

A. INTRODUCTION

The preceding Section presents the LWRP/HMP policies for the Village. This Section presents proposed recommendations for future land and water uses and projects that would implement those policies.

B. PROPOSED LAND AND WATER USES

Future uses in the Village's coastal zone should strengthen and maintain Patchogue's identity as a historic south shore village and maritime center. The Village should continue as a thriving maritime center, tourist destination, and gateway to Fire Island, with connections to rail and bus transit. Moreover, new development should encourage tourists to extend their visit to Patchogue, and provide a connection to Main Street. Downtown Patchogue will be a destination for shopping, restaurants, entertainment, and culture, and will be characterized by round-the-clock vitality with an influx of new residences.

Land uses within the LWRP study area will generally adhere to the existing pattern. New multiple family residential uses are encouraged within walking distance of downtown Patchogue and the LIRR station, and as part of new mixed-use transit-oriented developments (TOD). Mixed-use retail, hotel, commercial, office, and a mix of the types of residential development are encouraged, particularly in the vicinity of downtown and the LIRR station. Commercial and industrial uses along the Patchogue River should be water-dependent or water-enhanced, and retention of historic maritime uses is highly encouraged. Public access to the Patchogue River, Tuthills Creek, Patchogue Bay, and Great Patchogue, Pine, and West Lakes, and public use and enjoyment of the water and waterfront, will increase. Underutilized publicly owned lands within the coastal area should be improved to maximize public access to the waterfront.

C. PROPOSED PROJECTS

This section identifies key improvement projects that will implement the goals of the Village of Patchogue and of the LWRP/HMP. A more detailed description of proposed projects follows.

REDEVELOPMENT PROJECTS (SHORT TERM)

A number of redevelopment projects are currently underway in the LWRP study area. These are described below, followed by a discussion of proposed redevelopment projects (see Figure IV-1).

- A new YMCA is proposed north of West Main Street, adjacent to Briarcliffe College. The building will be approximately 50,000 square feet and will include an indoor pool, gymnasium, rock-climbing wall, teen center, fitness center, jogging track, multipurpose exercise studio space, and day care. The site was once part of the old lace mill, and the

building's design will reflect architecture of the original mill and buildings on Main Street. Large windows will permit views to Great Patchogue Lake. This facility therefore meets a number of goals of the LWRP/HMP, including providing public access and recreation in the coastal zone as well as recognition of the Village's historic industrial past and resources.

- A new FINS ferry terminal building is proposed to replace a smaller temporary structure. The terminal will be approximately 4,000 square feet and will include a lobby, exhibit space, multipurpose room, restrooms, and deck and waiting area (see Figures IV-2 and IV-3). The new terminal building will allow for expansion of service to other parts of Fire Island, in addition to Watch Hill. It will assist the Village in meeting the goals of providing public access to the river and enhancing waterborne passenger service and multimodal, non-vehicular trips.
- The Village is renovating a historic hotel, the Winona, located on Bay Avenue south of Park Street. The hotel was more recently known as Halcyon Manor. Upon completion, the building will house the Patchogue Parks and Recreation Department, and will also afford space for local clubs such as the garden club, and for seniors. It will advance policies of the Village relative to providing public access and recreation in the coastal zone as well as preservation of historic resources.
- Fat Fish Marina is a new development on the east shore of the Patchogue River at the end of Mulford Street. The project includes condominiums, a marina with about 70 boat slips and supporting facilities, including a pump-out station, and a public boardwalk along the river. This project will advance multiple policies of the LWRP/HMP, including providing public access to and along the east side of the Patchogue River, protecting and expanding the Village's maritime recreational facilities, and water quality protection.

POTENTIAL PROJECTS (LONG TERM)

BOWLING ALLEY SITE REDEVELOPMENT

Several previous planning studies have recommended redevelopment of the bowling alley site at the head of the Patchogue River, the southwest corner of Division Street and West Avenue. The property is at a key waterfront location where maritime use of the river is available. It is also diagonally opposite the LIRR station, immediately adjacent to the proposed new FINS ferry terminal (a major tourist attraction and gateway to Fire Island), and within walking distance of downtown Patchogue. The building currently inhibits water views and provides a physical barrier for visitors approaching the river from downtown and the railroad station. The site is also characterized by impervious surfaces and a lack of green space.

The bowling alley property should be redeveloped as a gateway to the waterfront, in conjunction with the FINS ferry terminal to the south. Development should complement maritime and tourism activities at the adjacent FINS property. Potential future uses may include a museum, maritime educational center, excursion sailboat enterprise, public access, fish and seafood market/clam bar, and/or small-scale retail uses, such as a flower shop, specialty food store, produce market, bakery, café, or coffee shop with outdoor seating overlooking the river, and perhaps a bed and breakfast with accessory conference center.

A museum could focus on the Village's maritime history, antique boats, boatyard operations and history, marine life and natural history, or a similar theme. Efforts to develop a museum could benefit from coordination with staff of such institutions as the Long Island Maritime Museum in West Sayville and East End Seaport Museum in Greenport.

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A visitors' center may include an information/orientation area, interpretive exhibits, gift shop, multipurpose room, offices, and restrooms. Together with the FINS terminal building, the visitors' center could introduce tourists to Fire Island, the Great South Bay, Patchogue, and the Patchogue River. The center may be jointly operated by the National Park Service (NPS); United States Fish and Wildlife Service (USFWS); New York State Office of Parks, Recreation, and Historic Preservation (OPRHP); Suffolk County Department of Parks, Recreation, and Conservation; Town of Brookhaven; Village of Patchogue; and/or other agencies and organizations.

Redevelopment of the bowling alley site would open up views of the Patchogue River from the north and east. A plaza could be sited overlooking the waterfront and/or at the northeast corner of the property. Any on-site parking should include landscaped end islands and a perimeter greenbelt. Street trees should be added on sidewalks at the perimeter of the property. Pedestrian-scaled elements such as lampposts and benches should also be incorporated into redevelopment of the site. New buildings on the property may incorporate sustainable design elements (e.g., solar panels, a living roof, and/or a geothermal system).

The current operator of the site signed a new 15-year lease for the property in 2008. Thus, in the short term, the Village may consider buying the lease back and, while continuing to lease the property to the bowling alley, conducting due diligence and exploring potential reuse plans. Redevelopment may involve a public-private partnership and will be a long-term project. Ultimately, reuse of the bowling alley site could implement policies relative to public access, maritime recreation, and historic/cultural resources preservation and enhancement.

HESS PROPERTY REDEVELOPMENT

The site of the former Patchogue Oil Terminal was located on the west bank of the Patchogue River, east of River Avenue and north of Crescent Street, until operations closed in 1981. By 1985, on-site storage tanks were abandoned and removed. Amerada Hess Corporation currently owns the property. Several previous planning studies have recommended redevelopment of the Hess property, which is the largest remaining vacant parcel on the Patchogue River.

It is essential that the Hess property be redeveloped with uses that include water-dependent and/or water-enhanced uses. Potential uses may include a hotel/resort, marina, water taxi/excursion boat enterprise, restaurant with water views and outdoor dining, and/or accessory conference center and spa. Several of these uses may be combined, with examples in the area including "Danfords on the Sound" in Port Jefferson, which contains a hotel, restaurant, conference center, and marina.

Redevelopment of the site must also incorporate public access to and along the Patchogue River. A promenade should be provided along the shoreline, and a public boat launch for non-motorized craft is also recommended.

Similar to the bowling alley site discussed above, new parking on the property should include landscaped street ends and a perimeter greenbelt. Pedestrian-scaled elements should be incorporated into the site design. A sidewalk and street trees should be provided along River Avenue. Redevelopment should also be sensitive to residential uses across River Avenue.

The first step for redevelopment of the property will be completing remediation of an oil spill on the property. This is expected to involve coordination between Hess and the New York State Department of Environmental Conservation (NYSDEC). The Village may also participate in this process. The Village should take an active role in planning and controlling development of the

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Hess property. Implementation of this project would meet a number of LWRP/HMP policies, including redevelopment of brownfield sites, reuse of underutilized waterfront properties, expanding maritime facilities along the Patchogue River, and expanding public access to the waterfront along the west side of the Patchogue River.

CLARE ROSE BOULEVARD PROPERTY REDEVELOPMENT

An existing Anheuser-Busch beer distributorship is located on Clare Rose Boulevard/West Avenue south of South Street. However, it is anticipated that the distributorship will relocate within the next 2 to 4 years, and the land will be available for redevelopment.

As the site is within walking distance of the LIRR station and downtown Patchogue, mid-density residential uses may be appropriate at this location as a redevelopment opportunity, which may also include dormitories for Briarcliffe College and/or cultural uses. Public open space and outdoor recreation should be provided at the western edge of the site, along the eastern shore of the Patchogue River. The shoreline should function as a greenway with restoration and landscaping at the floodplain. Redevelopment of this site would implement policies relative to redevelopment of coastal lands, public access to the waterfront, protection and enhancement of freshwater wetlands, and water quality protection.

Redevelopment of the distributorship property should foster connections among downtown, the riverfront, train station, and Briarcliffe College. The surrounding street grid may be extended into the site, to better integrate the site into the neighborhood. Gerard and Church Streets may be extended west into the site, and a new north-south street may be added. These roadways should accommodate a range of transportation modes, including vehicular, bicycle, and pedestrian traffic. The site's redevelopment should encourage additional pedestrian traffic between downtown and the Patchogue River shorefront. A bicycle and pedestrian bridge may also be provided to link the site with Briarcliffe College to the west.

MAIN STREET CONNECTIONS AND REVITALIZATION

While much of downtown Patchogue is outside the LWRP boundary, continued revitalization of Main Street will support the entire LWRP area. Numerous improvement projects are already completed or underway in downtown Patchogue. Village of Patchogue Community Development Agency (CDA) projects include parking lot improvements on Terry Street; a façade enhancement program with matching funds toward renovation of several storefronts at Main Street and South Ocean Avenue; and structural, aesthetic, and security improvements to Roe Walkway, which extends between Main Street and parking lots behind Main Street. The Patchogue Business Improvement District (BID) also has numerous efforts aimed at enhancing downtown's vitality. Copper Beech Village, a recently completed townhouse development, includes market-rate and affordable units within easy walking distance of Main Street. The former Swezey's Department Store, located at Main Street and North Ocean Avenue, is proposed to be redeveloped with a mixed-use development, including a boutique hotel, condominiums, office space, and retail on the ground floor. Artspace, a not-for-profit developer of affordable live-work units for artists, is also proposing to develop new units on Terry Street. The Patchogue Arts Council, a non-profit organization founded to serve artists and promote the arts, may locate its offices, educational space, and gallery space in the historic Andrew Carnegie library. The building may be moved, and would be sited within walking distance of downtown. The Arts Council curates art shows in the lobby of the Patchogue Theater, hosts walking tours, installs artwork in empty storefronts, installs public sculptures, and hosts art fairs downtown.

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(e.g., Arts on Terry), among a variety of efforts. The LWRP/HMP supports renovations needed to create future space for this organization in or near downtown Patchogue.

Future development of Main Street should encourage walkability and pedestrian access and safety, and connections with the Patchogue River. Buildings should have zero setbacks to maintain the street wall and foster a pedestrian character. Sidewalks should be a minimum width of 10 feet, with 15 feet encouraged at appropriate locations. Streetscape amenities such as distinguished lighting, planters, street trees, and waste receptacles should be provided and maintained. Surface parking is discouraged, with new deck parking preferred. Mixed use development is essential to downtown's vibrancy, and residential, retail, restaurant, entertainment, and cultural uses are encouraged. Office uses are also appropriate on upper stories or at the outskirts of downtown.

Connections between downtown and the waterfront should be significantly enhanced, through wayfinding signage, improvements to the sidewalk network, establishment of a jitney service, and similar projects.

ENHANCEMENT OF LIRR YARD

A maintenance yard for the LIRR is located at the northwest corner of Division Street and West Avenue. Ideally, the maintenance yard could be relocated, allowing the site to be redeveloped as a park and opening up sight lines from the LIRR station and track to the river. However, relocation is likely not feasible, and efforts should therefore focus on improving the appearance of the yard. Additional planting and improved fencing should be provided as screening along Division Street. Locations of activities within the maintenance yard could be re-sited so that intrusive activities are setback from the street and screened. In addition, site lighting could be improved.

LIRR STATION

The Patchogue LIRR Station provides a significant transportation facility for the Village. It provides parking spaces and essential year-round and expanded summertime service between Patchogue and Penn Station in New York City to the west, as well as points east. It is recommended that the LIRR station parking lot be retrofitted with additional landscaping. The Metropolitan Transit Authority (MTA) LIRR could partner with the Patchogue BID to maintain landscaping, including trees along the railroad tracks. In addition, in the long term, a transit-oriented development project with a mix of uses could be considered, including affordable housing.

This project may involve collaboration between the Village of Patchogue, Patchogue BID, and the LIRR, as well as private developers. The project would enhance community character, make efficient use of infrastructure, minimize adverse effects of development, improve visual quality, and protect and improve air quality through the addition of landscaping and siting of residences close to transit. Such a project could implement policies relative to revitalization of the study area and support for transit-oriented, non-vehicular transportation.

SHUTTLE BUS AND RIVER JITNEY

A shuttle bus service should be established to transport visitors between the FINS parking areas and visitors' center, parks, Main Street, the LIRR station, and other key destinations in the LWRP study area. The shuttle would help alleviate parking congestion at Sandspit Beach/Marina associated with the Davis Park ferry. Ferry riders could park in lots north of

Division Street, adjacent to the LIRR station, and at West Avenue and Main Street, and ride the shuttle bus to and from the Davis Park ferry terminal.

In the early 1900s, the Patchogue River had a river ferry that transported visitors to hotels along the bay shoreline and Fire Island. It is envisioned that a similar service could be reestablished. A river jitney would carry tourists among the FINS terminals, attractions along the Patchogue River, Shorefront Park, and other Great South Bay destinations.

The shuttle bus and/or river jitney may be sponsored by businesses (e.g., restaurants), the Patchogue BID, the Village, NPS, and/or other entities. These services would make efficient use of infrastructure and beneficial use of the Village's coastal location, support water-enhanced uses, promote public access to the shoreline and coastal waters, and would implement LWRP/HMP policies relative to improving environmental quality through reduced, enhanced transit options and reduced vehicular use.

PUBLIC ACCESS AND WATERFRONT PARKS

RIVERWALK

A key goal of the LWRP/HMP is to increase public access to the waterfront, and to the Patchogue River in particular. To that end, a walkway has already been partially constructed on the east side of the river, and additional segments are recommended to create a Riverwalk open space along the Patchogue River. The completed section runs on Laurel Street between West Avenue and Argyle Lane, then south on Argyle Lane to Campbell Street. Plans have already been prepared for connecting segments, which would run along West Avenue between Division and Laurel Streets, and along Campbell Street between Argyle Lane and Cedar Avenue, then south on Cedar Avenue to Brightwood Street, then west on Brightwood Street to the Sandspit Beach/Marina parking lot. The Riverwalk will connect to public piers along the eastern shoreline of the river (see Figure IV-4). Installation of the Riverwalk on the eastern shore will strengthen pedestrian connections among key destinations located east of the river, including the LIRR station, FINS ferry terminals, and Sandspit Beach/Marina. As noted above, a segment of public walkway is also proposed to be constructed on the eastern shore of the Patchogue River as part of the Fat Fish Marina project.

With regard to creation of a Riverwalk open space along the immediate shoreline of the river, the Village may require public access to the waterfront through an easement, right-of-way, or dedicated public property whenever approval is granted for private development along the river. Requirements for construction of a public walkway as a part of all new development and redevelopment along the Patchogue River may be considered. The Riverwalk would need to be routed inland in locations where easements cannot be obtained along the water, to ensure that the walkway is continuous. It is essential for new waterfront development and redevelopment, including of the bowling alley site (and neighboring FINS property), Clare Rose Boulevard property (Anheuser-Busch distributorship), and Amerada Hess property, to incorporate public access along the river whenever feasible. On the western shoreline, an initial segment may potentially be installed from Main Street to the railroad tracks, perhaps in the form of a nature trail.

Trees, benches, kiosks, interpretive signage, and pedestrian-scaled, shielded light fixtures should be provided along the Riverwalk. A permeable material should be considered, active uses are encouraged at key locations along the walkway, and programming of activities along the Riverwalk may also be considered.

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A walkway along the immediate shoreline of the river could be designed, constructed, and maintained through a public-private partnership, by a nonprofit Village-sponsored riverfront conservancy, or alternative managing entity. As an example, in 1998, the New York State legislature passed the Hudson River Park Act, which mandated a 5-mile park along the Hudson River shoreline on Manhattan's West Side, and also established the Hudson River Park Trust as the park's governing body. The Trust, a public benefit corporation, is a partnership between New York State and City, and oversees design, construction, and operation of the park. The Trust has a Board of Directors and staff. Hudson River Park includes a waterfront esplanade running the length of the park, with lawns, gardens, fountains, and active recreational facilities.

Construction of a Riverwalk along the immediate shoreline of the Patchogue River may begin with development of a master plan, similar to the Harbor Walk Master Plan for the Town of Huntington. That project will require acquisition of easements on private property, will be adjacent to several marinas, and will be routed inland in some locations. The design aims to maximize accessibility of the waterfront to the public and to provide opportunities for public enjoyment of the marina environment. The Harbor Walk will include interpretative signage to educate the public about Huntington Harbor's history. Similar implementation issues are expected for Patchogue's Riverwalk.

At completion, the Patchogue Riverwalk will enhance pedestrian connectivity within the Patchogue River corridor, and represents reclamation of the Patchogue River waterfront for public use and public recreation, in perpetuity. The walkway also enhances visual quality and may help protect scenic views of the river, meeting multiple public access and scenic quality goals of the LWRP/HMP.

STREET-END WATERFRONT PUBLIC ACCESS

New public access points are envisioned at several locations along Patchogue Bay and the Patchogue River, as well as on Great Patchogue Lake (see Figure IV-4). On Patchogue Bay, new public access locations should be constructed at the ends of Dock Street and Cedar Avenue, within the width of the street right-of-ways, and also at Shorefront Park. On the Patchogue River, new public access points should be constructed at the ends of Mulford, Laurel, Brightwood, and Campbell Streets. NYSDEC has already approved plans for piers and bulkheads at the ends of Laurel, Brightwood, and Campbell Streets. A public access facility could be constructed at the south end of Great Patchogue Lake, across from the redeveloped Lace Mill site. A pedestrian bridge or other pedestrian connection could be established across Holbrook Road (County Road 19) between the Lace Mill site and the lake.

Small parks may be constructed in conjunction with piers, where feasible. Piers should be equipped with pedestrian-scaled amenities, including benches, waste receptacles, and shielded light fixtures. Trees and landscaping should also be installed at street ends. Access points should be designed to maximize scenic views of the water, including the use of existing streets and installation of piers and overlooks where appropriate. As part of the Fat Fish Marina project, a public pocket park will be installed at the end of Mulford Street, including new bulkheading, a flag pole, brick pavers, benches, and plantings.

These public access facilities are primarily intended to be accessed by pedestrians and bicyclists, with no new vehicular parking expected to be provided or necessary (existing on-street parking will be utilized). The Riverwalk would provide pedestrian linkages between public access points along the Patchogue River.

Construction of proposed access facilities may be combined with bulkhead repair and stormwater runoff controls. For example, the bulkhead at Brightwood Street needs to be reconstructed, and could be reconstructed concurrently with public access at that street end.

This project would increase public access to the waterfront, enhance visual quality, and protect scenic views. If bulkheads were reconstructed concurrently with construction of public access, the visual appearance of the shoreline would be improved and the amount of sediment and debris entering the water would be reduced. This would implement a number of LWRP/HMP policies, including providing public access to the waterfront, improving scenic quality, upgrading maritime infrastructure (bulkheads), reducing street flooding, and protecting water quality.

NON-MOTORIZED BOAT LAUNCHES

Non-motorized boat launches provide the opportunity for on-water active recreational pursuits such as kayaking, canoeing, and small sail crafts. Installation of such boat launches is recommended in several locations (see Figure IV-4), including the east bank of the Patchogue River at the end of Brightwood Street, in conjunction with the proposed public access; along the eastern shore of the Patchogue River by Mulford Street, as part of the proposed Fat Fish Marina; on the south side of the Division Street crossing of the Patchogue River; on the west bank of the Patchogue River at the redeveloped Hess property; on West Lake at the ends of Park Avenue and Mott Street; on Great Patchogue Lake at the end of East Second Street; at the northern tip of Pine Lake; and on the west bank of Tuthills Creek at the end of Hill Street. Boat launches may be paved or unpaved, or may include ramps. On-street parking is expected to be adequate for most boat launches, but at some locations dedication of off-street parking may be necessary. The addition of other amenities such as public restrooms, storage facilities, and picnic areas may also be considered at certain boat launch sites, where feasible. Signage with regulations, maps, and other information may also be provided. Further study will be needed to determine exact locations that are most appropriate for proposed boat launches, as well as appropriate facilities for each launch. The Village may need to acquire easements and install equipment at proposed sites. Long-term maintenance of boat launches will also be necessary. Provision of such launches would implement LWRP/HMP policies relative to providing public access and recreational use of the coastal zone.

TUTHILLS CREEK PARCEL

The Town of Brookhaven owns a vacant parcel at the southwest corner of River Avenue and Sunset Lane, along the east shoreline of Tuthills Creek and the Patchogue Bay shoreline. This parcel is important given its location at the confluence of Tuthills Creek and Patchogue Bay, and given that it is one of the few undeveloped maritime shoreline parcels in the Village. The property is recommended for restoration as a protected natural habitat with limited passive recreation (e.g., a nature trail). The site could also be used as a mitigation parcel for other maritime infrastructure improvements in the Village. Contouring of the intertidal marsh as well as the planting regimes in the inter-tidal and upland habitats could provide an important habitat restoration project. If feasible, the Village of Patchogue should acquire control of this property, or enter into a long-term agreement with the Town to utilize the property as nature preserve. Public access to Tuthills Creek and the west Patchogue Bay shoreline is currently lacking, and this project would address that deficiency and provide additional opportunities for passive recreation in the LWRP study area. The project would make beneficial use of public lands and may result in restoration of habitat areas and ecosystem quality. The project would require coordination between the Town and Village, and could involve non-profit organizations. A

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habitat restoration plan may be prepared for the property. Future use of the site should be sensitive to neighboring single family homes; restructure and reuse of the site should factor in adequate buffers for nearby residential uses.

SHOREFRONT PARK MARINA/MASCOT DOCK MARITIME IMPROVEMENTS

Shorefront Park, a Village-owned park located south of Smith Street on Patchogue Bay, could be expanded to include a public marina or mooring facility. Under this recommendation, a new dock could extend from the end of Rider Avenue into Patchogue Bay, then west toward Mascot Dock. The spur at the end of the Mascot Dock pier could also be extended to the east, providing space for more recreational activity on the pier and increasing docking capacity. The new dock could be constructed so as to protect the shoreline and avoid impeding tidal flow. The Village may also consider constructing a wave attenuation structure to the east of Mascot Dock, enlarging the safe harbor area for the Mascot Dock marina.

Additional parking may be needed for such a facility, and could be created near the terminus of Rider Avenue. Neighboring residential uses along Smith Street should be buffered from parking by landscaping. Parking lot light fixtures should be shielded and directed away from residential properties. The lot should be constructed of a permeable surface such as pervious pavers and include a landscaped perimeter and end islands.

Public piers may also be constructed perpendicular to Mascot Dock and/or the new Shorefront Park Marina dock.

This project should be designed to avoid or minimize dredging. It may require detailed design and construction of a new dock at Shorefront Park and/or extension of the existing Mascot Dock pier, and installation of new landscaping and parking.

Such a project would provide better wave protection for boats utilizing the existing slips at Mascot Dock, and would protect the shorefront, reduce or eliminate wave run-up over the bulkhead along the shoreline, and enhance the Village's use of its waterfront for maritime-related uses. It would provide expanded areas for these uses in the Village, with limited expansion opportunities in the Patchogue River. The marina would provide an expanded recreational area for pedestrians, fishermen, and boaters. The marina could also generate revenue for the Village to use for other revitalization efforts in the LWRP area.

Such a marina may be created through a public-private partnership, and could be privately operated. In order to implement the project, the Village of Patchogue may need to obtain a long-term lease from the Town of Brookhaven for bay-bottom lands.

SHOREFRONT PARK IMPROVEMENTS

Shorefront Park is the Village's largest waterfront park. Several short-term improvement projects are already underway or have recently been completed at Shorefront Park, as initiatives of the Village CDA. These projects include construction and/or rehabilitation of fencing, bleachers, a walking track, a Village bandshell, and basketball courts. The swimming pool, deck, and surrounding structure at the adjacent Village of Patchogue Pool and Beach Club have also been enlarged and renovated, with new fencing and landscaping.

Improvements to the Pool and Beach Club and Shorefront Park should continue. To facilitate additional improvements, a full survey of Shorefront Park should be commissioned. Shorefront Park is in need of re-grading. Additional improvements could include construction of a

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boardwalk along the waterfront, rehabilitation of the playground, enhancement of barrier-free/handicapped accessibility, and habitat enhancement projects. The restrooms and septic systems are also in dire need of rehabilitation or complete reconstruction.

Implementation of existing and new projects at Shorefront Park would support public access to the waterfront and enhancement of scenic resources.

RIDER AVENUE PARK IMPROVEMENTS

Rider Avenue Park, a Village-owned park with ballfields, wetlands, and woodlands, is located north of Shorefront Park. Similar to Shorefront Park, a full survey of Rider Avenue Park has never been completed and should be prepared. Additional native trees should be planted within the park. A trail network is recommended around the wetlands and within the park's wooded northern area. Proposed walking trails should be constructed of a permeable material. In addition, restoration and enhancement of freshwater wetlands would improve drainage and provide habitat enhancements. Implementation of these improvements would support LWRP/HMP policies relative to provision of public access to water bodies, restoration of natural habitats, provision of scenic enhancements, and management of runoff and street flooding.

SANDSPIT BEACH/MARINA IMPROVEMENTS

As described in additional detail below (see "Tree Planting"), the parking lot at Sandspit Beach/Marina should be retrofitted with additional trees, and should provide expanded landscaped areas. As described above, if a jitney were developed with service between Sandspit Beach/Marina and parking lots to the north, the existing Sandspit parking lot could also be used for marina parking instead of ferry parking, or portions of the existing parking lot could be redeveloped for recreational use. As Sandspit Beach/Marina is owned by the Town of Brookhaven, these projects would require coordination with the Town.

WATER WHEELS

Patchogue was known as "Milltown" because of the many mills—sawmills, gristmills, and cotton, wool, and paper mills—that operated on its waterways beginning in the mid-18th century. Water wheels were used to power mills by extracting power from water flow and fall. A working water wheel could be reestablished on Great Patchogue and/or West Lakes. The water wheels could be functional and generate power for street lighting or other beneficial uses. The wheels may be combined with a small park or museum. For example, in Water Mill on Long Island's South Fork, the Water Mill Museum showcases Long Island's oldest operating water mill, dating to 1644, powered by a water wheel fed by seven ponds. The museum includes colonial crafts, early grain grinding tools, special exhibits, an art gallery, and a craft shop. Reestablishing water wheels would bring local history to life, helping to preserve and interpret the Village's historic resources and community character. It would also provide for public access to and recreational use of the lakes' shoreline. This project may involve collaboration between the Village, local school district, non-profit organizations, and others.

BAYWAY STRATEGIC IMPLEMENTATION PLAN

The Village should coordinate with the South Shore Estuary Reserve (SSER) Office in implementing the South Shore Bayway. The Bayway is envisioned as a network of specific destinations and routes within the SSER where the public can enjoy natural and cultural resources of maritime communities, and explore diverse recreational opportunities. The SSER

Office is exploring capital improvement projects that can be completed over the next 5 years that will implement these objectives, which would include promoting tourism and enjoyment of the waterfront and maritime-related activities. Specific projects could include amenities for fishing access points, marinas, boat launches, visitors' centers, comfort stations, directional signage, land and water trail amenities, interpretive educational exhibits, streetscape improvements, and intermodal transportation access.

PEDESTRIAN CIRCULATION

SIDEWALK IMPROVEMENTS

In order to provide improved pedestrian access in the coastal zone, gaps in the sidewalk network should be completed throughout the LWRP study area (see Figure IV-5). In addition to installation of new sidewalks and creation of greater continuity in the sidewalk network, sidewalk repairs and maintenance should be emphasized. This project would need to be implemented by the Village of Patchogue.

Priority areas for sidewalk improvements include Cedar Avenue from Division Street to Brightwood Street, Brightwood Street from Cedar Avenue to Sandspit Beach/Marina, West Avenue from Division Street to Laurel Street, and Laurel Street from West Avenue to Cedar Avenue (see Figure IV-5). Completing the sidewalk network in these locations will foster greater connectivity among the LIRR station, FINS ferry terminals, and Shorefront and Rider Parks, among other destinations. This goal would also be achieved, and connections between Patchogue Bay and downtown Patchogue would be strengthened, by completing gaps in the sidewalk network on all north-south streets east of the Patchogue River and south of Main Street. Bay Avenue is another priority location for new sidewalks.

Brick pavers or colored pavers should be used to distinguish crosswalks at intersections where high pedestrian traffic is anticipated, such as by the FINS terminal and LIRR station at Division Street and West Avenue.

This project would make more efficient use of the existing street and sidewalk network, enhance community character, and would implement LWRP/HMP policies relative to supporting alternative modes of transportation and protecting local air quality by facilitating a pedestrian-friendly environment.

LANDSCAPING AND SCENIC IMPROVEMENTS

TREE PLANTING PROGRAM

A tree planting program should be implemented for the entire Village, including the LWRP study area (see Figure IV-6). As described in Section II, "Inventory and Analysis," the Village recently conducted an inventory of street trees. The Village should continue to conduct systematic inventories of street trees for the purposes of developing a comprehensive tree-planting program. These data can also be used to help determine future maintenance needs for existing trees, locations where additional trees are needed, and species of trees that should be planted.

A tree planting program would involve partnerships between Village departments, non-profit organizations, and local volunteers, and would require coordination with private landholders. The program may include private sponsorship from companies that make financial contributions

or volunteer employees' time. Village staff, volunteers, and residents could plant trees throughout the year. Semi-annual tree planting events could be held each fall and spring.

New trees should be added on residential streets, commercial corridors, throughout downtown Patchogue, along waterfront promenades, within parks, and as a part of all new development and redevelopment. In particular, tree plantings are recommended along the Patchogue Riverwalk as the walkway is developed. Other priority areas include Main Street, the parcel north of the Winona Hotel (the future home of the Village's Department of Parks and Recreation), and Rider Avenue Park. Existing parking lots, such as those at Sandspit Beach/Marina and the LIRR station, are also prime locations to be retrofitted with trees. Existing commercial and industrial sites with extensive impervious coverage should also be retrofitted. Figure IV-6 shows priority areas for tree planting.

The program should include standards and specifications for tree installation, and native species should be used. In addition to focusing on tree planting, the program should also emphasize maintenance of existing trees and public education about the program, as well as protection from pests such as Asian Longhorn Beetles.

The Village should also coordinate with utility companies, such as the Long Island Power Authority (LIPA), to request that trees be trimmed as judiciously as possible.

This project would beautify the Village's parks and street spaces, enhance community character, minimize adverse effects of development, enhance the study area's visual quality, and improve air and water quality, among its many benefits. It would be a long-term, ongoing project. Implementation of this project has already begun.

PUBLIC ACCESS AND SIGNAGE

INTERPRETIVE AND WAYFINDING SIGNAGE; PUBLIC TRAILS

Several interpretive and wayfinding signs are already located on streets within the LWRP boundary. The existing system should be maintained and expanded (see Figure IV-7).

The Village recently received a grant from the New York State Department of State for design, construction, and installation of 12 "waysides" within the Patchogue River Maritime Center. The waysides will consist of text and illustrations on signs, and will inform visitors and residents about the ecology of the Patchogue River, Patchogue Bay, and wetlands, as well as the maritime history of the Patchogue River. The waysides will be part of a walking trail linking the Riverwalk, Shorefront Park boardwalk, and Rider Avenue Park trail. The project is a collaborative effort between the Village of Patchogue, Town of Brookhaven, and FINS.

Key locations for signage may include Main Street and West Avenue, Division Street and West Avenue, Division Street and Cedar Avenue, Laurel Street and West Avenue, Laurel Street and Cedar Avenue, and Cedar Avenue and Brightwood Street. Signs should designate public access points at Tuthills Creek, Patchogue River, Patchogue Bay, and the lakes. Interpretive signage may be used to educate residents and visitors about the value of wetlands by the former Winona Hotel. Figure IV-7 shows priority locations for signage.

Signage may be based around a theme, and should be helpful, attractive, and well placed. Signs may be used to develop a historic walking tour, waterfront trail, or nature walk; to foster connections between recreational centers; to direct visitors to the waterfront and downtown Patchogue; and/or to help designate gateways to the Village and waterfront area. A blue trail, or

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connections between non-motorized boat launches and other key points for kayakers and canoeists, may also be established through a sign system.

A trail map is recommended to map a pathway system throughout the Village, linking its lakes and marine environments, natural environments, cultural facilities, and other key destinations and resources. The proposed trail would recognize the natural and cultural environments of the Village of Patchogue.

Signage would enhance residents' and visitors' understanding and enjoyment of the Village of Patchogue and its waterfront, promote ease of access to the waterfront, and help minimize damage to environmental, scenic, historic, and cultural resources.

Sign systems and trail maps may be developed by the Village of Patchogue, through a public-private partnership, and/or by a nonprofit entity.

ENTERTAINMENT AND CULTURE

PUBLIC ART

Public art should be installed at key locations in the LWRP study area, such as parks, areas with high pedestrian traffic, key intersections and gateways such as the LIRR station, and along the Riverwalk. Public art may highlight the history and culture of the Village; for example, an outdoor sculpture constructed of metal from a historic water mill, a portion of a boatyard trolley, or an anchor could be displayed in a prominent location. Fountains, statues, mosaics, murals, and other outdoor art are also envisioned. Installing public art would help preserve and interpret the Village's historic resources and community character, improve visual quality, and enhance residents' and visitors' enjoyment of the coastal area. This project may be implemented by the Village, Patchogue BID, non-profit organizations such as the Patchogue Arts Council, private companies, and others.

COMMUNITY EVENTS

Patchogue has several established community events that draw tourists to its downtown and waterfront. For example, the annual Sea Fair Patchogue River Festival celebrates the Patchogue River, and is organized by the Patchogue Riverfront Committee. Activities at the Sea Fair Festival include water boat shows, a car show, pirate shows, live outdoor music, arts and crafts, ecology displays, a carnival, local food court, and more. A number of regattas are held each summer in Patchogue (e.g., the Optimists' Sail in the Great South Bay). The Village's Parks and Recreation Department also organizes a free summer concert series. These activities should be continued and new festivals and events should be held. Activities may include craft fairs, art shows, antique fairs, beach cleanup events, holiday boat parades, fleet blessings, wooden boat shows, seasonal festivals (e.g., a fall festival), waterfront open houses, triathlons and athletic events that use the Village lakes and the bay, outdoor movies, Arbor Day celebrations, community cruises, and other such related events. Community events should celebrate Patchogue's coastal location and history and allow for recreational use of coastal waters and the waterfront area.

SHORELINE MANAGEMENT AND FLOOD HAZARD MITIGATION

BEACH NOURISHMENT

The beach and immediate shoreline area along Patchogue Bay between Tuthills Creek and the Patchogue River are in need of nourishment (see Figure IV-8). This segment of shoreline is generally natural, whereas much of the shoreline within the study area is stabilized with parallel structures (e.g., bulkheads). The elevation and width of the beach should be increased through nourishment. This project would help mitigate beach erosion and potential flood hazards to residences in the area.

Sand is also depleted at the Sandspit bathing beach. This beach needs to be periodically nourished in order to preserve its viability as a recreational facility.

Dredging projects (e.g., to create the Shorefront Park Marina and/or expand Mascot Dock's capacity) may provide material for beach nourishment.

In addition to sand replenishment, measures should be implemented to prevent erosion, such as dune grass planting. Reconstruction of the east jetty at the entrance to the Patchogue River and/or construction of short groins would also help to prevent erosion at Sandspit Beach. This, however, is a major capital project that would be a long-term consideration for the Village involving coordination with the U.S. Army Corps of Engineers (ACOE) and NYSDEC.

Prior to initiating beach nourishment projects, sediment transport rates and sediment pathways should be studied to verify that nourishment would not have adverse impacts on navigation channels, and to prevent unanticipated drifting of sand. To that end, the Village may prepare a sand management plan in conjunction with NYSDEC that addresses dredging, sand storage, sand replenishment, jetty positioning, and related issues.

This project would implement policies of the LWRP/HMP by helping minimize loss of life, structures, and natural resources from erosion; protecting scenic resources; and allowing for continued access to public beaches.

FLOOD HAZARD ABATEMENT

The Village should work to implement its 2006 *Floodplain Management and Hazard Mitigation Plan*. The plan identifies mitigation measures to reduce natural and man-made hazards that could affect the community. Flood control measures may include, but are not limited to, raising homes above base flood elevation, construction of breakwaters, repair and maintenance of jetties and bulkheads, installation of special landscaping in flood-prone areas, and retention of wetlands and construction of manmade wetlands. Implementation of the plan would minimize loss of life, structures, and natural resources from flooding; preserve and protect scenic and historic resources located in flood-prone areas; and protect water-dependent uses from flooding.

SURFACE WATER QUALITY IMPROVEMENTS

A variety of measures should be pursued to improve surface water quality within the LWRP boundary. While various agencies collect data about the quality of surface waters in Patchogue (for example, the Suffolk County Department of Health Services [DHS] has conducted a water quality monitoring program since 1977 and the U.S. Geological Service (USGS) has gathered data about the Village's water resources), information on the effects of nonpoint source contamination from on-site wastewater disposal systems to shallow ground waters is generally

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lacking. The Village of Patchogue is conducting a nonpoint pollution study that examines lands contributing overland and groundwater flow to water bodies. The study seeks to determine the magnitude of pollution to the Patchogue River and contribution from on-site wastewater treatment systems to pollution.

Ongoing analyses should be conducted regarding the locations and sizes of nonpoint sources of pollution to groundwater and surface waters in the Patchogue River watershed, with priorities established for implementing nonpoint source controls.

It is recommended that sanitary sewer service with advanced treatment capability should be expanded within the LWRP study area, particularly along the waterfront, to reduce pollutant loadings to surface water.

In addition, construction of new pump-out facilities, maintenance of existing pump-out facilities throughout the boating season, and enforcement of no-discharge zone designations are important steps to maintain water quality.

Efforts to preserve and restore wetlands and streams, and reduce impervious surfaces within the LWRP study area, are also encouraged as “soft techniques” to improve water quality.

The abovementioned efforts would assist with maintaining the certification of bathing beaches in the study area, improving water quality and aquatic habitat, abating pollution and reducing pollutant loadings to surface waters, reducing runoff from streets and paved areas, reducing overland flow from turf, and eliminating illegal discharges. Surface water quality improvement projects would ensure that businesses in the LWRP study area could depend on clean water to support their operations. The health of aquatic life in the Patchogue River and other water bodies would also be improved.

ENVIRONMENTAL MANAGEMENT

Patchogue is among several communities on Long Island with sites contaminated from manufactured gas production/storage. From the 1800s to the mid-20th century, manufactured gas was made or stored at thousands of locations across the country. Plants processed oil or coal to make gas for street lamps, cooking, and heating. This system became obsolete when modern pipelines began importing natural gas from other regions. The gas manufacturing process resulted in a noxious byproduct, coal tar, an oily liquid composed of dozens of harmful ingredients (e.g., arsenic, cyanide, and lead). Pollutants include several carcinogens, a threat to human health, wildlife, and groundwater. The residue of the bygone process remains at several sites on Long Island, including in Patchogue. KeySpan Gas East Corporation, a wholly owned subsidiary of National Grid, inherited the problem from Long Island Lighting Company (LILCO). National Grid has begun overseeing cleanup operations in nearby Bay Shore, which has the worst manufactured-gas pollution in New York. Utility company contractors are excavating polluted soil and pumping oxygen and chemicals into the ground to aid in decontamination. New York State has approved the project in Bay Shore, and the cleanup will be subject to repeated testing and monitoring. On Long Island, prior delays in cleaning up manufactured gas pollution have allowed the pollution to spread, creating more exposure and making cleanup costlier and more difficult. Cleanup in Patchogue should commence as soon as feasible, with operations overseen and paid for by utilities responsible for the contaminated sites, and testing and monitoring of cleanup activities by New York State.

HABITAT ENHANCEMENT

In spring 2008, several hundred grass carps, an herbivorous freshwater fish, were released into Great Patchogue Lake to combat invasive, non-indigenous weeds. The fish were introduced as part of a comprehensive management strategy to combat weeds that have been choking the lake and accelerating eutrophication (i.e., nutrient loading with nitrates, phosphorus, and other chemicals). The Village of Patchogue, NYSDEC, and a grass roots not-for-profit organization worked together to develop appropriate management strategies for the lake. Continued guidance and support from NYSDEC for this and similar efforts is recommended. Other strategies recommended to maintain the health of Great Patchogue Lake, and potentially West and Pine Lakes, include harvesting of invasive aquatic plants; dredging of sediments that have accumulated in the lake; public education about the harm of pesticides and manmade fertilizers, proper disposal of household hazardous wastes, and proper disposal of vessel wastes; preservation of natural protective features; and planting and maintenance of vegetated buffers along lake shorelines by lakefront property owners.

NAVIGATION AND CHANNELS

PATCHOGUE RIVER ENTRANCE IMPROVEMENTS

The west jetty at the entrance to the Patchogue River is maintained by the U.S. ACOE. A green flashing light on a steel structure currently serves as an aid to navigation, and is maintained by the U.S. Coast Guard. The east jetty at the entrance to the river has an aid to navigation with a red flashing light. The east jetty and navigational aid are maintained by the Town of Brookhaven.

The east jetty at the entrance to the Patchogue River is in need of reconstruction. It could be realigned to be parallel to the centerline of the Patchogue River channel. The jetty's reconstruction should be designed to enhance protection of Sandspit Beach, prevent depletion of sand, and delay the need to dredge the Patchogue River again.

Prior to the recent implementation of a Patchogue River dredging project, recreational boaters were forced to negotiate a tight navigable channel at the mouth of the river, with boaters vying for the center line. Recent dredging projects are addressing this condition. However, ongoing dredging of the Patchogue River is also essential for navigation at the river's entrance. Shoreline debris and rubble should also be removed at the entrance to the Patchogue River.

A lighthouse navigation aid may also be erected on both jetties at the entrance to the Patchogue River. The lighthouses should be prominent, aesthetically attractive structures at this important gateway to the Patchogue Maritime Center. A design competition could be held to develop a community-based navigational aid at this entrance to the river.

Implementation of this project would require coordination between the Village of Patchogue, ACOE, U.S. Coast Guard, and Town of Brookhaven. Coordination for protection and enhancement of navigational systems in a maritime center should be expedited. Projects that support and protect maritime facilities in the Village would also implement LWRP/HMP policies that minimize losses from erosion, protect recreational and commercial uses that depend on navigability of the Patchogue River, and provide for continued public access to coastal waters.

PATCHOGUE RIVER DREDGING

Repeated sediment build-up makes navigation of the Patchogue River hazardous for larger vessels, jeopardizing use of the river by recreational, commercial, and industrial boat traffic. To address this navigational hazard, the Patchogue River needs to be periodically dredged, thereby maintaining the depth and width of the channel. Maintenance dredging should include the entire main channel of the navigable portion of the Patchogue River. Spurs (e.g., to marinas, boatyards, boatbuilding and repair establishments, and FINS properties) should also be dredged, and spot dredging may also be required.

The Patchogue River was originally dredged by the ACOE in the 1960s. More recently, in 2007, the Village of Patchogue took the lead in creating a public-private partnership to secure funding for dredging. The river was then dredged through the coordinated efforts of the Village, Town of Brookhaven, NYS legislators, NYSDEC, Suffolk County, Patchogue BID, riverfront property owners, Amerada Hess Corporation (this site was used for construction staging and dewatering), and others. The disposal site was the Town of Brookhaven landfill in Yaphank.

This recent \$1.2 million dredging project included use of Geo-Tubes to dewater spoils. Geo-Tubes provide a less environmentally intrusive and faster method of dewatering than traditional methods. All options for management and disposal of sediment dredged from the Patchogue River should continue to be evaluated. For example, dredged material from channel maintenance could be used to fill upland sites for development. The project dredged an area approximately 2,300 linear feet and 1,100 feet wide to a depth of 7 feet at mean low water, and removed about 28,000 cubic yards of material.

Patchogue will continue to attract water-dependent and water-enhanced uses because of the availability of an adequate navigation channel that provides deep water access to the entire river. Dredging must provide safe and adequate navigation for all vessels, including recreational boat traffic, FINS ferries, and deep draft vessels constructed and serviced by facilities along the river. Dredging may also allow for additional marina slips along the shore of the river.

Assessment of dredging and potential uses of dredged material should also be coordinated with the DOS study of dredged material management being undertaken for the Long Island SSER as a supporting study to the SSER Comprehensive Management Plan. That study recognizes the complications of dredging in the SSER, which includes high costs and regulatory coordination among multiple regulatory agencies. The study also recognizes the commercial importance of navigational channels in the estuary (particularly with respect to maritime centers) and the risks presented by loss of navigability and potential grounding and vessel damage. For these reasons, DOS is preparing the regional dredged material management plan that will provide guidance on material uses, identify ways to improve coordination among agencies, funding sources (e.g., dredging districts), and potential nourishment and reuse opportunities. One product of the study will be to identify potential:

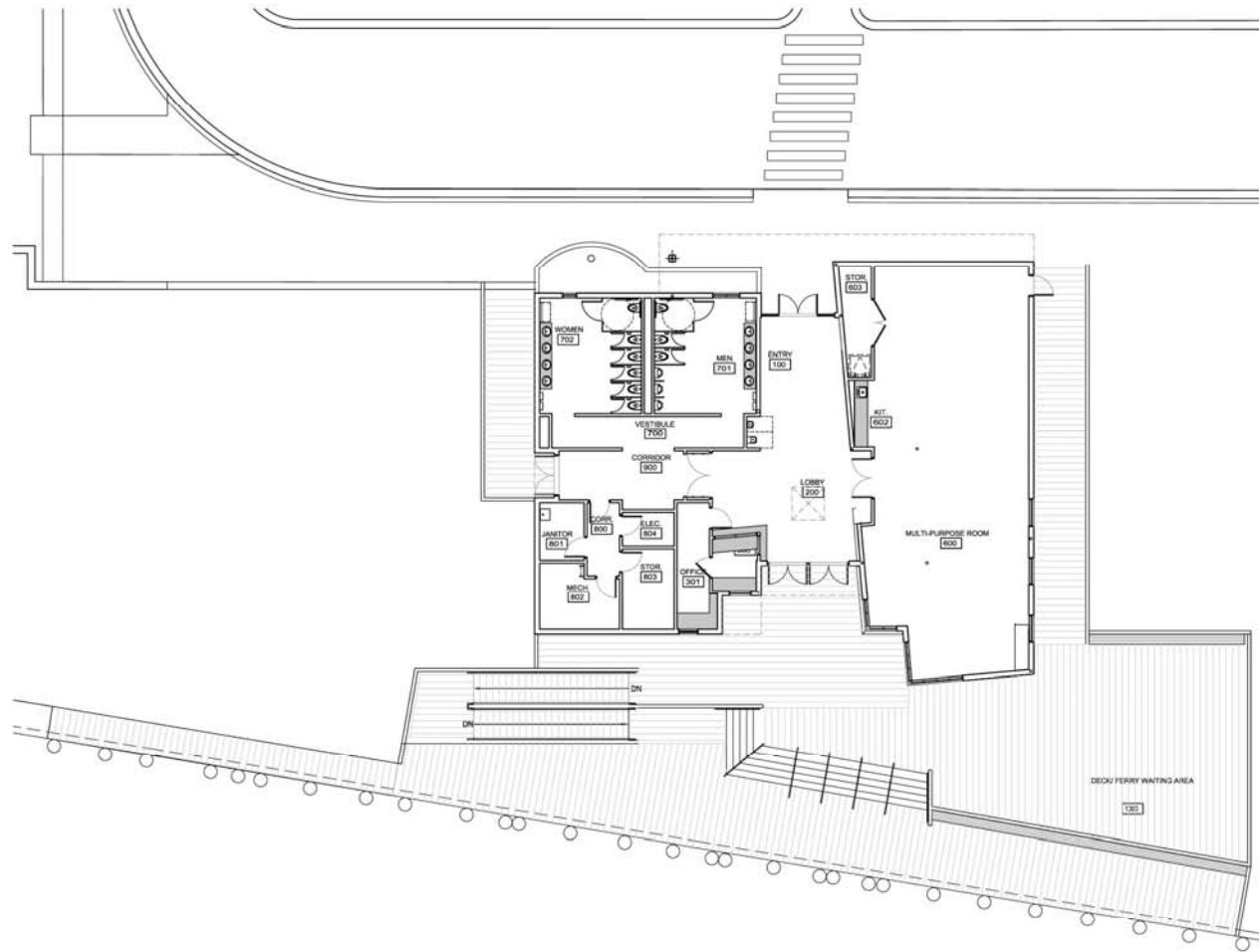
- Dredged material storing and processing sites;
- Opportunities for beneficial reuse, including local brownfield sites, aggregate processing, and beach nourishment;
- Identification of regional dredged material processing facilities;
- Economic feasibility and cost analysis, including potential funding sources for a processing facility in the reserve; and
- Benefits of dredging districts to develop cost-sharing options.

INFRASTRUCTURE TO SUPPORT SAFE NAVIGATION AND WATER-DEPENDENT USES

To ensure the continuation of water-dependent uses, infrastructure must be available to meet such business' needs. Existing marine navigational aids such as buoys, pole markers, and regulatory signs should be maintained on the Patchogue River and Patchogue Bay, and new aids should be added as necessary. The Patchogue Village Fire Department and FINS recently partnered to establish permanent dockage for a fire boat at FINS facilities on Laurel Street, which will improve the Village's emergency response capabilities for the Watch Hill marina area. Similar projects should continue to be pursued. *

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PATCHOGUE FERRY TERMINAL

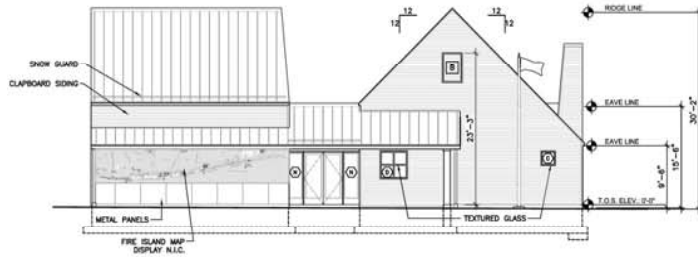


FLOOR PLAN

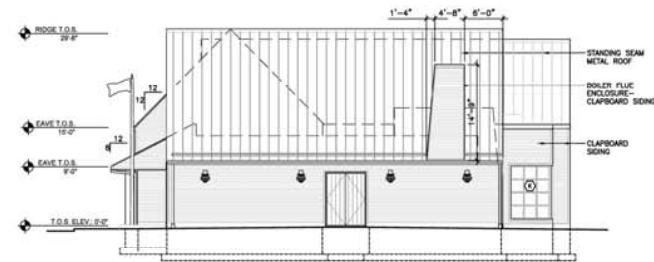
bhta Bargmann Hendrie + Archetype, Inc. 300 A Street Boston, Massachusetts 02210 Tel: (617) 350 0450 Fax: (617) 350 0215 APRIL 29, 2008



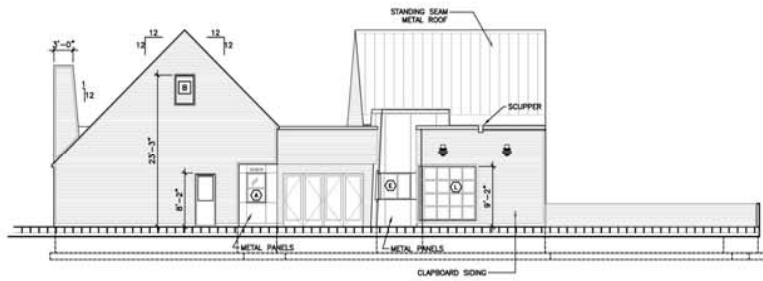
Source: National Park Service Fire Island National Seashore



EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION



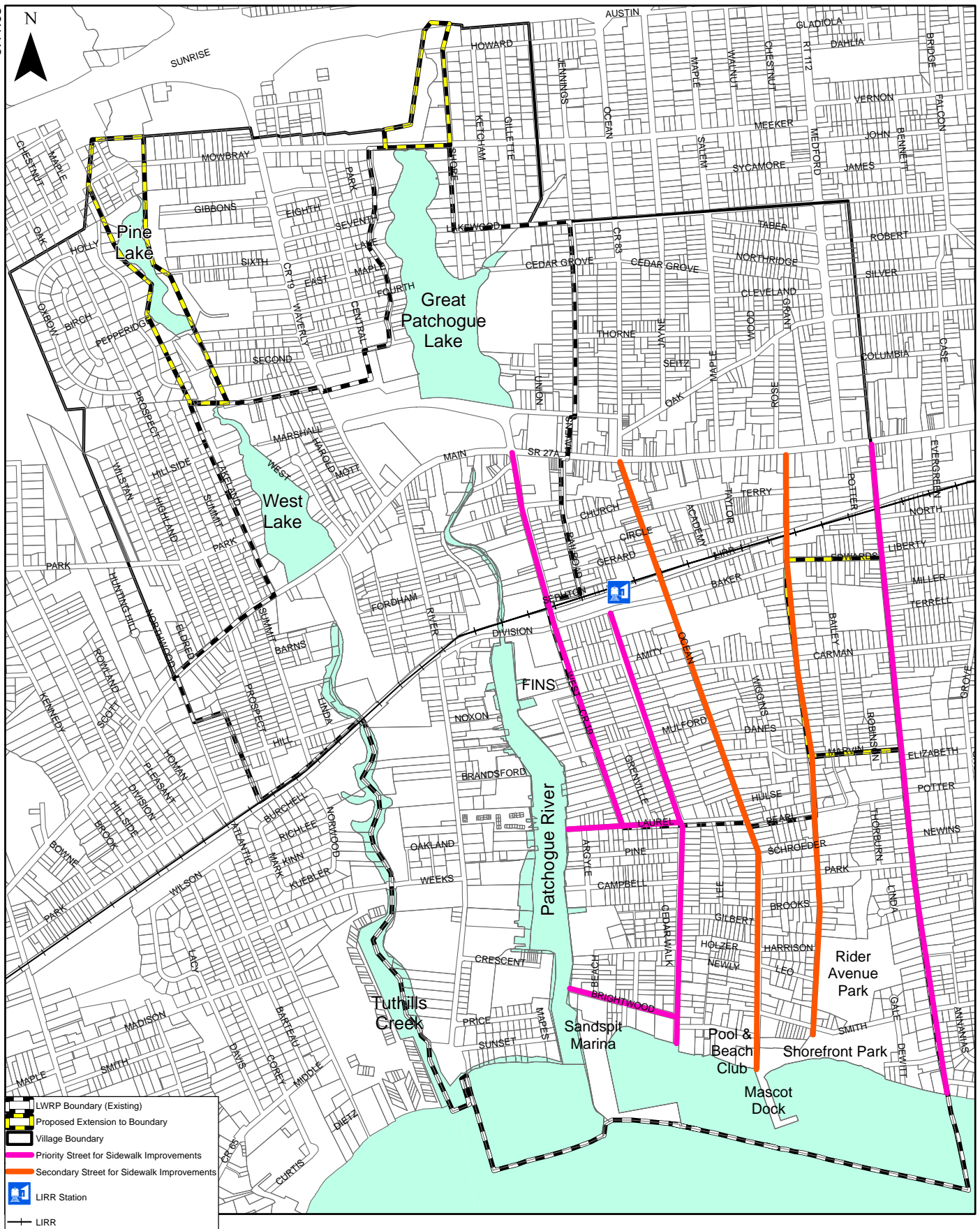
SOUTH ELEVATION

ELEVATIONS - SCHEME B

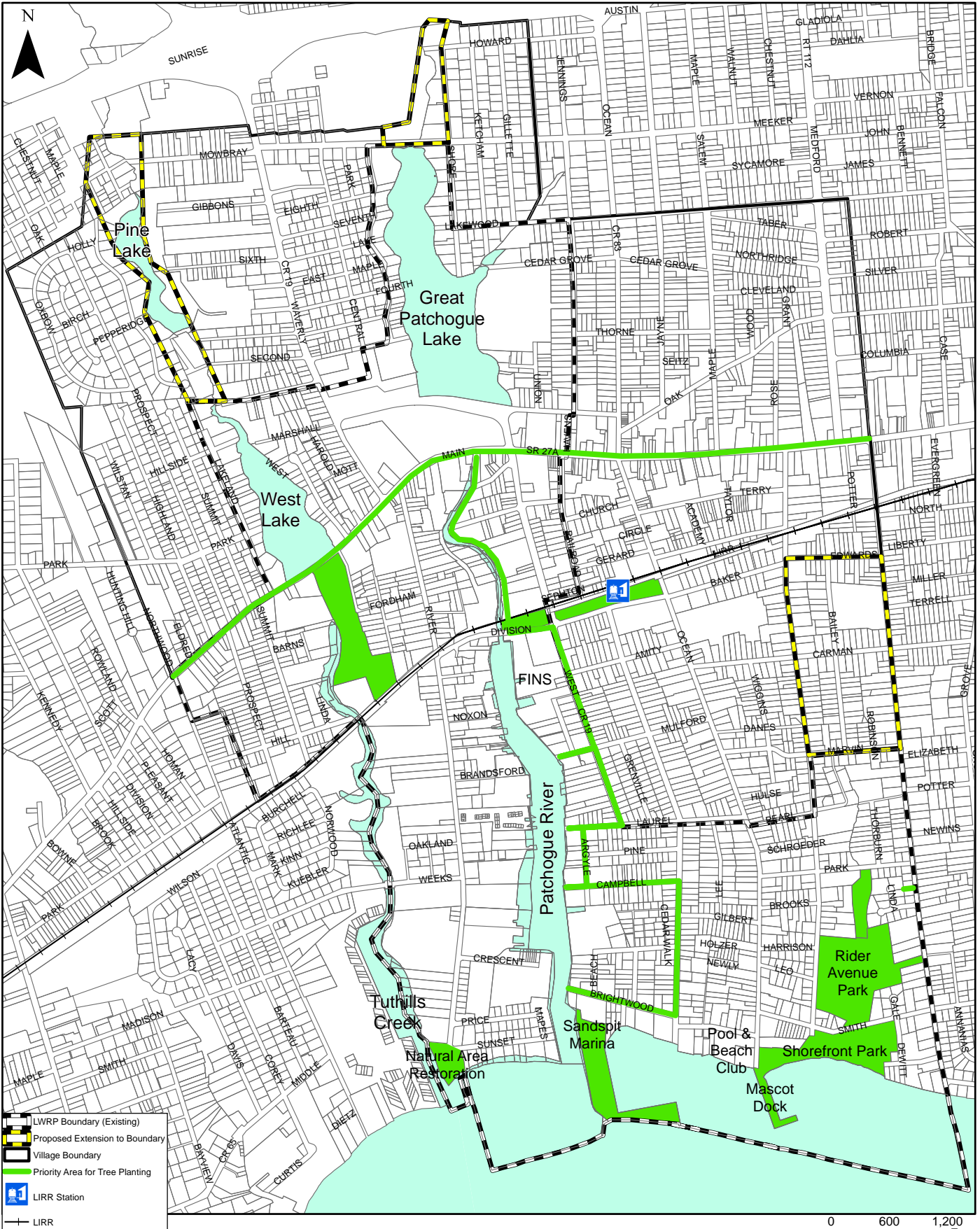
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Source: National Park Service Fire Island National Seashore

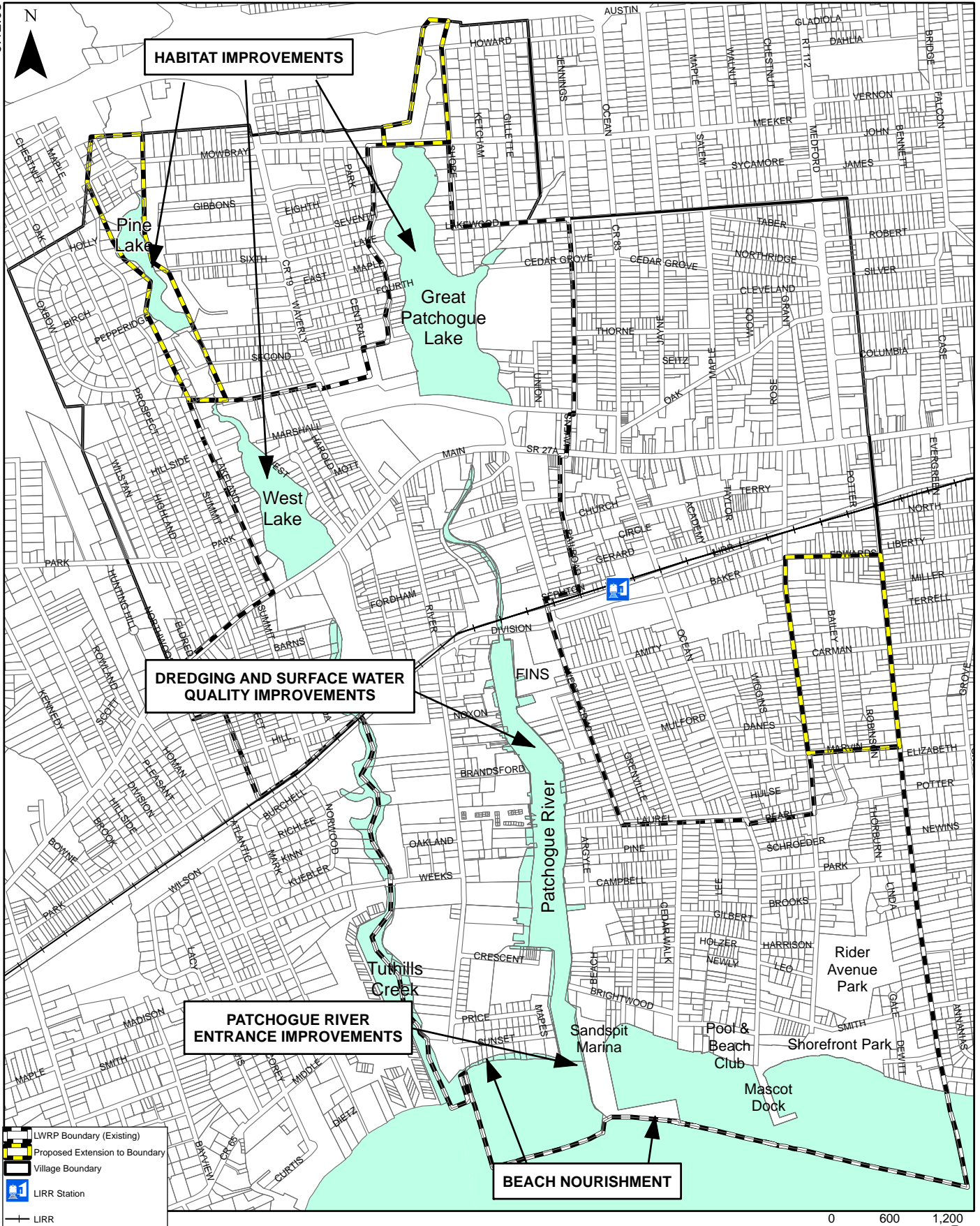


Source: Suffolk County Real Property and Village of Patchogue, 2007



Source: Suffolk County Real Property and Village of Patchogue, 2007

Village of Patchogue LWRP/HMP Recommended Habitat Restoration and Tree Planting **Figure IV-6**



Source: Suffolk County Real Property and Village of Patchogue, 2007