIL AND GENERAL COMMERCIAL AREAS

The retail commercial area allows for a mixture of retail stores, restaurants, hotels, personal service shops, business, professional and government offices. The general boundary of this area is Carpenter Street to the east, Front Street to the south, Center Street to the north and Fourth Street to the west. This area, combined with the retail and waterfront commercial activity in adjacent Waterfront Area 2 to the south, constitutes the Village's CBD. This area will be maintained in its current use.

General commercial use, which includes retail, wholesale, non-personal service establishments, motor vehicle-related facilities, and light manufacturing, is confined to the inland portions of the LIRR property and on relatively small strips of land west of the LIRR site on Moore's Lane. These sites will be maintained in general commercial use.

OPEN SPACE AREAS

Village-owned inland properties used for park or open space use include: Third Street Park, Curt Breeze Memorial Field (Polo Grounds), Reeve Memorial Park, Adams Street Park, and the vast woodlands and wetlands of Moore's Woods. Village-owned waterfront properties used for park or open space include: Fifth Street Park, Sandy Beach, the boat ramp on the

east side of Stirling Basin, and small areas of waterfront land at the end of Village streets. These sites shall be preserve for open space and recreation.

The abandoned, privately-owned Mobil site is designated for open space use. This site is located northeast of Fanning Point and is bordered by Clark Street, Fourth Street, and Greenport Harbor to the north, west, south, and east, respectively. There is 600 feet of bulkhead fronting on Greenport Harbor at this site. Residential areas surround this site to the northwest and west. Commercial reuse of this site, next to these residential areas, would be incompatible. Commercial reuse of this site would also be in direct contrast to the Village's land use objectives, as expressed in its recent decisions concerning development at Fanning Point. These recent decisions have demonstrated the Village's commitment to redevelop this section of land to a limited mix of residential and recreational land use. While redevelopment of the Mobil site for two-family residential use is permitted under zoning, its use as a waterfront park for waterfront recreation would be of greater benefit to the community. Should the Village not be able to obtain this property for park purposes and it is developed for another use, public access to the waterfront of this parcel should, as law permits, be secured. Before any development occurs, however, the site must be checked for the existence of contaminants.

B. PROPOSED PROJECTS

The physical projects proposed as part of this Program are described below and shown on Map 10, Waterfront Area Projects. The projects have been limited to those most appropriate to the objectives of the Program. It will be necessary for the Village to conduct feasibility and/or engineering design studies for some of these projects in order to establish a data base from which better, more informed decisions can be made. In many instances federal and State funding resources will be required, and in some cases, projects will be developed in stages over many years.

1. Harborwalk

A harborwalk will be constructed along the water's edge to form a contiguous waterside walkway along the entire waterfront in Waterfront Area 2 (from and inclusive of S.T. Preston and Son, Inc. to and inclusive of the LIRR site). To compliment the harborwalk, and to provide visually appealing pedestrian and visual access from Front Street to the water's edge, pedestrian corridors will be developed to link the Front Street sidewalk to the harborwalk. Such a walkway will greatly enhance the aesthetic appeal of the CBD and will enrich the tourist experience. It will be necessary to prepare a detailed design guide for this action.

2. Baymen's Dock

A docking facility for locally operated commercial fishing vessels on the east side of Stirling Basin at the Village/Town boat ramp needs to be constructed. This project calls for a fixed pier with a series of floating docks attached to it. Boats would be secured to the floating sections,

with the fixed dock used to gain adequate water depth without the need to dredge or bulkhead the shore. This facility should have the capacity to accommodate up to 12 moderately-sized commercial fishing vessels. By building this facility the Village hopes to maintain and possibly increase the number of fisherman using Greenport as their home port.

3. Accessory Dock Project

An accessory dock needs to be constructed for charter or party fishing boats and tour boats. Potential locations for this dock are next to the existing commercial fishing dock at the LIRR property or at the Barstow site.

4. Commercial Fishing Vessel Support Facilities Project

This project entails the development of the Barstow shipyard for commercial fishing vessel support facilities to provide for docking, unloading, refueling and minor repairs of vessels, ice and refrigeration. Development of these facilities on this parcel would serve to complement the Village's commercial fishing dock used by large transient commercial fishing vessels, and the Baymen's Dock used by locally operated vessels. Thus, the Village would be able to ensure that adequate support services are available to serve the needs of commercial fishing vessels in Greenport Harbor. A feasibility study of industry needs should be conducted before any action is taken on this project.

This project also entails the development of a portion of this site for a marine museum in conjunction with the commercial fishing facilities. The museum will contain exhibits and displays which depict the history of the commercial fishing and shipbuilding industries in the Village of Greenport.

5. Parking Field Development and Expansion

Municipal parking fields will be developed in the vicinity of Adams and South Street, located north of Front Street, and at the LIRR property. The development of parking facilities in these areas will provide much needed parking for tourists, shoppers and visitors in the CBD.

6. Hotel/Conference Center

A small scale, quality hotel/conference center on the inland portion of the Mitchell property, next to Front Street, and a major recreational marina on the harbor side portion of this property is proposed. This project relies heavily on the private sector. The successful redevelopment of this severely underutilized site may serve as the catalyst for the Village's revitalization. This project will adhere to the standards and recommendations of the Central Business District Design Plan.

7. Waterfront Mini-Parks Project

This project calls for the development, at the following locations, of six (6) small waterfront mini-parks to be used for passive recreational pursuits:

Waterfront Area 1

1. at the east end of Bay Avenue
2. the narrow section of land between Stirling Street and Stirling Basin (privately-owned)
3. at the end of Stirling Place at the head of Stirling Basin

Waterfront Area 2

4. at the east end of Wiggins Street (privately-owned)
5. on the LIRR site south of the existing commercial fishing dock

Waterfront Area 3

6. at the south end of Fifth Street and the area immediately to the east at Fanning Point

These areas are located at the end of Village roads or are privately-owned and located between Village roads and the waterfront. Each site is of very limited size and not suitable for residential or commercial development. Modest improvements to these areas would include landscaping with indigenous plant species, the development of refined pedestrian walkways or accessways leading to the shoreline, the provision of plaques containing historical notes, benches, viewing platforms and picnic facilities. Such improvements will increase passive recreational use of and access to the waterfront.

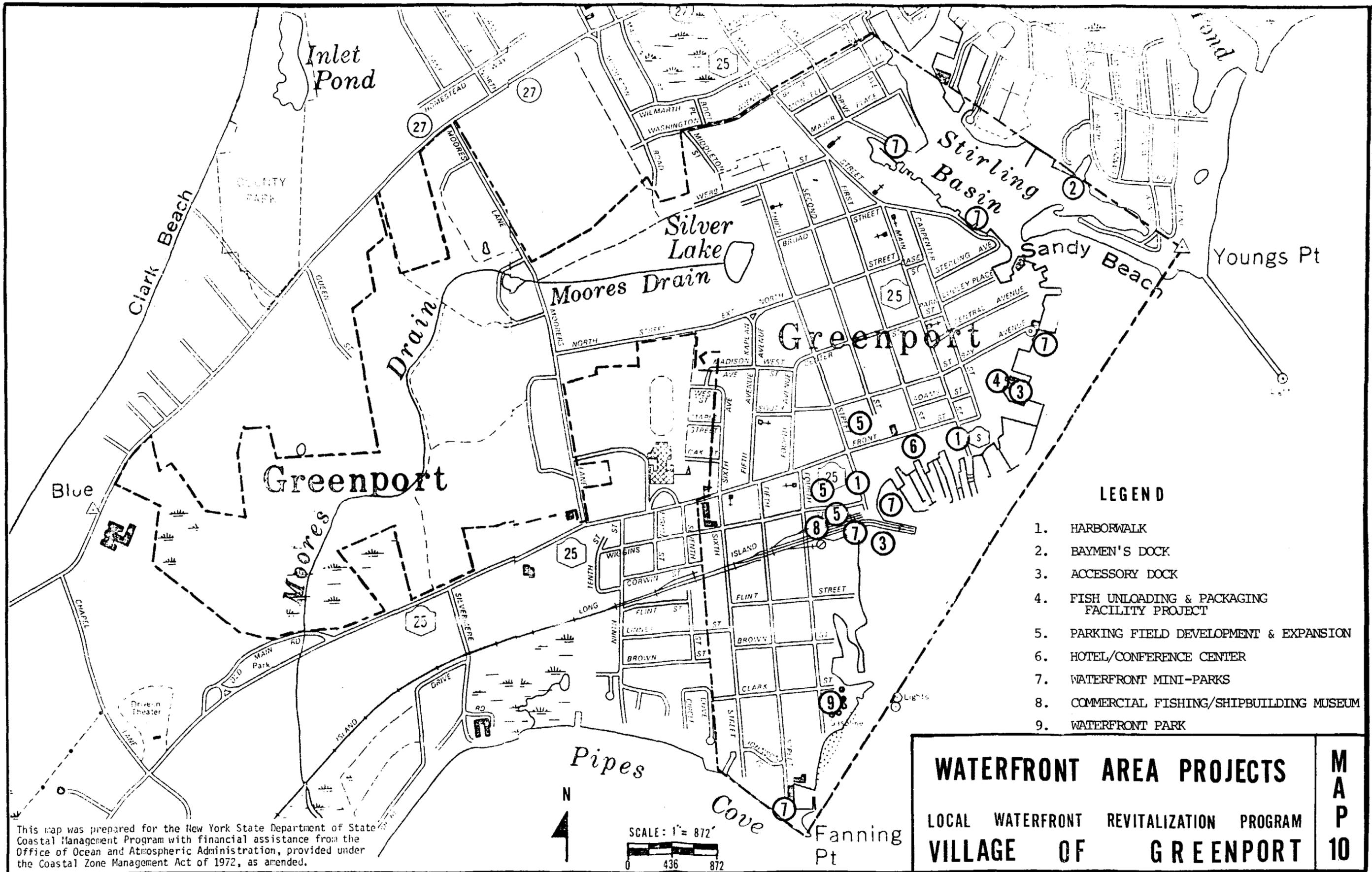
8. Transportation Museum Project

The former freight depot building at the LIRR site, currently used for furniture storage, will be redeveloped for use as a Village museum. The museum would be linked to the harborwalk and could serve as a welcoming and information center. This facility could also serve as the starting point for walking tours of Greenport's historic properties, and waterfront sites.

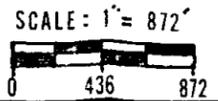
9. Waterfront Park/Nature Center

The development of the abandoned Mobil site for a municipal waterfront park will require acquisition and possible removal of existing structures. Preliminary plans for reuse of this site include the development of a portion of this site for relatively passive recreational facilities, such as: boat launching; on-shore fishing; waterfowl and other wildlife viewing; and for viewing scenic Shelter Island Sound and commercial and recreational vessels entering and exiting Greenport Harbor.

Conversion of this site to a water-oriented municipal recreational facility would significantly enhance the Village's waterfront resources and increase opportunities for the public to gain access to the waterfront. The potential reuse of some of the existing structures for park support facilities should be explored if this site is acquired. Another potential reuse of this property would be a water-related science, research and education center.



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WATERFRONT AREA PROJECTS
 LOCAL WATERFRONT REVITALIZATION PROGRAM
VILLAGE OF GREENPORT

**M
A
P
10**

LEGEND

- 1. HARBORWALK
- 2. BAYMEN'S DOCK
- 3. ACCESSORY DOCK
- 4. FISH UNLOADING & PACKAGING FACILITY PROJECT
- 5. PARKING FIELD DEVELOPMENT & EXPANSION
- 6. HOTEL/CONFERENCE CENTER
- 7. WATERFRONT MINI-PARKS
- 8. COMMERCIAL FISHING/SHIPBUILDING MUSEUM
- 9. WATERFRONT PARK

10. Central Business District Design Plan

An overall Design Plan for the Village's Central Business District will include specific designs for streetscape and building improvements, and appropriate design vocabulary to guide rehabilitation activities throughout the business district. This plan will serve as a guide to remove unsightly conditions in the Village's CBD and will serve as a unifying mechanism for infill and redevelopment projects in the CBD.

11. Comprehensive Traffic and Parking Study

A comprehensive traffic and parking study for the Village, with technical input from Suffolk County and the New York State Department of Transportation, will be conducted. Such a study will focus on the issues and concerns identified in Section II. This study should be conducted in conjunction with the Central Business District Design Plan.

12. Lady Stirling Shipbuilding Project

This project entails the construction of a wooden sailing vessel - to be built and berthed in Greenport - typical of those found sailing the waters of Long Island during the nineteenth and early twentieth centuries. Traditional methods will be used in the construction of the vessel to teach the skills of the shipwright and the history of wooden shipbuilding.

Upon completion, the Lady Stirling will be used in the surrounding waters, bays, and estuaries as a living and working classroom for students and community groups to teach maritime history, marine ecology, and the geology of Long Island. In addition, the Lady Stirling will be used for the promotion of Suffolk County and its sailing and marine heritage, and to provide day and weekend trips for student groups and the public at large.

13. Central Business District Comfort Stations

This project entails the development of public restroom facilities in the CBD near the waterfront. Currently there are no such facilities for tourists or visitors to use.