

TOWN OF RIVERHEAD
Urban Renewal Plan
Railroad Street Corridor

as authorized under Articles 15 and 15A of the General Municipal Law

Adopted
April 1, 1997

Town of Riverhead
Railroad Street /Court Street Corridor Urban Renewal Plan

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Town Board Resolution #559 (July 16, 1996)

Planning Board Resolution adopted February 6, 1997

Town Board Resolution #262 (April 1, 1997)

I. Introduction

A) Legislative Purpose

The creation of the Urban Renewal Law was intended to provide a vehicle for municipalities to address areas characterized by one or more of the following unsanitary and substandard conditions:

- 1) deteriorated or deteriorating owing to obsolete and dilapidated buildings and structures;
- 2) defective construction;
- 3) outmoded design;
- 4) physical deterioration;
- 5) lack of proper sanitary facilities or adequate fire or safety protection;
- 6) excessive land coverage;
- 7) structural alterations or conversions to a mixture of residential and nonresidential uses;
- 8) insufficient light and ventilation;
- 9) excessive population density;
- 10) illegal uses and conversions;
- 11) inadequate maintenance;
- 12) buildings abandoned or not utilized in whole or substantial part;
- 13) obsolete system of utilities;
- 14) hazardous or detrimental industrial uses;
- 15) poorly or improperly designed street patterns or intersections;
- 16) inadequate access to areas;
- 17) traffic congestions hazardous to the public safety;
- 18) lack of suitable street parking, inadequate loading and unloading facilities;
- 19) impractical street widths, sizes and shapes, blocks and lots of irregular form, shape or insufficient size, width or depth;

20) unsuitable topography, subsoil and other physical conditions all of which hamper or impede proper and economic development of such areas, and which impair or arrest the sound growth and development of the area, community or municipality.

Legislative findings further state that title to real property in such areas is typically vested in numerous and scattered ownerships which makes assembly of such lands for slum clearance, rehabilitation, conservation or redevelopment by individual owners or private enterprise difficult to achieve and uneconomic in nature. Consequently, by reason of such conditions, factors, characteristics or combinations thereof, property owners in such areas lack the incentive or means to properly maintain, improve or redevelop their sensitive parcels. Furthermore, the continuance of such environmental conditions results in disuse, deterioration, health and safety hazards which perpetuate or tend to continue to create slums and blight. Investment is discouraged; land values remain depressed and the amount of public revenue normally capable of being derived from the area is impaired.

Additionally, it is found that such areas are highly susceptible to delinquency, crime and other antisocial manifestations which threaten the health, safety, morals and general welfare of the public; that they breed deterioration and blight resulting in housing and zoning violations, depreciation of values, neglect and curtailed investments; that they suffer reduced tax revenue and impairment of economic values; all of which imposes added costs on the municipality for additional and increased public facilities and services.

Therefore, it has been found and declared by the New York State Legislature that it is necessary and proper for municipalities to develop programs for the proper planning, clearance, redevelopment, rehabilitation or conservation of such areas to eliminate slum and blight, or to prevent their deterioration into blighted areas and to promote their community growth and development in a manner consistent with the furtherance of the public welfare. It has also been found that it is necessary to encourage and stimulate private investment and participation of existing owners and other responsible persons in sound, comprehensive programs of urban renewal areas.

Consequently, it has been determined necessary to grant to New York State municipalities the rights and powers provided by Articles 15 and 15A of the General Municipal Law in order to eliminate slums and blight, and to prevent the spread of slums and blight through the clearance, replanning, rehabilitation, restoration, renewal, conservation, reconstruction or redevelopment of such areas pursuant to the powers and rights thereby authorized. Implementation of the Urban Renewal Law and specific programs of urban renewal are for a public purpose essential to and in furtherance of the public interest. The urban

renewal process is designed to insure a close and working coordination between levels of government, as well as effective participation of an informed public in the implementation of the Urban Renewal Plan.

Nothing within the Town of Riverhead Urban Renewal Plan shall preclude rights and powers provided for in the Urban Renewal Law (Articles 15 and 15A of the General Municipal Law).

B) Appropriateness and Need

In the Town of Riverhead, the area including Railroad Street, Court Street, Cedar Street and a portion of Griffing Avenue and Osborne Avenue contains blighted and deteriorated structures which are vacant or underutilized and require substantial investment in order to be restored to economic vitality. The existence of such buildings constitutes a serious and growing menace; impairs improvements to the vehicular traffic infrastructure; is injurious to the public safety, health, morals and welfare of the community; contributes increasingly to the spread of crime, juvenile delinquency and disease; and constitutes a severe negative influence on adjacent properties impairing their economic soundness and stability, thereby threatening the source of public revenues.

In accordance with the purposes of the Urban Renewal Law to promote the safety, health, morals and welfare of the residents of the Town of Riverhead, it is necessary to correct such substandard, unsanitary, blighted, deteriorated or deteriorating conditions by replanning, clearing, reconstruction, redevelopment, rehabilitation, restoration or conservation of such areas, the undertaking of public and private improvement programs related thereto, and the encouragement of participation in these programs by private enterprises.

The General Municipal Law, Articles 15 and 15A, grants municipalities the rights and powers to correct such conditions and to eliminate or prevent the development and spread of blight through the removal, reconstruction, rehabilitation, conservation or renewal of such areas for residential, commercial, industrial, community, public and other desirable uses. The State Legislature has found that such activities constitute a public use and purpose essential to the public interest, and for which public as well as private funds may be expended.

C) Historical Perspective

In the past two decades the Town of Riverhead has undertaken a variety of programs and improvements within the Railroad Street/Court Street Corridor designated herein as the Urban Renewal Area.

In the mid-1980s, the parking areas serving the Long Island Rail Road station were improved with landscaping, paving and

striping for bus parking. In July 1987, the Town of Riverhead Community Development Agency completed a townwide transportation study which made recommendations for the construction of attending transportation facilities and services within the area. (Riverhead Transportation Center Feasibility Study, 1984.)

In 1995, the Town eliminated a longtime eyesore in the Railroad Street/Court Street Corridor--the Judge Belford's Inn and surrounding properties, located on the northeast corner of the prominent intersection of Court Street and Osborne Avenue. The subject properties (SCTN#s 0600-128-3-7 and 0600-128-3-8) were acquired by the Town from Suffolk County for no consideration, after being vacant for many years. While the County forgave \$107,300 in tax arrears, the Town assumed responsibility for the satisfaction of any mortgage balances remaining attached to the properties, with that liability not to exceed \$100,000. Both properties were in a severely dilapidated condition and were frequented by drug activity, burglary, vandalism and other illegal activities. Vagrants had used the buildings for shelter and had extensively damaged the interiors by breaking walls and leaving debris that ranged from human waste to broken glass. Due to defaulting of tax payments on the part of the property owners, the properties were a tax liability for about 10 years with the County acquiring title to the properties in February 1991. In May 1992, a fire resulted in restricted occupancy of the Judge Belford's Inn, which was used as a rooming house at that time. In 1994 the Riverhead Town Board authorized a bond in the amount of \$365,000 for building demolition, site grading and future improvements. The demolition of the structures cost some \$74,900 and approximately \$60,000 was expended to clear the properties. The graded properties are surrounded by the Riverhead Free Library, the Suffolk County Historical Society, the Long Island Rail Road station, the Suffolk County Supreme Court Complex and several professional offices. Further improvements are required to create an appropriate entryway, plaza or landscaped parking area for the central business district. Funds remain allocated by the Town for improvements on the subject parcels.

The creation of an Urban Renewal Area will enable the Town of Riverhead to continue its efforts to promote and to generate economic growth and provide for appropriate use of real property within the Railroad Street area. The Urban Renewal Law provides the Town with the creative legal mechanism to accomplish many of the redevelopment, economic development and beautification goals of the community.

II. Goals and Objectives

The major goals and objectives of the Railroad Street Urban Renewal Plan include:

- A) the improvement of the Urban Renewal Area by elimination of blighting influences and physical upgrade of substandard properties;
- B) the encouragement of development and rehabilitation of structures within the Railroad Street/Court Street Corridor to enhance the physical appearance of the Town;
- C) the relocation or upgrading of marginal uses;
- D) the stimulation of economic development;
- E) the promotion of tourist related development by incorporation of transportation improvements, physical improvements and public and private investment; and the improvement of vehicular and pedestrian infrastructure to support downtown revitalization.
- F) the enhanced utilization of existing cultural and historic resources, as well as the promotion of potential cultural and historic resources within the improvement area;
- G) the improvement and development of public facilities supporting new land uses consistent with adopted Urban Renewal Plans and of institutional uses within the area;
- H) the encouragement of private financing, State and Federal funding, periodic subsidies and capital grants to achieve identified goals;
- I) the development of a functional transportation center incorporating improvements to existing infrastructure as well as the centralization of trolleys, taxis and bus services specifically, requiring the relocation of the Suffolk County bus stop from Route 25.

III. Project Description

A. Boundary Description

The boundaries of the Railroad Street/Court Street Urban Renewal Area hereafter referred to as the "Urban Renewal Area" are depicted on the map described by Appendix A.

B. Inventory of Existing Land Uses and Zoning

The real property within the Urban Renewal Area is predominantly improved land characterized by a mixture of general commercial and institutional land uses with retail trade of consumer merchandise and personal service establishments being evident. The real property within the described area includes approximately 41 parcels and is characterized by the following distribution of land uses.

<u>Use</u>	<u>No. of Parcels</u>	<u>Percentage</u>
Residential	2	5
Commercial	20	49
Institutional	7	17
Vacant	12	29
<u>Total</u>	<u>41</u>	<u>100</u>

The institutional uses within the area are considered significant, i.e. the Metropolitan Transportation Authority (MTA) storage yard and Long Island Rail Road Train Station (LIRR), the Cornell Cooperative Extension Office, the Suffolk County National Bank, the Riverhead Central School District, the Riverhead Free Library and the Suffolk County Court Complex (County Seat Facility). Institutional uses directly adjacent to the Urban Renewal Area include the United States Post Office (Riverhead).

The existing commercial land uses within the area include retail establishments, professional offices and personal service facilities. Residential land use is minimal.

The zoning districts that regulate land uses within the area include industrial and commercial districts distributed as follows:

<u>Zoning Use District</u>	<u>Acreage</u>	<u>Percentage</u>
Business C	4.44	14
Business D	15.90	50.3
Industrial B	11.27	35.7
<u>Total</u>	<u>31.61</u>	<u>100</u>

The relationship of land uses to zoning use districts is for the most part a conforming one. It is, however, recommended that appropriate distribution of future land uses be encouraged through certain zoning amendments.

The area enjoys a high level of service in terms of existing public facilities and improvements. It lies within the confines of the Riverhead Water District and the Riverhead Sewer District with a majority of the properties currently served. Further, the capacity of these districts is sufficient to accommodate new users to be attracted through redevelopment.

The existing parcels enjoy access to improved public highways with connection to both New York State Route 25 and County Route 24. The area is further served by the Long Island Rail Road and is supported by a number of public parking facilities owned by the Town of Riverhead and Suffolk County.

There exists within the area substantial public facilities financed with public funds. This investment includes the aforementioned parking facilities, lighting, sidewalks and public utility districts.

C. Existing Conditions and Trends

At present, the revitalization target area is characterized by dilapidated residential and commercial properties. Standard buildings involving commercial, government, professional and institutional uses characterize the Railroad Street/Court Street Corridor, including the Riverhead Free Library, the Long Island Rail Road station, the Suffolk County Supreme Court Complex and the Suffolk County Historical Society. The housing stock in this low-income neighborhood is primarily tenant occupied and some vacancies exist.

A significant portion of the Urban Renewal Area is within the Riverhead Business Improvement District (BID). The BID is characterized as a regional retail center delivering a range of goods and services to the population of the Town of Riverhead and surrounding areas. The BID is a special assessment district created by local law to restore and promote business activity by providing new or enhanced services within the district. The creation of Urban Renewal areas within a portion of the BID is consistent with the legislated goals and objectives of both Business Improvement Districts and Urban Renewal, the efforts of one complementing the other.

The BID has adopted a land use and infrastructure plan to guide the future use and development of real property within BID boundaries (Jacquemin 1994). This planning effort will likely be incorporated into the Town of Riverhead Master Plan to be adopted pursuant to the Riverhead Hamlet Study. The revitalization of the Railroad Street/Court Street area will be a critical ingredient in the Town's efforts to establish a tourist economy and enjoy

that economic growth that will result from the Tanger Outlet Center, the Riverhead Foundation for Marine Research and Preservation Aquarium, and the development of downtown including the arts district.

Court Street is a collector roadway intersecting New York State Route 25, which serves as the main thoroughfare for the Riverhead Business District. Court Street has been identified as a town roadway in order to divert visitor traffic from Main Street to underutilized parking facilities of the Riverhead Parking District. Route 25 is immediately accessible to County Routes 24 and 51, high speed arterial highways, the Long Island Expressway and to County Roads leading east to the Hamptons.

The improvement area is served by the Riverhead Water District and Riverhead Sewer District. These special districts have the capacity to serve the existing uses within the improvement area, as well as additional users. The Riverhead Parking District will require expansion into this area to accommodate future uses.

The Riverhead Lighting District currently exists throughout the Town and relies on tax assessments for the expansion and upgrading of public lighting fixtures located on major transportation routes and in municipal parking areas. There exists within the improvement area substantial public facilities financed over time with public funds. This investment includes several public parking areas, parks, lighting, sidewalks and a partial undergrounding of electric, telephone and cable T.V. utilities. To achieve the goals of this Plan, and particularly to support a major redevelopment project, public improvements involving new roadways, parking facilities, lighting, plazas, sidewalks, landscaping and signage are required. Improvements to public pedestrian walkways are needed to improve their safety, appearance, and identification, and to increase their usage.

The Urban Renewal Area includes approximately 195,000 square feet of street level commercial space housing a mixture of retail, office, residential, service and institutional uses. A recent inventory of retail space identified approximately 59,000 square feet of vacant ground level space representing a vacancy rate of 30%. Several privately-owned and consistently vacant buildings are considered to be blighting influences to the area.

Land uses and building conditions are identified in Appendix B.

Vacant Land

Although in standard condition, vacant parcels exert negative influences and could be utilized more productively and aesthetically integrating into a comprehensive, functional business district. These properties include Suffolk County Tax map parcel numbers:

0600-128-1-22
0600-128-1-31.1
0600-128-2-13
0600-128-2-14.1
0600-128-2-21.1
0600-128-3-2
0600-128-3-7
0600-128-3-8
0600-128-3-13
0600-128-4-3
0600-128-5-7
0600-128-5-8

Vacant Buildings

Vacant buildings deteriorate quickly, resulting in decay, dampened economic expectations of the area and gradual disinvestment in real property. Buildings in this category need to receive priority in terms of acquisition, redevelopment and reuse. These properties include Suffolk County Tax map parcel numbers:

0600-128-2-15
0600-128-3-1
0600-128-3-3
0600-128-4-3

Marginal Uses

There exists within the Urban Renewal Area an underutilization of improved real property including marginal uses described as a secondhand store, counseling services, taxi headquarters and multifamily residences. Deteriorated buildings, owned by the MTA/LIRR, as well as private absentee landlords, are recommended for acquisition and/or rehabilitation and upgrading of use. These properties include Suffolk County Tax map parcel numbers:

0600-128-1-31.1
0600-128-3-4
0600-128-3-5
0600-128-3-6
0600-128-3-9
0600-128-3-10
0600-128-3-11
0600-128-3-14

0600-128-3-15
0600-128-3-21

Abandoned dwellings are typically inadequately maintained, contain building deficiencies, are in poor condition and therefore cause a blighting influence to surrounding properties and adversely affect neighborhood property values. To the extent that they are found to exist, the Urban Renewal Agency (Community Development Agency) may certify a one, two or three family dwelling as abandoned. Upon such certification, pursuant to Section 504-a of Article 15 of the Urban Renewal Law, an action to foreclose any mortgage on such dwelling may be commenced by service of process (pursuant to subdivision 4 of said section) upon persons who are record owners. The intent in following the procedures provided by the Law will be to undertake as comprehensive an approach as possible to achieve the maximum desired result.

Cultural resources located in the Urban Renewal Area include most notably the Suffolk County Historical Museum, and the Riverhead Free Library located immediately adjacent to Court Street on West Main Street, and serving as anchors for the downtown area. Visitors to the museum come from throughout Suffolk County. The Urban Renewal area will benefit considerably from the economic spin-off as a result of visitors to the aquarium/marine research facility to be constructed in the nearby East Main Street Urban Renewal Area, which is expected to attract hundreds of thousands of visitors annually. Construction of the first phase of this major tourist attraction, an 8,000 square foot interim preview facility, was completed in June 1995 and draws tourists from throughout Long Island. The Railroad Street/Court Street Area is also proximate to the Tanger Factory Outlet Center, another major tourist destination that draws approximately 6 million shoppers per year, as well as the Splish Splash Water Park. The result of the success of these traffic generators will be a significant year-round tourism economy. Efforts to encourage and facilitate movement of visitors from tourist destinations utilizing the Railroad Street/Court Street Area, as well as the entire central business district, are critical.

One of the more significant properties within the Urban Renewal Area is the Roanoke Avenue School. The building is a three-story masonry structure that is situated upon a parcel of 3.5 acres. The property has been considered for disposition by the district in the recent past, and due to the building construction and parcel size could be converted to an office use, commercial recreational use or senior citizen housing. Upon the extension of the parking district and the improvement of parking facilities, the site would be even more suited for conversion. The private ownership and use of this property and the adjacent parcel to the west would generate significant real property tax revenue and would support the land uses proposed for the Urban Renewal Area.

The importance of the Riverhead Train Station, closed since the 1970s, cannot be underestimated. The market for visitors traveling by rail from New York City and the surrounding region is tremendous. In addition to essential physical improvements, an active marketing approach to and by the Long Island Rail Road is critical to achieve recognition of this facility and its potential. As a result, the improvement area is expected to become more tourist oriented, with corresponding changes in the types of land uses to be anticipated, particularly uses related to transportation needs, improved traffic flow patterns, increased parking capacity and food services. While the Long Island Railroad Museum use is consistent with the goals of this area, its relocation is desired by the MTA, making possible additional improvements on MTA property and in the right of way. Rail transit is a potentially viable, but seriously underutilized option for relieving traffic congestion. Furthermore, improved county bus service will also relieve congestion. In addition, the emergence of a vital financial district will require improved peripheral properties and will serve as a catalyst for new service businesses in the area.

D. Inventory of Land Uses

The identified Urban Renewal Area is characterized as a mixture of general commercial and residential land uses with retail trade of consumer merchandise and personal service establishments being predominant. A few professional office uses exist, however a number have left the area for reasons of vagrancy and deterioration of area buildings. The area incorporates approximately 195,000 square feet of improved space and is considered to be fully developed with little vacant land. Redevelopment, however, is crucial to reverse the trend experienced during the past 10 to 20 years wherein illegal activities have increased, productive uses decreased, lawyers and title companies fled, vacant buildings deteriorated and the downward spiral was perpetuated.

Properties considered to be underutilized or marginally utilized exist along Railroad Street and Court Street. These land uses are considered to be detrimental to the functioning of both the Urban Renewal Area and the Central Business District in that they are highly visible and could be converted to more optimal uses such as parking areas, pedestrian walkways, open space areas, or other facilities encouraging more profitable private sector use.

Beyond marginal uses of land, there exist a number of uses which do not conform to those provided by the applicable zoning use district. Specifically, these include boarding houses and multifamily residential uses. The number of nonconforming residential units within the district is estimated at five (5) units.

Standard private, public and quasi-public owners and uses surround this area, however, creating a strong framework for urban renewal efforts and directly supports the viability of privately held real property.

A land use inventory of the Urban Renewal Area is graphically presented as Appendix B.

The now graded land that was previously occupied by the Judge Belford's Inn and other buildings is surrounded by the Riverhead Free Library, the Suffolk County Historical Society, the Long Island Rail Road station, the Suffolk County Supreme Court Complex and several professional offices. As such the creation of additional parking to serve these existing uses is a distinct possibility for the properties' future use.

E. Existing Traffic Patterns and Street Configurations

Existing street configurations and parking facilities will not accommodate expected motor vehicle traffic to be generated by the proposed Aquarium. Further, existing street patterns result in inefficient traffic flow that creates congestion at the intersections of Court Street and Griffing Avenue, Railroad Street and Roanoke Avenue, and Railroad Street and Osborne Avenue.

F. Sidewalks, Plazas, Parks and Public Gardens

The development and maintenance of public open space for pedestrian activity has been nonexistent. Any existing public open space is primarily remaining from the removal of buildings, residential land associated with road intersections, and/or sidewalks, many of which are in need of repair. A comprehensive network of public pedestrian environments must be planned, provided and maintained to accommodate the needs of residents, as well as existing and future visitors. The urban planning undertaken by the BID contemplates specific public improvements for this area particularly designed to address pedestrian utilization and accessibility.

IV. Proposed Future Land Uses

A. Statement of Proposed Land Uses

It is the intent of the Urban Renewal Plan to encourage new land uses which support the general economic development of the improvement area consistent with both the identified goals and objectives of the Urban Renewal Plan, as well as the Master Plan and Zoning Ordinance of the Town of Riverhead. More specifically, land uses expected to occur as a result of implementation of the Railroad Street/Court Street Urban Renewal Plan include:

- 1) The filling of existing vacancies with uses already permitted under existing zoning regulations;
- 2) The expansion of institutional uses presently existing within the general vicinity, such as the U.S. Post Office, Suffolk County Court Buildings, Riverhead Free Library, Suffolk County National Bank and the Suffolk County Historical Society;
- 3) The improvement of existing and the addition of parking areas related to proposed uses and the significant demand expected to be generated;
- 4) The encouragement of commercial uses including retail and financial services, transportation and recreational uses;
- 5) The redevelopment, reuse or expansion of existing buildings with historic and/or cultural significance;
- 6) The reconfiguration of several critically located parcels to allow for supportive retail and commercial uses, as well as public pedestrian parking areas and transportation routes;
- 7) The development of public facilities required for the attraction and support of proposed land uses, including pedestrian uses such as parks, plazas and public gardens;
- 8) An enhanced focus on transportation with the development of a transportation hub centered at the Railroad Station.

The land uses to be encouraged by the Urban Renewal Plan are considered to be uses presently provided for as either permitted or specially permitted by the Zoning Code of the Town of Riverhead. These uses include the following:

- 1) Retail-commercial
- 2) Personal service-commercial

- 3) Office, Business, Professional
- 4) Financial institutions
- 5) Radio, television broadcasting studio
- 6) Restaurant, tavern
- 7) Theatre
- 8) Recreational Uses
- 9) Museum

Given this range of permitted land uses, encouragement of appropriate and compatible uses is probable without significant amendments to the existing zoning ordinance. Section B of Part V (Implementation) discusses those amendments to the Zoning Ordinance designed to encourage new uses and discourage marginal ones.

B. Permitted Densities and Parking

All development in the improvement area shall be subject to the lot, yard and height requirements as set forth in the Business D zoning use district of the Riverhead Zoning Ordinance. No changes to general lot development standards are required. Furthermore, parking requirements shall conform to the Town of Riverhead Parking Schedule.

C. All Rights and Easements

In order to take full advantage of the tourist assets existing within the vicinity of the Urban Renewal Area, it is necessary to provide for easy pedestrian access to parking areas and recreational resources.

D. Real Property Acquisition

In order to support the general goals of the Urban Renewal Plan and the investment of private capital within the Urban Renewal Area, the public acquisition of certain real property is essential.

Firstly, the anticipated expansion of existing cultural resources, the location of significant downtown tourist attractions and the substitution of existing marginal land uses with more viable commercial enterprises is expected to generate significant private vehicle traffic requiring additional public parking facilities. Utilization of previously acquired-- now public properties-- to create parking facilities or a pedestrian plaza has been contemplated. Such properties include:

Judge Belford's Inn and surrounding properties
0600-128-3-7 210 Osborne Avenue
0600-128-3-8 222 Court Street

To fully take advantage of tourist facilities that exist as well as those being developed throughout the Town and to maximize the potential for drawing visitors to the Urban Renewal area, it is critical that the Town address these vehicular access, roadway configuration, parking and transportation issues. In addition to the parking requirements of an Aquarium and other tourist attractions, the Suffolk County Historical Facility and the Riverhead Free Library are in dire need of more parking spaces to accommodate users. The real property that could be acquired to provide for necessary improvements includes:

- 1) Cornell Cooperative Extension property
0600-128-4-1 246 Griffing Avenue
- 2) Nassau Suffolk Lumber property
0600-128-4-3 416-417 Griffing Avenue
- 3) Long Island Rail Road Building
0600-128-1-22
- 4) 0600-128-1-31.1
- 5) 0600-128-2-13
- 6) 0600-128-2-14.1
- 7) 0600-128-3-1
- 8) 0600-128-3-2
- 9) 0600-128-3-3
- 10) 0600-128-3-4
- 11) 0600-128-3-5
- 12) 0600-128-3-6
- 13) 0600-128-3-9
- 14) 0600-128-3-10
- 15) 0600-128-3-11

Secondly, in order to effect the goal of encouraging economic development and the elimination of blighting influences, certain real property should be publicly or privately acquired and redeveloped to achieve a higher and better use. Substandard properties which currently exert a deteriorating influence on the adjacent business district:

0600-128-3-1
0600-128-3-2
0600-128-3-3
0600-128-3-4
0600-128-3-5
0600-128-3-6
0600-128-3-9
0600-128-3-10
0600-128-3-11
0600-128-3-14
0600-128-3-15

Several of these properties exhibit unique qualities and their functioning in a highest and best use capacity is critical to the successful revitalization of the area. Further, for those properties which are structurally sound, but are vacant or occupied by marginal uses which result in a negative impact on the community, redevelopment is considered to be economically viable and is strongly recommended. Such redevelopment may involve acquisition, substantial renovations/restoration activities to attract improved users; it may include renovations to meet the needs of a particular user or be limited to rehabilitation efforts involving exterior improvements. To the greatest extent possible, private sector property acquisition and redevelopment within this district shall be encouraged and undertaken consistent with this Urban Renewal Plan and particularly with the goals and objectives stated herein.

Thirdly, it is the intent of this Plan to provide a mechanism for the termination of land uses which do not conform to the Town of Riverhead Zoning Ordinance in terms of either use or intensity of use. The basis for this intent is the generally held theory of zoning that nonconforming uses are considered to "imperil the success of the community plan and injure property values" and ideally should be discontinued. In this regard, there exists within the Urban Renewal Area several multifamily and boarding uses, neither of which are provided for within the Business D Zoning Use District. These uses are offensive to the Zoning Ordinance due to their intensity of use and the fact that certain dwelling units are substandard relative to the Zoning Ordinance and the Housing Code of the Town of Riverhead. Furthermore, the applicable zoning use district provides for a wide range of uses which could legally occupy these premises and provide a reasonable rate of return to the owner.

In order to achieve the goal of the elimination of nonconforming uses within the Urban Renewal Area, and to do so in an equitable fashion, the Town Board may consider either a condemnation or amortization of nonconforming uses, particularly of the identified boarding houses. Utilization of the power of eminent domain to eliminate the use would require compensation to the owner for property interest taken. Given the range of uses and already provided values within the central business district, this approach could be reasonably defended, though as a last resort. A more equitable approach to the elimination of nonconforming uses would be by their amortization; that is, their termination over a reasonable period of time. The time period is intended to give the nonconforming owner the opportunity to amortize his investment in the nonconforming use and, to the extent that the improvements therein cannot be used for a conforming purpose, the investment in those improvements. Given the practicality of conforming uses and the already long duration of the nonconforming uses, amortization is the preferred approach to address this situation.

E. Demolition and Clearance

Substandard and blighted properties acquired publicly or privately and not appropriate for rehabilitation and reuse, may be cleared in order to accomplish one or more of the goals set forth above in the Statement of Goals and Objectives. Public acquisition and clearance may be accomplished by the Town of Riverhead Community Development Agency, as provided for by state law. Private acquisition of blighted properties for clearance and redevelopment to achieve Urban Renewal Plan Objectives will be encouraged. In assessing the appropriateness of demolition of particular structures, the historic significance and environmental impacts shall be determined in compliance with national, state and local regulations.

F. Public, Semi-public, Private, or Community Facilities and Utilities

Improvements recommended to be implemented as funds permit include beautification, safety, and identification improvements to pedestrian walkways, roadways and parking areas.

A major redevelopment project with direct impact on the downtown business district could necessitate additional public improvements including roadway alignment and width adjustments, parking, lighting, signage and modifications to existing traffic patterns. The Town of Riverhead Parking District, Community Development Agency, Business Improvement District and the private sector are all anticipated to be involved in the effort to address the substantial need for additional parking necessary to support a significant number (in excess of 1 million annually) of tourists/visitors to the area for single or multiple destination facilities. Appropriate sites in the Railroad Street/Court Street Area include the western portion of the Urban Renewal Area to achieve utilization by the Suffolk County Historical Society and the Riverhead Free Library. Areas to be improved and incorporated into a well functioning parking system include the Suffolk County lot north of the railroad, the Nassau/Suffolk Lumber property north of the railroad and reconfiguration of the Suffolk County lot south of Court Street to include property adjacent to Town parking west of Griffing Hardware (0600-128-3-35) by acquisition from Suffolk County.

Changes to the transportation network of local and collector streets providing internal circulation within local development areas and access to individual properties would also be expected in order to address intensive development within the downtown business district, including portions of the Railroad Street/Court Street Area. Specifically, the widening of Court Street, west of Osborne Avenue, by acquisition or condemnation of additional right of way to the north or south of Court Street, and the extension of Court Street to Railroad Street. Improved crosswalk delineation at intersections and directional flow markings are recommended to improve pedestrian and vehicular flow patterns.

The undergrounding of overhead utilities on Main Street was initiated in the early 1980s and contributed significantly to the beautification of the downtown business. This effort has not yet begun in the Railroad Street/Court Street Area and is strongly recommended for implementation here.

In addition to supporting the relocation of utilities, as described, the business community has proposed, and the Town should pursue, both redeveloping the nonfunctioning comfort station building on West Main Street into a police substation or other productive use, and relocating the West Main Street bus stop to an alternative transportation hub located in the Railroad Street area in order to deter loitering within the business district and centralize transportation facilities at the railroad station. The railroad station should become a regional transportation center through physical and operational policies.

Expansion of railroad usage based on a significant increase in out-of-region visitors to the tourist destination facilities to be developed in Riverhead is expected. Federal, state and other funding sources should be pursued toward this end.

Taxi service, feeder buses, private common carriers, and private trolley and other specialized transportation services should all operate through the Railroad Street Transportation Center in order to improve circulation in the downtown area, limit the potential for accidents that might result from on-street boardings and alightings on Main Street. The Railroad Street Transportation Center should also include improved provisions for rider shelters, bus layover bays and display/disbursement of information regarding the area. Additionally, the transportation center should provide on-street parking for both commuters and short-term visitors.

Furthermore, the use of the train station as a transportation/information center for all visitors to the Town of Riverhead is a viable alternative to the present system. Existing public and private bus service do not afford centralized boardings and transfer between bus routes and other transportation services. The relocation of public and private bus services to the proposed Riverhead Transportation Center will not only provide better access to the public transportation services, but will also improve vehicular and transportation circulation by removing any traffic and sidewalk congestion that may result from bus layovers and stops in the downtown business district.

The Long Island Railroad Station, located in the improvement area, offers a unique opportunity for the Town of Riverhead to centralize the various transportation services that serve the Town. Efforts previously undertaken by the Town to upgrade Railroad Street by improving street surfacing, constructing parking bays for commuters, taxi stands, layover bays for buses and striping parking spaces for short-term users have improved access to the station, but need to be expanded. A restored and expanded Rail Road Station Transportation Center with

configuration as proposed by the BID requires condemnation of the block west of Cedar Street with parcelization and creation of new lots for sale and public improvements. These improvements are consistent with and enhance the proposal to convert the station into a multi-transportation media and information center. The station must, however, be reopened either by the LIRR, or by the Town or BID under a lease arrangement.

Types of materials that should be made available at the information center include: LIRR and commuter bus schedules, special transportation service booklets, brochures describing local tourist attractions, regional service directories, and local maps. The Town, the Chamber of Commerce or BID should solicit volunteers from senior citizen and community groups to staff the information center.

Physical enhancements are recommended to connect the proposed Transportation Center with the Suffolk County Court Facilities and the First Street Parking Lots as a pedestrian corridor through sidewalk improvements. These improvements should include: sidewalk pavers, street furniture, street lighting, signage and other landscaping features that will integrate the street connections into a common design scheme similar to that found on Main Street. Motorists and pedestrians should be made aware of the location of the Transportation Center by installing "trailblazer" signs along Main Street, Roanoke Avenue, Griffing Avenue and Peconic Avenue. In addition, the planned construction of an elevated platform by the Long Island Rail Road should be designed in such a manner as to integrate with the existing station building.

A key element of centralizing public transportation services will be negotiating a lease for the railroad station building at a nominal fee, such as \$1. However, the Town would necessarily assume maintenance costs and cover the facility under its general liability insurance. The building was renovated in the late 1980s and is in good structural condition. Consequently, construction and capital improvement costs are anticipated to be relatively low. The possibility that a turntable exists below grade on the MTA/Nassau Suffolk Lumber property north of the railroad tracks should be investigated. At present, the station does not offer ticketing or any passenger related commuter services; the building is being used as a maintenance storage facility by the Long Island Rail Road and is not open to the public. Therefore, the building must be enhanced to become an anchor for the transportation district, while preserving its historic character.

It is the intent of this Plan to encourage private investment in the improvement of private property as a mechanism for effectuating revitalization. The substantial investment of private organizations in such major capital projects as an Aquarium and dinner cruise boats require support from the Town, but the initiative is based on free-market economics. Consistent with this approach, the Town has, and may in the future,

intervened in the transfer of real property in order to facilitate the integration of supply and demand in an otherwise untenable solution. It is intended that the acquisition of such property could result in significant private investment by a project sponsor motivated by the expectation of profit to be realized in the long term.

Pursuant to Urban Renewal Law and the goals of this plan, other Town, Community Development Agency, Business Improvement District investments are appropriate for the acquisition of real property for the purpose of revitalization of the Railroad Street/Court Street Corridor, particularly if such acquisition serves to encourage or leverage substantial private investment in the area.

V. Implementation

A. Proposed Methods or Techniques of Urban Renewal

The primary techniques proposed for urban renewal include acquisition, demolition, redevelopment, rehabilitation, code enforcement and public improvements.

COMMERCIAL AND RESIDENTIAL REHABILITATION

Appropriate structures and uses within the Railroad Street/Court Street Corridor will receive priority from the Town of Riverhead/Community Development Agency for preservation, improvement and property rehabilitation. Available incentives will be provided where feasible to assist owners and businesses in improving their properties. Properties to be rehabilitated or redeveloped shall comply with all applicable statutes, codes and ordinances currently in effect relating to the use, maintenance, facilities and occupancy of the property, including but not limited to the following:

New York State Building Code
National Electrical Code
Fire Prevention Code
Town of Riverhead Zoning Ordinance
Sign Permit/Site Plan Requirements

Of primary importance is the availability of funds to rehabilitate commercial properties within the improvement area which will contribute to the implementation of this Plan. As state and federal financing incentives become available they should be utilized to the greatest extent possible for implementation of the activities proposed under this Plan for accomplishment of the goals and objectives stated herein.

The Town has included this area as a target area eligible for the Commercial and Industrial Incentive Program. This program, as enacted by the Suffolk County Legislature, provides a tax abatement equal to 50% of the increase in taxes resulting from improvement to real property and the resulting increase in assessed value. This abatement begins at 50% in year one and decreases to 0% by year 10. It serves as an incentive to new or expanding business owners seeking to invest in improvements.

DEMOLITION AND CLEARANCE

Properties acquired by the Town or its Community Development Agency needed to effect the development and implementation of this Plan may be cleared to eliminate substandard conditions and blighting influences, and to accomplish goals set forth herein. The Town will encourage the acquisition, clearance and redevelopment of blighted, underutilized and/or unutilized properties by private developers/sponsors consistent with the Town's Urban Renewal objectives.

STANDARDS AND CONTROLS FOR REDEVELOPMENT

The standards and controls for redevelopment shall be in accordance with all applicable federal and state legislation as set forth in the New York State Building Code, and the Town of Riverhead Zoning Ordinance, as these codes and ordinances conform to the land use provisions contained in Section IV of this Plan and to the recommendations of the Town of Riverhead Master Plan. In the event of conflict between the standards and controls of the Plan and the provisions of the Town's codes and ordinances, the more restrictive provisions shall govern.

The New York State Department of State is currently in the process of amending regulations promulgated under the New York State Uniform Fire Prevention and Building Code in order to reduce restrictions on renovations to existing buildings to facilitate the redevelopment of buildings in historic or downtown areas, such as the Railroad Street/Court Street Corridor. Specifically, the proposed modifications would allow for the adaptive reuse of older buildings which are presently underutilized, particularly above the ground floors. The codification of these amendments is expected to facilitate the development of proposed future land uses as envisioned by this Plan.

OBLIGATIONS OF SPONSORS

Property acquired by the Town or its Community Development Agency shall be subject to acquisition and disposition agreements between the CDA and the purchase/redeveloper herein called sponsor as stipulated by Articles 15 and 15A of the General Municipal Law, enabling legislation for Urban Renewal and Urban Renewal Agencies. The Agency will solicit and evaluate redevelopment proposals in terms of price, use of property, time schedule for redevelopment, efficiency and effectiveness of proposal in meeting the goals and objectives of the Urban Renewal Plan. Conformance of the proposed redevelopment with the guidelines and controls of the Urban Renewal Law and with the Town of Riverhead Urban Renewal Plan is strongly recommended.

The following obligations shall be required of a sponsor:

- 1) The regulations and controls put forth in Section IV hereof will be implemented wherever applicable, by covenants and restrictions or other provisions to be stipulated in agreements for land disposition and conveyance to be executed by the Agency and sponsor.
- 2) A sponsor shall propose and redevelop land included within the boundaries defined by this Plan in a manner exclusively consistent with the uses specified herein.
- 3) A sponsor shall undertake and complete the development of land for the uses stipulated in this Urban Renewal

Plan and the construction of improvements agreed upon in the respective Land Disposition Agreements within a reasonable period.

- 4) A sponsor shall not sell, lease, or in any way transfer or encumber land which is subject to a Land Disposition Agreement with the Town of Riverhead Community Development Agency at any time prior to the completion of the redevelopment thereof without prior written consent of the CDA and the sponsor.
- 5) Land Disposition/redevelopment agreements with sponsors shall include requirements for adherence to all applicable federal, state and local laws.
- 6) In addition to submission required for building permit, site plan and sign permit approvals, sponsor shall be required to submit site plans, elevations, building plans and any additional details to the CDA for determination of compliance with the intent and controls of the Urban Renewal Plan. The design and character of proposed redevelopment must be submitted to and approved by the CDA at the design concept stage, at the preliminary design stage and prior to the commencement of construction. Any material changes proposed after approval by the Agency must be similarly approved. As built drawings shall be submitted to the Agency for final determination of compliance upon completion.
- 7) The intent of this Plan is to encourage cooperative revitalization efforts by public and private entities. Consistent with this philosophy and the intent of the Urban Renewal legislation, sponsors shall cooperate with appropriate local officials and applicable requirements in carrying out activities pursuant to this Plan.

OVERALL DEVELOPMENT STRATEGY

Recommended development strategies and approaches for the Urban Renewal District include rehabilitation, demolition and clearance, acquisition, disposition and redevelopment. Conservation, defined as the ongoing maintenance of currently acceptable conditions, is appropriate for those properties currently in standard condition. Rehabilitation, recommended for the majority of properties within the Railroad Street/Court Street Area, includes a variety of proposed activities including improvements to the facades of buildings otherwise in standard condition. Rehabilitation is also indicated for currently vacant structures requiring action to encourage occupancy and specific to the needs of prospective occupants.

Major redevelopment is recommended for properties not requiring demolition and clearance including those with substandard accessory occupant uses, and several with historic significance to be preserved. Proposed financing to accomplish recommended acquisition and redevelopment includes New York State and federal grants, New York State New York State Department of Transportation funded roadway improvements, Town of Riverhead funded public improvements, MTA/LIRR funded right of way improvements and other public and private funding, as well as utilization of the Commercial and Industrial Tax Incentive Program to realize tax savings.

CODE ENFORCEMENT

The Riverhead Town Board is presently pursuing a townwide enforcement of the New York State Building Code and the New York State Multiple Residence Law. The enactment of the Town of Riverhead Rental Law on January 1, 1997 provides greater leverage for improvements to the housing stock throughout the Town. The rigorous enforcement of all building codes is essential to the ultimate success of this Plan in general and the abandonment of nonconforming uses in particular.

B) Proposed New Codes, Ordinances and Amendments

The implementation of the proposed Urban Renewal Plan will require certain amendments to the Code of the Town of Riverhead, the Riverhead Zoning Ordinance and the Zoning Use District Map of the Town of Riverhead. Proposed additions of amendments include:

First, the amendment to the zoning use district map of the Town of Riverhead to provide for the Business D Zoning Use District to the exclusion of the existing Business C Zoning Use District and Industrial A Zoning Use District on all real property in the Urban Renewal Area. This amendment would provide for the Business D Zoning Use District exclusive of all other districts within the Urban Renewal Area.

Second, the extension of the Riverhead Parking District to include all real property within the designated Urban Renewal Area. Properties held by the Town of Riverhead for parking facilities or to be acquired for parking should be owned by the Town of Riverhead Parking District.

Third, in order to encourage private sector reinvestment within the Urban Renewal Area, the relief of real property tax and ad valorem levies on improvements pursuant to 485-D of the real property tax law should be provided as an amendment to the Code of the Town of Riverhead. This amendment has been authorized by the Riverhead Town Board for this area and has been submitted to Suffolk County for enactment.

Fourth, the improvement or redevelopment of property demonstrating adequate separation of buildings between single and separate lots should be exempted from the administration of fire limits as established by the Riverhead Town Board.

Fifth, the Code of the Town of Riverhead should be amended to provide for an ordinance regulating the livery industry. This amendment is currently being considered and should be implemented in some form concurrent with other amendments to the Code.

C. Proposed Time Schedule

Implementation of this Urban Renewal Plan will commence upon its adoption by the Riverhead Town Board subsequent to review and certification by the Riverhead Planning Board and satisfaction of citizen participation and SEQRA/NEPA requirements. Land acquisition, clearance, disposition of property, redevelopment and rehabilitation activities shall be undertaken consistent with this plan, in cooperation with private sponsors, and as funds become available.

All land use provisions and building requirements adopted herein shall remain in effect for a period of 10 years from the date of Town adoption of the Urban Renewal Plan and subject to any modification or amendment thereto by the Riverhead Town Board, except as provided for in Section E hereof.

It is intended that the undertaking of the Urban Renewal activities in stages is in the best public interest and will not cause any additional or increased hardship to the residents of the designated area.

The overall program encompassing private and public actions is estimated to extend over a three year period with activities generally anticipated as follows:

Activity	Begin	Complete
1. Town Board Adoption of UR Plan		April 1997
2. Environmental Review Process		March 1997
3. Acquisition of Properties public/private	April 1995	December 1999
4. Site Clearance	April 1995	December 1999
5. Disposition of Property	January 1997	
6. Rehabilitation public/private	June 1996	ongoing
7. Public Improvements	June 1996	ongoing
8. Private Development of underdeveloped or undeveloped properties	Sept. 1995	ongoing

D. Relocation Plan

On July 18, 1989 the Town of Riverhead adopted a Relocation Plan in compliance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (URA). This act applies to all HUD-assisted programs.

Consequently, all individuals, families, businesses and nonprofit organizations comprising owners and tenants of properties acquired by the Town of Riverhead or Community Development Agency with HUD funds will be afforded assistance pursuant to the Town of Riverhead Relocation Plan.

Residential and commercial relocatees not covered by the URA who are displaced as a direct result of Town of Riverhead/Community Development Agency property acquisition may be provided assistance in their search for replacement housing or business relocation services. Where relocation efforts are necessary for the accomplishment of a project within the District, the Town of Riverhead/Community Development Agency shall take the steps necessary to ensure cooperation and coordination among government agencies, neighborhood groups and affected persons so that the project can proceed efficiently with minimal duplication of effort, with minimal displacement, and as economically as possible.

E. Plan Amendments

i. Pursuant to Section 574 of the Urban Renewal Law, the Town of Riverhead will file with the Commissioner of Housing and Community Renewal of the State of New York the Town of Riverhead Railroad Street Area Urban Renewal Plan upon its adoption. No changes are permitted in the Urban Renewal Program for projects which are assisted by State loans, periodic subsidies, or capital grants without approval of the Commissioner of Housing and Community Renewal of the State of New York.

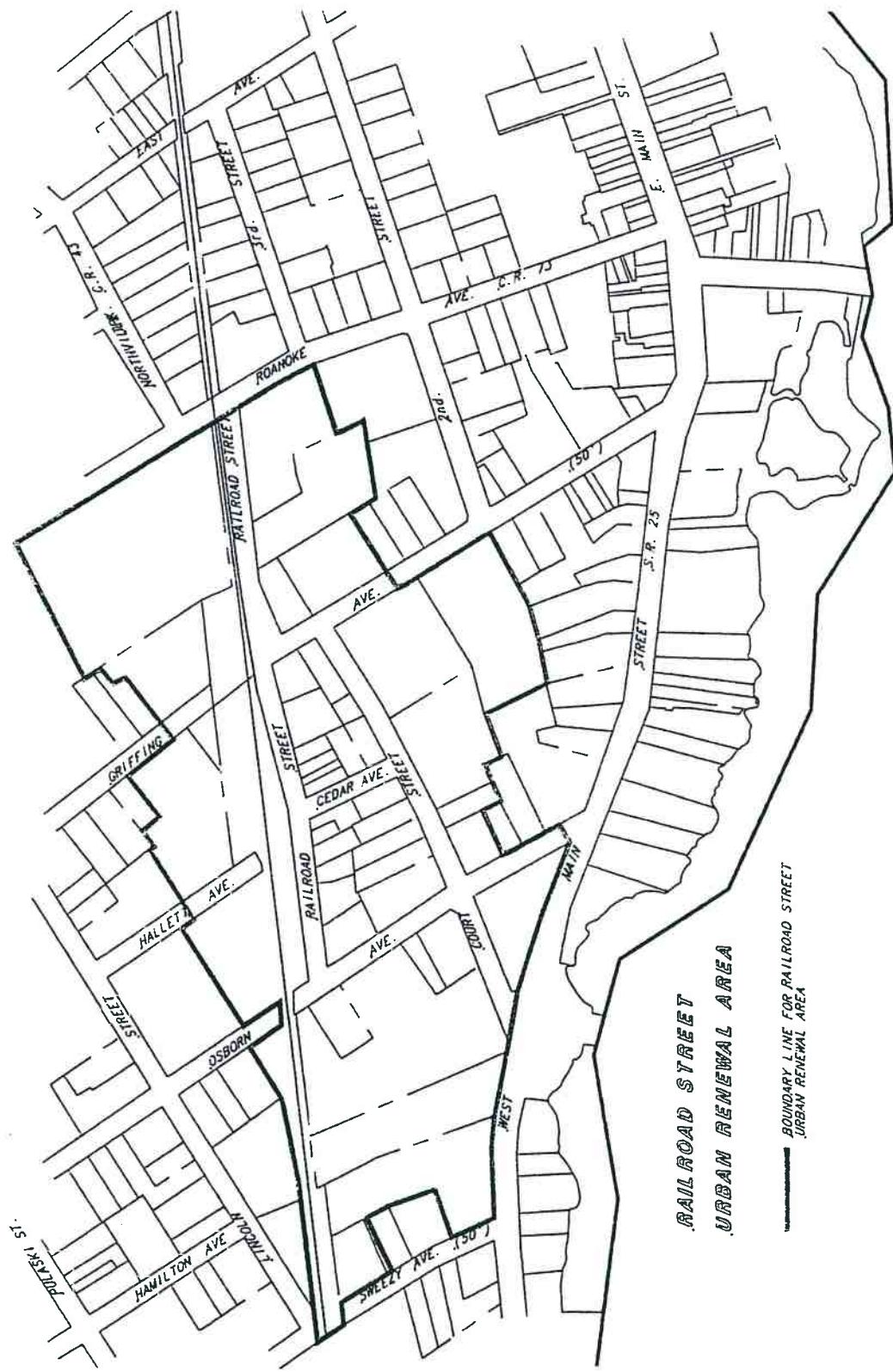
ii. Town Code Amendments: Zoning Changes will be adopted which are consistent with the Urban Renewal Plan. Such zoning changes are accomplished by amendments to zoning ordinances or local laws. The amendments are presented to the Town Board for consideration and referred to the Planning Board for comment. Thereafter a notice of public hearing is published in the official newspaper and posted at the Town Clerk's office. At a public hearing comments are received and considered. The Town Board may subsequently adopt the code amendments.

Minor Changes

Minor modifications to the Plan in regard to the literal enforcement of physical standards and requirements defined in Sections III, IV, and V herein for reasons of practical difficulty, unreasonableness beyond the intent or purpose of these restrictions, or unnecessary hardship may be authorized by the Community Development Agency, upon appeal in specific cases. Such minor changes, variations, or minor modifications to the restrictions imposed by Sections III, IV, and V must conform with the intent and purpose of this Plan and may not be less restrictive than or contrary to applicable state and local codes and ordinances.

APPENDIX A

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Appendix B--List of Properties in Railroad Street/Court Street Corridor

<u>Tax Map #</u>	<u>Description</u>	<u>Square Footage</u>	<u>Condition</u>
128-1-22	vacant land unoccupied commercial property owner--Long Island Rail Road	3.9 acres	standard
128-1-31.1	vacant land unoccupied parking owner--County of Suffolk	1.3 acre	standard
128-1-33.1	commercial landuse occupied electrical supply warehouse owner--Theodora & Ross Velys	2 story 7,106 sq. ft.	standard
128-2-13	commercial land occupied warehouse owner--Robert Golding	2,860 sq. ft.	standard
128-2-14.1	commercial land occupied parking lot owner--A.D. Enterprises	1.6 acre	standard
128-2-15	commercial landuse unoccupied office building owner--Michael & Sally Biondo	3-stories at 13,629 sq. ft. deteriorated TOTAL- 40,887 sq. ft.	
128-2-18.1	commercial landuse occupied professional building owner--235 Osborne Realty (Built 1865)	1st story 2,459 sq. ft. 2nd story 2,349 sq. ft. TOTAL- 4,808 sq. ft.	standard
128-2-21.1	vacant land unoccupied parking lot owner--Nutan Anand	.12 acres	standard
128-2-21.3	institutional landuse occupied library owner--Riverhead Free Library Association	TOTAL- 8,568 sq. ft. --also partial use of basement	standard
128-2-22	commercial landuse (Business "C" Zoning) commercial building owner--Nutan Anand	4,340 sq. ft.	standard

<u>Tax Map #</u>	<u>Description</u>	<u>Square Footage</u>	<u>Condition</u>
128-3-1	vacant landuse unoccupied comm. 2-story bldg. owner--John & Joanne Calabrese	1st story 5,759 sq. ft. 2nd story 863 sq. ft. TOTAL- 6,622 sq. ft.	dilapidated
128-3-2	vacant land unoccupied commercial property owner--Edith Lowell	.25 acres	vacant land
128-3-3	vacant landuse unoccupied laundromat owner--Sajida Haider	9,000 sq. ft.	deteriorated vacant
128-3-4	commercial landuse occupied thrift shop owner--Kevin Conlan	1st story 1,782 sq. ft. 2nd story 575 sq. ft. TOTAL- 2,357 sq. ft.	deteriorated vacant
128-3-5	commercial landuse occupied liquor store owner--Kevin & Daniel Conlan	1,493 sq. ft.	deteriorated
128-3-6	commercial landuse occupied deli owner--MRH Realty Inc.	1st story 2,333 sq. ft. 2nd story 1,478 sq. ft. TOTAL- 3,811 sq. ft. <u>NOTE: apartments upstairs</u>	deteriorated
128-3-7	vacant land unoccupied formerly Judge Belford's Inn owner--Town of Riverhead	.4 acres	standard
128-3-8	vacant land unoccupied formerly Cortland House owner--Town of Riverhead	.2 acres	standard
128-3-9	commercial landuse occupied professional offices owner--Anthony J. Leanza	1st story 1,942 sq. ft. 2nd story 575 sq. ft. TOTAL- 2,626 sq. ft. --also rear garage of 240 sq. ft.	deteriorated
128-3-10	commercial landuse occupied office building owner--Edwin Fishel Tuccio	4,000 sq. ft.	deteriorated

<u>Tax Map #</u>	<u>Description</u>	<u>Square Footage</u>	<u>Condition</u>
128-3-11	residence landuse occupied single family home owner--Edwin Fishel Tuccio	1,120 sq. ft.	deteriorated
128-3-12.1	commercial landuse occupied shoe store owner--Ivan's Shoe Store Inc.	2,922 sq. ft.	standard
128-3-12.2	commercial landuse occupied deli owner--Milton & Helen Tepper	1,656 sq. ft.	standard
128-3-12.3	commercial landuse occupied music store owner--Ralph L. Vail	2,238 sq. ft.	standard
128-3-13	vacant land unoccupied commercial property owner--John Saunders	.08 acres	standard
128-3-14	residential landuse occupied 2 family home owner--Cedar Street Association	TOTAL- 1,096 sq. ft.	deteriorated
128-3-15	residential landuse occupied taxi headquarters owner--Kenneth Price	1st story 1,370 sq. ft. 2nd story 1,020 sq. ft. TOTAL- 2,390 sq. ft.	deteriorated
128-3-17	commercial landuse occupied 5 stores--insurance, pub, bike shop, toy store, vacant store owner--Brandy Corp.	4,298 sq. ft.	standard
128-3-18	commercial landuse occupied professional offices owner--120 Court Street Corp.	2 story 2,740 sq. ft.	standard
128-3-19	commercial landuse occupied restaurant/bar owner--STU Corp.	1st story 3,323 sq. ft. 2nd story 1,817 sq. ft. TOTAL- 5,140 sq. ft.	standard
128-3-20	commercial landuse occupied professional offices owner--Robert Wasserman	2 story 4,032 sq. ft.	standard

<u>Tax Map #</u>	<u>Description</u>	<u>Square Footage</u>	<u>Condition</u>
128-3-21	commercial landuse occupied professional offices owner--Thos. and Marcellle Walsh	1 story 4,050 sq. ft.	standard
128-3-24	vacant land occupied vacant lot owner--County of Suffolk	1 acre	standard
128-3-25	institutional landuse occupied Commissioner of Jurors owner--County of Suffolk	3 story 40,020 sq. ft.	standard
128-3-28	institutional landuse occupied Supreme Court owner--County of Suffolk	2 story 27,322 sq. ft. (with annex)	standard
128-3-46	institutional landuse occupied museum owner-- Suffolk County Historical Society	1 story 7,640 sq. ft. (1/4 2nd story)	standard
128-4-3	vacant landuse unoccupied former lumber yard owner--Nassau-Suffolk Lumber and Supply Co.	structure A 2,860 sq. ft. structure B 12,817 sq. ft.--2 story structure C 2,462 sq. ft.--2 story structure D 4,446 sq. ft.--2 story TOTAL- 22,310 sq. ft.	deteriorated
128-4-4	institutional landuse occupied elementary school owner--Riverhead Central School District	1st story 16,217 sq. ft. 2nd story 9,625 sq. ft. 3rd story 9,625 sq. ft. TOTAL- 35,467 sq. ft.	standard
128-5-1	institutional landuse occupied parking (Cornell Cooperative Extension) owner--County of Suffolk	.31 acres	standard
128-5-2	institutional landuse occupied Cornell Cooperative Extension owner--County of Suffolk	11,120 sq. ft.	standard
128-5-7	vacant land unoccupied former lumber yard owner--Suffolk County National Bank		vacant
128-5-8	vacant land unoccupied former lumber yard owner--Suffolk County National Bank		vacant

Adopted

7/16/96

TOWN OF RIVERHEAD

RESOLUTION # 559
ADOPTED July 16, 1996

REFERS RAILROAD AVENUE URBAN RENEWAL PLAN TO THE RIVERHEAD
PLANNING BOARD

COUNCILMAN LULL offered the following resolution

which was seconded by COUNCILMAN PRUSINOWSKI.

WHEREAS, the Town Board authorized the preparation of an Urban Renewal Plan to address the area defined by Railroad Avenue, Osborne Avenue, Court Street, and Roanoke Avenue pursuant to Articles 15 and 15-A of the General Municipal Law;

WHEREAS, a draft plan has been presented to the Town Board by the Community Development Director and Planning Director; and

WHEREAS, pursuant to Section 505 of Article 15 of the Urban Renewal Law, the draft plan is to be referred to the Planning Board for hearing, review and report.

THEREFORE, BE IT RESOLVED, that the draft dated July, 1996 of the Railroad Avenue Urban Renewal Plan is hereby referred to the Riverhead Planning Board for public hearing, review and submission of its report to the Town Board pursuant to the Law.

BE IT FURTHER RESOLVED, that the Town Clerk shall forward a certified copy of this resolution to Andrea Lohneiss, Community Development Director; Richard Hanley, Planning Director; and Barbara Blass, Chairman, Riverhead Planning Board.

THE VOTE

Wittmeier	<input checked="" type="radio"/> Aye	Nay
Kwasna	<input checked="" type="radio"/> Aye	Nay
Lull	<input checked="" type="radio"/> Aye	Nay
Prusinowski	<input checked="" type="radio"/> Aye	Nay
Stark	<input checked="" type="radio"/> Aye	Nay

The Resolution was thereupon
duly adopted.



TOWN OF RIVERHEAD PLANNING BOARD

200 Howell Avenue
Riverhead, New York 11901-2596
516-727-3200 Ext. 267

February 7, 1997

Mrs. Barbara Grattan
Town Clerk
200 Howell Avenue
Riverhead, NY 11901

RE: URBAN RENEWAL PLAN OF THE RIVERHEAD TOWN BOARD

Grattan
Dear Mrs. ~~Blass~~:

The following resolution was duly adopted by the Town of Riverhead Planning Board at a meeting held on February 6, 1997:

WHEREAS, the Riverhead Town Board has referred to this Planning Board a Draft Urban Renewal Plan for its review pursuant to Article 15 of the General Municipal Law, and

WHEREAS, this Board has reviewed the draft document as presented by the Planning Director and the Community Development Director, and

WHEREAS, a public hearing was held by this Board on September 5, 1996 in order that all interested persons might be heard to comment upon the specific recommendations of the Urban Renewal Plan, and

WHEREAS, the Riverhead Planning Board has carefully considered the merits of the Urban Renewal Plan as drafted, the report of the Planning Director, the report of the Community Development Director, the Master Plan of the Town of Riverhead, as well as all other relevant planning, zoning, and environmental information, now

THEREFORE, BE IT

RESOLVED, that the Riverhead Planning Board hereby endorses and approves the Town of Riverhead Urban Renewal Plan subject to the following conditions and recommendations:

1. That the boundary of the Urban Renewal area as described in resolution No. 559 (1996) of the Riverhead Town Board be amended to bound certain parcels westward to include the underutilized parcel located at the

Mrs. Barbara Grattan
RE: Urban Renewal Plan
February 7, 1997
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northeast corner of West Main Street and Sweezy Avenue (0600-128-2-14.1); southward to include the Suffolk County Historical Society (0600-128-3-46); property at the southeast corner of Osborne Avenue and Court Street (0600-128-3-21) and three parcels comprising the Suffolk County Court complex (0600-128-3-24) (0600-128-3-25) and (0600-128-3-28);

2. That the boundary of the Urban Renewal Area as described in Resolution No. 559 (1996) of the Riverhead Town Board be amended to bound certain parcels northward to include two underutilized parcels located adjacent to the MTA property and Roanoke School and known as 0600-128-1-31.1 and 0600-128-4-3;
3. That the Planning Board considers those properties located west of Nugent Drive to be an integral part of the identified Urban Renewal area; however due to the land use development constraints imposed by the New York State Department of Environmental Conservation through the Wild, Scenic and Recreational Rivers program affecting those lands west of Peconic Avenue, a separate and distinct urban renewal plan should be developed to address those land use issues and opportunities inherent in the West Main Street corridor;
4. That the Town Board consider the obligations of the Town for the potential relocation of households resulting from the amortization of preexisting, nonconforming multifamily land uses within the urban renewal area, including those required by the Uniform Relocation Act and the associated costs;
5. That the development of a tourist destination facility is expected to have impacts upon motor vehicle parking and traffic patterns and that the Town Board should ensure that in the event of such development an approach for mitigation consistent with environmental impact study data, recommendations, and conclusions is made part of the final document;
6. That not predicated on development of a major traffic generator but upon present demand, parking is presently inadequate thus expansion and enhancement of the Public Parking District is necessary to serve the needs of Riverhead Free Library patrons and staff, Suffolk County Historical Society patrons and staff, Suffolk County Court visitors and employees and others and such

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RE: Urban Renewal Plan
February 7, 1997
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expansion and enhancement shall be a priority of the Riverhead Town Board in conjunction with additional transportation improvements incorporated herein. In this regard, the Planning Board recommends an extension of the Riverhead Parking District on its own motion consistent with the identified need;

7. That the relocation of the West Main Street/Griffing Avenue bus stop should be undertaken with the adoption of the Urban Renewal Plan;
8. That consistent with the design and construction of the transportation center concept, the priorities of pedestrians should be incorporated to the greatest extent possible in order that the comfort and safety of pedestrians may be achieved and their future use of the improvements ensured;
9. That the general concepts of the urban redevelopment plan as prepared by the BID (Jacquemin 1994) be recognized and affirmed by the Railroad Avenue Urban Renewal Plan and adopted by incorporation herein;
10. That the Planning Board supports the expansion and relocation of the Riverhead Post Office within the Central Business District of the Town. Further, this Board recommends that the new United States Postal Service Facility be limited to retail and mail delivery operations such that regional distribution of bulk mail remain at a location which can accommodate the parking, loading and traffic demands associated with a regional facility. The Calverton area is specifically recommended as an appropriate regional distribution site;
11. That the architecture of new and renovated buildings should be, to the greatest extent possible, integrated with the existing structures of architectural significance such as the Suffolk County Historical Society and Suffolk County Court buildings; and

BE IT FURTHER

RESOLVED, that in accordance with Section 505 (3) of Article 15 of the Urban Renewal Law, the Planning Board hereby certifies its recommendations identified herein, and

BE IT FURTHER

Mrs. Barbara Grattan
RE: Urban Renewal Plan
February 7, 1997
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RESOLVED, that a copy of this resolution be forwarded to the Riverhead Town Board, the Community Development Director, and the Town Attorney.

Very truly yours,

PLANNING BOARD

Barbara Blass,
Chairman

BB:js

Adopted

4/1/97

Town of Riverhead

Resolution # 262
April 1, 1997

AUTHORIZES ADOPTION OF THE RAILROAD AVENUE URBAN RENEWAL PLAN

COUNCILMAN KWASNA offered the following resolution
which was seconded by COUNCILMAN WITTMEIER.

WHEREAS, the Riverhead Town Board by Resolution #559 (1996) authorized the preparation of an Urban Renewal Plan to address the Railroad Street Area; and

WHEREAS, pursuant to article 15 and 15A of General Municipal Law, the draft plan was reviewed by the Riverhead Planning Board and a public hearing was held on September 5, 1996 to solicit comments on the specific recommendations of the Urban Renewal Plan; and

WHEREAS, in accordance with Section 505 (3) of Article 15 of Urban Renewal Law, the Riverhead Planning Board carefully considered the merits of the draft plan and has endorsed and approved said plan subject to recommendations identified in a Resolution adopted February 6, 1996; and

WHEREAS, the Town Board held a public hearing on March 18, 1997 to hear comments on the draft plan as required by the Urban Renewal Law and has reviewed the Plan and the recommendations of all interested parties; and

WHEREAS, the Riverhead Town Board, as lead agency has referred the draft Urban Renewal Plan to involved agencies, pursuant to Article 8 of the Environmental Conservation Law; and

WHEREAS, the Town Board has considered the impact of the implementation of the Urban Renewal Plan upon the environmental, social, and physical environmental of the Town of Riverhead in general and the central business district in particular.

THEREFORE, BE IT RESOLVED, that the matter of the adoption of the Town of Riverhead Railroad Street Urban Renewal Plan, the Riverhead Town Board hereby determines that implementation of such plan will have a positive impact upon the economic, social and physical environment and that an environmental impact statement need not be prepared; and

BE IT FURTHER RESOLVED, that the Planning Director be authorized to publish and post that notice of non-significance as required by the New York State Environmental Conservation Law; and

BE IT FURTHER RESOLVED, that pursuant to General Municipal Law, Article 15, Section 505, the Town Board hereby approves the Plan together with the modifications and recommendations set forth by the Planning Board, as follows:

1. That the boundary of the Urban Renewal area as described in resolution No. 559 (1996) of the Riverhead Town Board be amended to bound certain parcels westward to include the underutilized parcel located at the northeast corner of West Main Street and Sweezy Avenue (0600-128-2-14.1); southward to include the Suffolk County Historical Society (0600-128-3-46); property at the southeast corner of Osborne Avenue and Court Street (0600-128-3-21) and three parcels comprising the Suffolk County Court complex (0600-128-3-24) (0600-128-3-25) and (0600-128-3-28);
2. That the boundary of the Urban Renewal Area as described in Resolution No. 559 (1996) of the Riverhead Town Board be amended to bound certain parcels northward to include two underutilized parcels located adjacent to the MTA property and Roanoke School and known as 0600-128-1-31.1 and 0600-128-4-3;
3. That the Planning Board considers those properties located west of Nugent Drive to be an integral part of the identified Urban Renewal area; however due to the land use development constraints imposed by the New York State Department of Environmental Conservation through the Wild, Scenic and Recreational Rivers program affecting those lands west of Peconic Avenue, a separate and distinct urban renewal plan should be developed to address those land use issues and opportunities inherent in the West Main Street corridor;

4. That the Town Board consider the obligations of the Town for the potential relocation of households resulting from the amortization of preexisting, nonconforming multifamily land uses within the urban renewal area, including those required by the Uniform Relocation Act and the associated costs;
5. That the development of a tourist destination facility is expected to have impacts upon motor vehicle parking and traffic patterns and that the Town Board should ensure that in the event of such development an approach for mitigation consistent with environmental impact study data, recommendations, and conclusions is made part of the final document;
6. That not predicated on development of a major traffic generator but upon present demand, parking is presently inadequate thus expansion and enhancement of the Public Parking District is necessary to serve the needs of Riverhead Free Library patrons and staff, Suffolk County Historical Society patrons and staff, Suffolk County Court visitors and employees and others and such expansion and enhancement shall be a priority of the Riverhead Town Board in conjunction with additional transportation improvements incorporated herein. In this regard, the Planning Board recommends an extension of the Riverhead Parking District on its own motion consistent with the identified need;
7. That the relocation of the West Main Street/Griffing Avenue bus stop should be undertaken with the adoption of the Urban Renewal Plan;
8. That consistent with the design and construction of the transportation center concept, the priorities of pedestrians should be incorporated to the greatest extent possible in order that the comfort and safety of pedestrians may be achieved and their future use of the improvements ensured;
9. That the general concepts of the urban redevelopment plan as prepared by the BID (Jacquemin 1994) be recognized and affirmed by the Railroad Street Urban Renewal Plan and adopted by incorporation herein;

10. That the Planning Board supports the expansion and/or relocation of the Riverhead Post Office within the Central Business District of the Town. Further, this Board recommends that the new United States Postal Service Facility be limited to retail and mail delivery operations such that regional distribution of bulk mail remain at a location which can accommodate the parking, loading and traffic demands associated with a regional facility. The Calverton area is specifically recommended as an appropriate regional distribution site;
11. That the architecture of new and renovated buildings should be, to the greatest extent possible, integrated with the existing structures of architectural significance such as the Suffolk County Historical Society and Suffolk County Court buildings; and

BE IT FURTHER RESOLVED, that in accordance with Section 505 of Article 15 of the General Municipal Law, the Town Board also finds:

- (a) The area is in danger of becoming a substandard or deteriorated area, which tends to impair or arrest the sound growth and development of the municipality.
- (b) Any financial aid to be provided to the municipality is necessary to enable the project to be undertaken in accordance with the plan.
- (c) The plan affords maximum opportunity to private enterprise, consistent with the sound needs of the municipality as a whole, for the undertaking of an urban renewal program.
- (d) The plan conforms to a comprehensive community plan for the development of the municipality as a whole.
- (e) There is a feasible method for the relocation of families and individuals displaced from the urban renewal area into decent, safe, and sanitary dwellings, which are or will be provided in the urban renewal area or in other areas not generally less desirable in regard to public utilities and public and commercial facilities, at rents or prices within the financial means of such families or individuals, and reasonably accessible to their places of employment.

BE IT FURTHER RESOLVED, that the Town Board finds that the undertaking and implementation of the proposed urban renewal activities in stages is in the best public interest and will not cause any additional or increased hardship to the residents of such designated area.

BE IT FURTHER RESOLVED, that pursuant to Section 514 of New York State General Municipal Law, the Plan and Map shall be filed with the Commissioner of Housing and Community Renewal of the State of New York.

BE IT FURTHER RESOLVED, that the Town Board directs the Town Clerk to forward a copy of this resolution together with the approved Plan to the Commissioner of Housing and Community Renewal of the State of New York, the Riverhead Planning Board, the Suffolk County Planning Commission, the Town Clerk, Planning Department, Community Development Agency, Town Attorney, Chamber of Commerce, and Business Improvement District.

THE VOTE

Wittmeier	<input checked="" type="radio"/> Aye	Nay
Kwasna	<input checked="" type="radio"/> Aye	Nay
Lull	<input checked="" type="radio"/> Aye	Nay
Prusinowski	<input checked="" type="radio"/> Aye	Nay
Stark	<input checked="" type="radio"/> Aye	Nay <i>Aye Absent</i>

The Resolution was thereupon
duly adopted.

STATE OF NEW YORK,
COUNTY OF SUFFOLK,
TOWN OF RIVERHEAD. } ss:

THIS IS TO CERTIFY that I, the undersigned, Town Clerk of the Town of Riverhead, County of Suffolk, New York, have compared the foregoing copy of

a Resolution with the original Resolution
now on file in this office and which was duly adopted
on the 1st day of April 19 97, and that the same is a true and
correct transcript of said Resolution
and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of
the said Town of Riverhead, this 2nd day of April 19 97.

Edward M. Cattan
Town Clerk