

**Blueprint
For
Riverhead
Landing**

A VISION PLAN FOR DOWNTOWN RIVERHEAD

Gary Jacquemin A.I.A.

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ARCHITECT

BLUEPRINT
FOR
RIVERHEAD
LANDING

DESIGN GUIDELINES

A MASTER PLAN PREPARED FOR THE
RIVERHEAD BUSINESS IMPROVEMENT DISTRICT

June 1995

GARY JACQUEMIN A.I.A.
ARCHITECT

CONSULTANTS:
BALDASSANO ARCHITECTURAL GROUP

CONTENTS

Introduction.....	page	3
Planning Process.....	page	4
Part 1: BLUEPRINT FOR RIVERHEAD LANDING.....	pages	5 - 13
Part 2: RAILROAD AVENUE EXTENSION.....	pages	14 - 24
Part 3: MAIN STREET IMPROVEMENTS.....	pages	25 - 41
Part 4: PARKING ATRIUM.....	pages	42 - 50
Part 5: SIGNAGE.....	pages	51 - 75
Selected Bibliography.....	pages	76 - 77

INTRODUCTION

The following report is the summary of Phases II & III of the study for the revitalization of the downtown Riverhead Business Improvement District (BID). The study was commissioned by the Riverhead BID in December of 1993, following the submission of the Phase I report, The Analysis of the Opportunity for the Revitalization of the Main Street Corridor, produced by Yeiser & Tkacik & Associates of Baltimore.

Phase II, *The Blueprint For Riverhead Landing*, was developed over a period of nearly one year as a master plan for the district, and presented to the community in the fall of 1994. It is summarized in Part I of this report. The Baldassano Architectural Group of Hauppauge, NY were consultants on the plan for the computerization of the planning documents.

Phase III of the planning study consists of the development of design guidelines for four of the most significant components of the overall master plan as selected by the Board of Directors of the BID. Those components are the Railroad Avenue Extension, Main Street Improvements, the Parking Atrium, and district Signage. The design guidelines for developed for each are presented in parts 2, 3, 4, & 5 of this report.

I wish to thank the participating members of the plan advisory committee for their participation in and contribution to the project. Their insightful input has given this work a historical background and community-based validity essential for the long term success of the proposals contained herein.

I also wish to thank the members of the Board of Directors of the Business Improvement District for their support and encouragement in the development of the project.



Gary Jacquemin, A.I.A.
Architect

PLANNING PROCESS

This project, the Blueprint For Riverhead Landing, is a major planning effort based upon a partnership of business, government, and residential interests. The planning process began with a questionnaire which was distributed to local residents and business people. Responses were solicited to issues about various aspects of downtown Riverhead and what changes would be desirable. An advisory committee was designated by the BID which has been central to the development of the Blueprint by informing the planning process with local issues. Their voluntary efforts have been vital to the planning process, and their dedicated participation is exemplary of the aspirations shared for the positive future for Riverhead.

The following are members of the plan advisory committee who are the nucleus of the planning partnership:

William F. Bates, Esq.	Attorney at Law
Victor F. Bozuhoski, Jr.	Executive Vice President Suffolk County National Bank
Wallace W. Broege	Director Suffolk County Historical Society
David Gamberg	B.O.C.E.S.
Harriet Gilliam	Councilwoman Riverhead Town Board
Sheldon Gordon	Downtown Property Owner
Tim Griffing	Proprietor, Griffing Hardware
Rick Hanley	Planning Director Town of Riverhead
Andrea H. Lohneiss	Community Development Director Town of Riverhead
Larry Oxman	Riverhead Real Estate
Ken Rubino	Photographer & Owner East End Waterway Tours
Pat Stark	Riverhead Resident
Bill Talmage	Farmer & Riverhead Resident
Vincent Vilella	Proprietor, Vilella Shoes

VISION PLAN PRIORITIES

ACTION PLAN FOR THE RAILROAD AVENUE URBAN IMPROVEMENT PROJECT

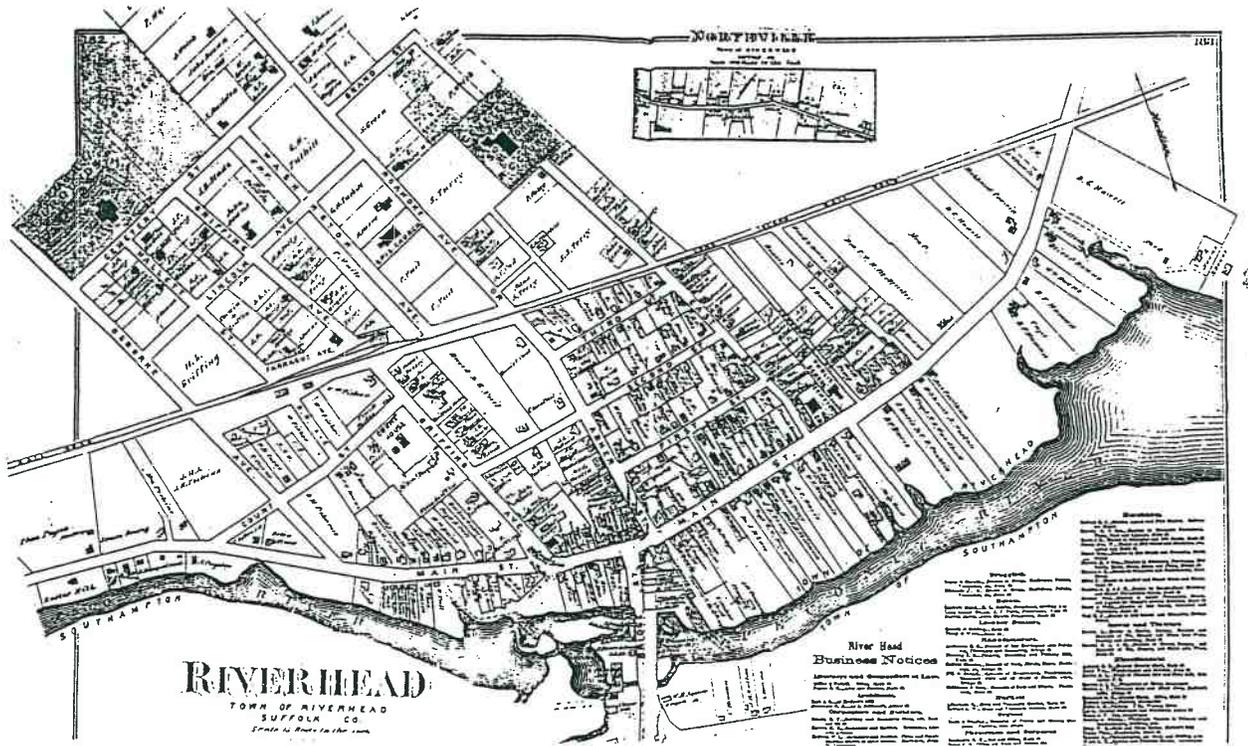
ACTION	COMPLETION DATE
1. Approve Urban Renewal Plan to establish basis for revitalization	4/97
2. Acquire parcels 128-3-1 and 128-3-2 west of Cedar Street and demolish derelict buildings (reinforce direct connection to library)	3/99 10/98
3. Acquire Long Island Rail Road Station, initiate phased improvement plan and seek tenant for station use (Business Improvement District, Chamber of Commerce, other)	1 st quarter 1999
4. Provide sheltered bus waiting area to include benches, emergency Telephones, posted route maps and schedules for buses and trains and relocate bus stop for West Main Street.	In LIRR Plan 1999
5. Implement plan to attract and centralize public transportation modes at station (county and private buses, taxis, trolley)	Late 1999 upon completion of LIRR station renovations
6. Design and construct sidewalk improvements, including signage and lighting to create a sense of historic district, improve safety and pedestrian accessibility from parking and railroad station to courts, library, Historical Society, post office and downtown services.	
7. Package development incentives (tax abatements, favorable zoning, parking district inclusion, reduced energy rates, permit expediting, other) and aggressively market total renewal area to state, county and private development interests	
8. Provide parking to address needs of courts, library, historical society and railroad station	

PART 1

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BLUEPRINT FOR RIVERHEAD LANDING

20 YEAR PLAN

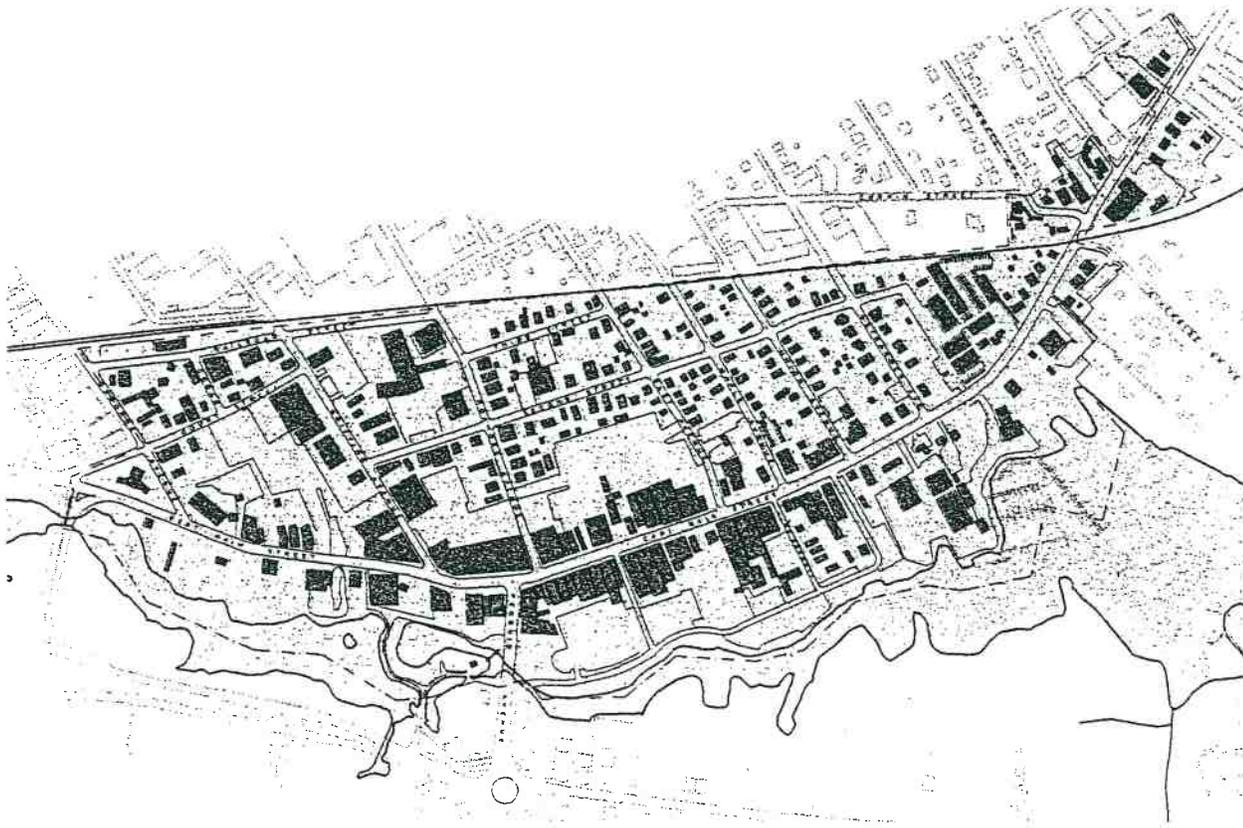


1873 MAP OF DOWNTOWN RIVERHEAD



Downtown Riverhead's future presents many opportunities, but also many challenges. The project described in this report, the *Blueprint for Riverhead Landing*, has been undertaken by the Business Improvement District to address these challenges and to make the most of the opportunities that the growth of Downtown presents. The overall goal of the Blueprint project is to provide Riverhead with the vitality and quality of life that is critical to its revitalization. By firmly establishing a vision as a 20 year plan for the future of Downtown, Riverhead's impending and inevitable growth can be directed in positive ways to provide an environment that is attractive, functional, and conducive to social and economic well being.

HISTORICAL BACKGROUND

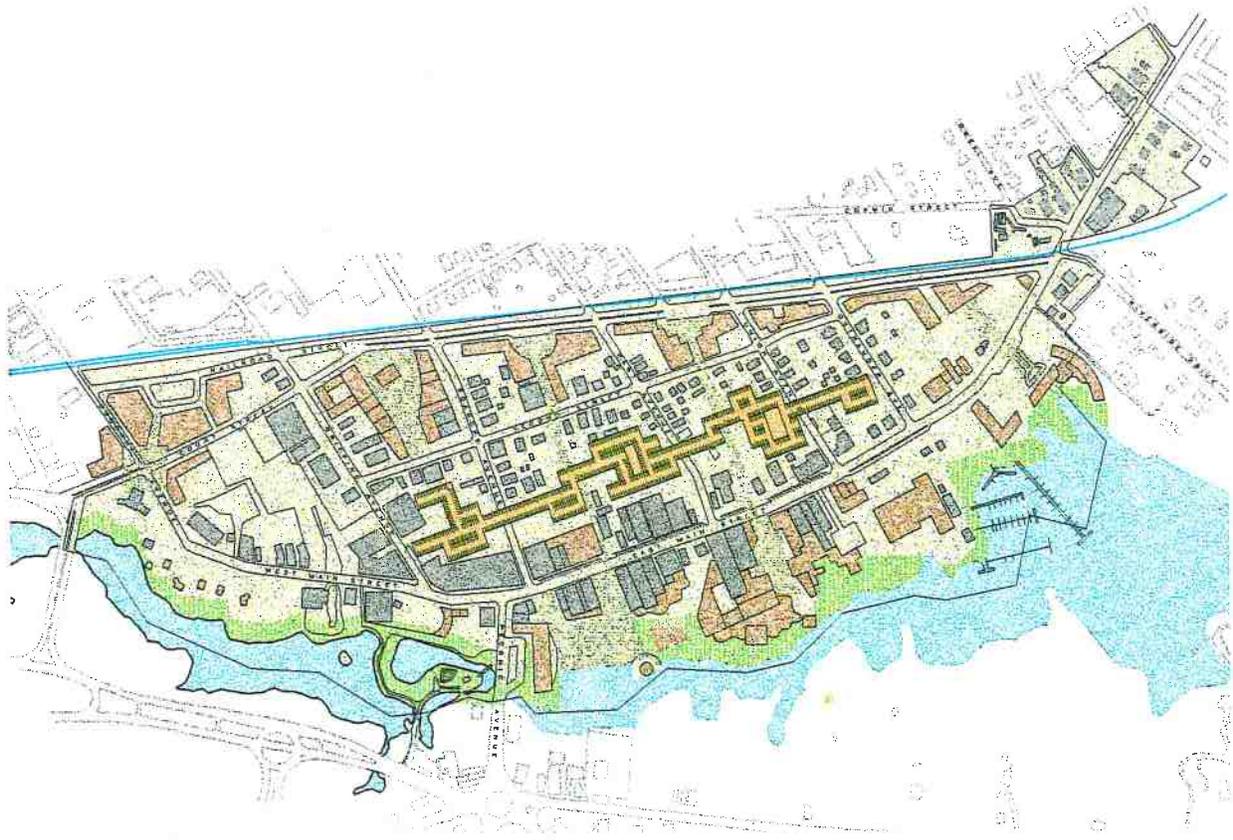


EXISTING PLAN OF DOWNTOWN RIVERHEAD



The existing Business Improvement District has a style and character which needs to be preserved. Downtown Riverhead's architectural history is one of its many charms. But the existing downtown plan is the result of spontaneous, unplanned growth done on an as-needed basis without overall, long term goals. Access to the waterfront for transportation of goods, with connections east and west and routes to the farmland to the north have established today's traffic patterns. Over time, the downtown core has expanded incrementally as tracts of land, such as the Ostrander parcel, became available and were built up. Streets were added as needed on a block-by-block basis for neighborhood access. Planning for pedestrians has been nearly non-existent, as Riverhead, like many towns, remains one with the automobile as a priority.

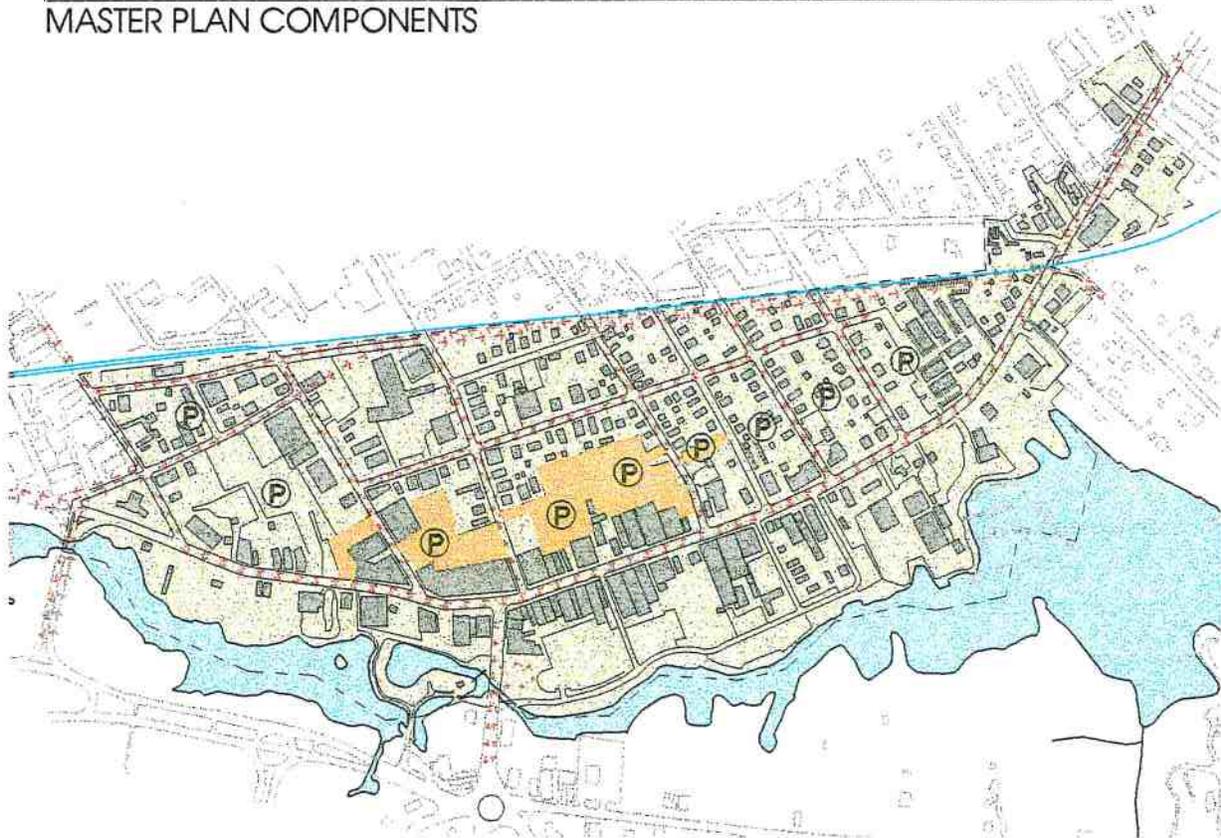
GOALS FOR THE FUTURE



PROPOSED PLAN FOR DOWNTOWN RIVERHEAD

Like many towns, Riverhead has been stagnant for too long. But now is a particularly opportune time to determine its future. With the advent of the highly successful Tanger Outlet Center, and the impending construction of the Okeanos aquarium facility, visitors are suddenly appearing here with leisure time and interests in cultural and tourist attractions. Riverhead should be prepared to accommodate them as gracefully and cordially as possible, to sustain their interest and motivate their return. The town must prepare to accommodate vast numbers of future vehicles and visitors never previously envisioned in ways that retain, and reinforce the positive amenities of Downtown. The plan resulting from this study and presented herein is not a utopian vision based upon remote, abstract theories. Rather, the visions developed and presented are the practical outgrowth of local research, detailed observation, and community input.

MASTER PLAN COMPONENTS



PROPOSED VEHICULAR INFRASTRUCTURE

Highlights of Vehicular Infrastructure Improvements:

- | | |
|----------------|--|
| Main Street | <ul style="list-style-type: none"> - One block closure, Court Street to Osborne Avenue (directly in front of Suffolk County Historical Society) - One lane eastbound & one lane westbound - Standing only lane, north & south sides - Widened sidewalks where modified curb width permit |
| Court St/RR Av | <ul style="list-style-type: none"> - New access boulevard adjacent to railroad easement - Two lanes eastbound & two lanes westbound. - Planted median, parkings & sidewalks - Incorporated bicycle path |
| Roanoke Av | <ul style="list-style-type: none"> - Two way traffic as exists except one way, southbound only from Lombardy Park to Main Street |
| Peconic Av | <ul style="list-style-type: none"> - Southbound only, Main Street south to new turn around at Taft Candy Stand (tourist information booth) location - Two way as existing, but south of new turn around only |

MASTER PLAN COMPONENTS



PROPOSED PEDESTRIAN INFRASTRUCTURE

Highlights of Pedestrian Infrastructure Improvements:

- | | |
|------------------------|---|
| Waterfront | - Continuous promenade, Suffolk County Historical Society east to existing marina |
| North/South connectors | - Pedestrian connector from new Transportation Center to Suffolk County Historical Society.

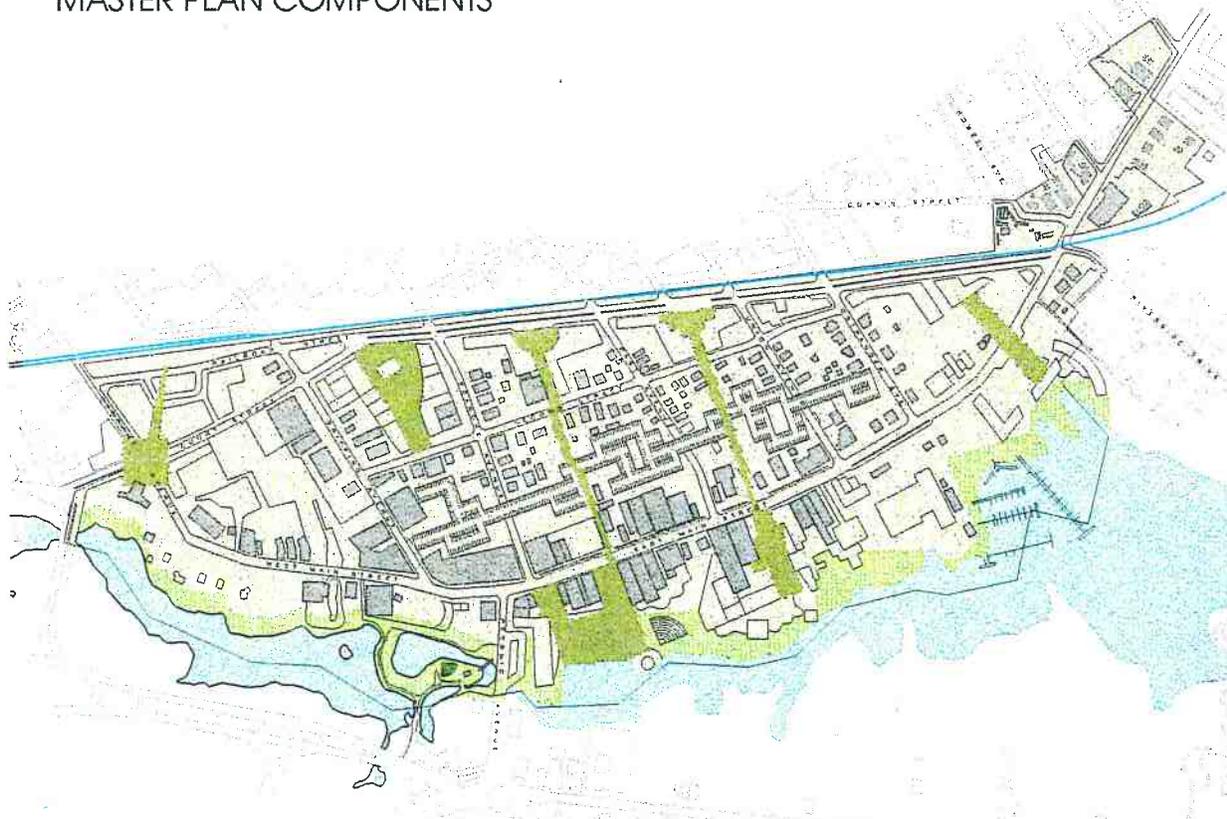
- Visual corridor & pedestrian connector from new boulevard to waterfront between Roanoke & East Aves

- Visual corridor & pedestrian connector from new boulevard to waterfront along existing Maple Avenue |
| Main Street | - Calming of vehicular traffic to give pedestrian priority and promote walking & browsing

- Curb extensions at walkways to provide easier street crossings

- Brick paving inserts on walkways to reinforce pedestrian character of Main Street |

MASTER PLAN COMPONENTS

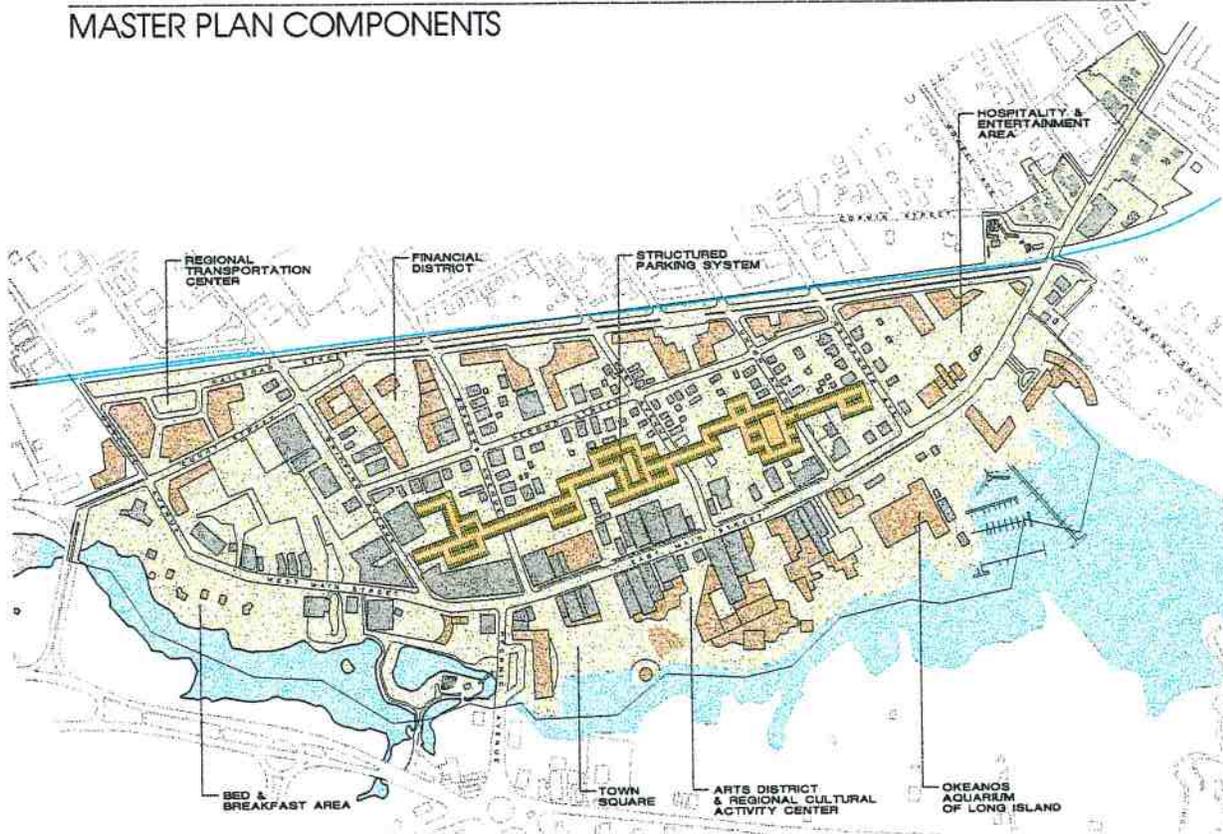


PROPOSED PARKS, PLAZAS & PUBLIC GARDENS

Highlights of Park, Plaza & Public Garden proposals:

- | | |
|--------------------|---|
| Town Square | <ul style="list-style-type: none"> - Located south of Main Street - Bordered by Peconic Avenue & waterfront - Enlargement of waterfront into town square to encourage temporary boat mooring - Integration of Vail-Leavitt Music Hall into town square plan |
| Waterfront | <ul style="list-style-type: none"> - Park/public garden @ continuous promenade - Small plazas associated with outdoor visual/pedestrian corridors |
| Railroad Avenue | <ul style="list-style-type: none"> - Sculpture plaza @ new Transportation Center - Fountain Plaza @ Court St/RR Av/Griffing Ave intersection |
| Financial District | <ul style="list-style-type: none"> - New plaza/public garden as central focus of complex |

MASTER PLAN COMPONENTS



PROPOSED SPECIAL DISTRICTS

Highlights of proposed Special Districts :

Transportation Center

- Restoration of Long Island Railroad station
- Multi-level parking facility
- Regional bus terminal
- Trolley base
- Taxi stand and waiting area
- Associated commercial activity

Courts District

- Restoration of courts and professional buildings
- Improvements to surface parking facilities
- Retention of professional offices & associated activities
- Reorientation of & improvements to the Suffolk County Historical Society
- Beautification of pedestrian environment

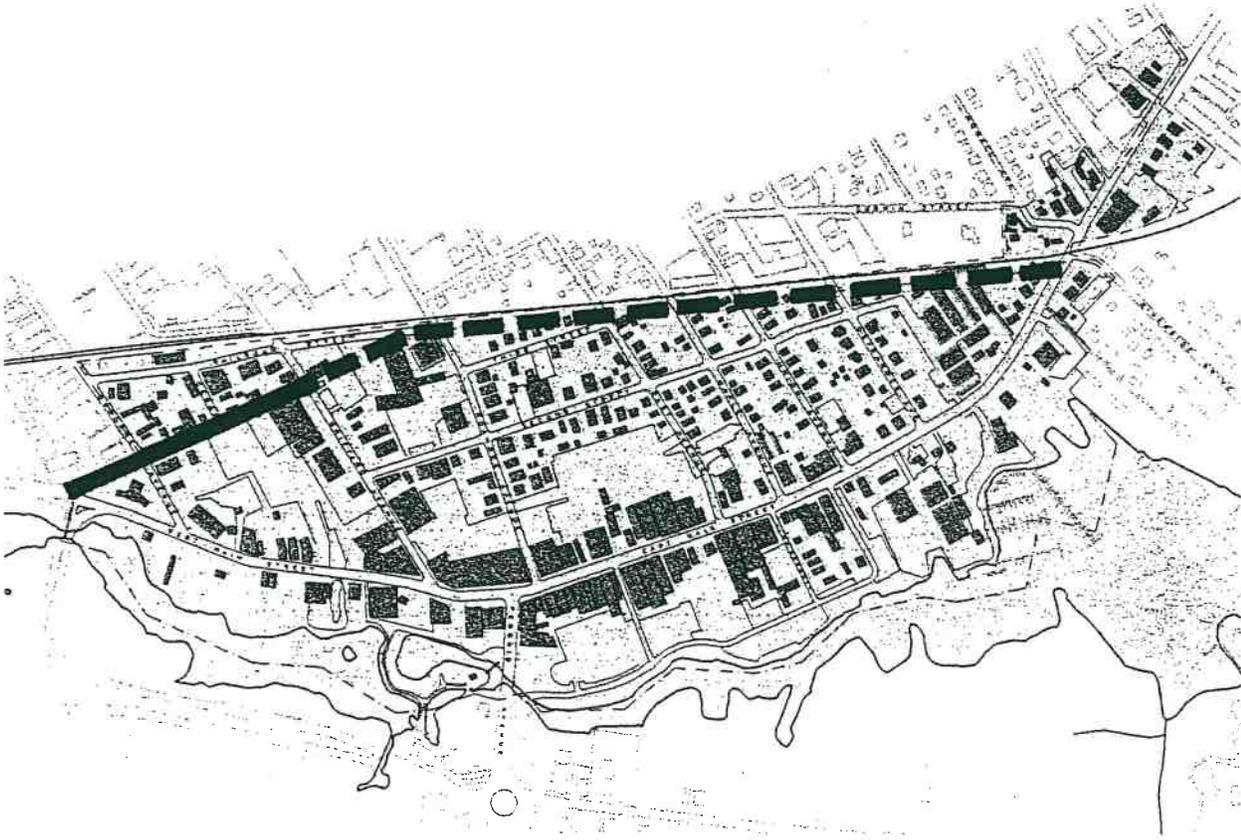
MASTER PLAN COMPONENTS

- | | |
|---|--|
| Bed and Breakfast zone | <ul style="list-style-type: none"> - Replacement of existing non-compatible uses - Restoration of Henry Perkins Hotel and significant residential buildings - Relocation of older homes to bed & breakfast area |
| Financial District | <ul style="list-style-type: none"> - Development of center for financial institutions and related services - Focal point for visitors entering Riverhead from the west - Incorporation of existing post office as an architectural background - Provisions for captive parking |
| Arts District & regional cultural activity center - | <ul style="list-style-type: none"> - Restoration of Suffolk Theater as a catalyst for Arts District development - Utilization of Main Street loft spaces above street level for artists' studios & galleries - New waterfront amphitheater facility - New arts & crafts & folk arts center/teaching facility - Development of waterfront historic village |
| Entertainment and Hospitality District | <ul style="list-style-type: none"> - New first class waterfront hotel - Utilization of Chamber of Commerce building for a regional tourist orientation and information facility - Restaurant and clubs to be located between new boulevard and East Main Street opposite hotel site - Relocation of dinner boats to this entertainment area |
| Structured parking system (Parking Atrium) | <ul style="list-style-type: none"> - Maximized surface parking and recess below grade (specific dimensions to be determined) - Provision of two open, modular decks above grade (heights above grade to be determined) - Maximize deck openings to provide sunlight and fresh air to lower levels - Open stair towers and open sight lines throughout - Abundant planting, lighting, and environmental graphics to provide a safe, pedestrian-friendly environment - Provision for highly disciplined maintenance program to preserve parking facility |

PART 2

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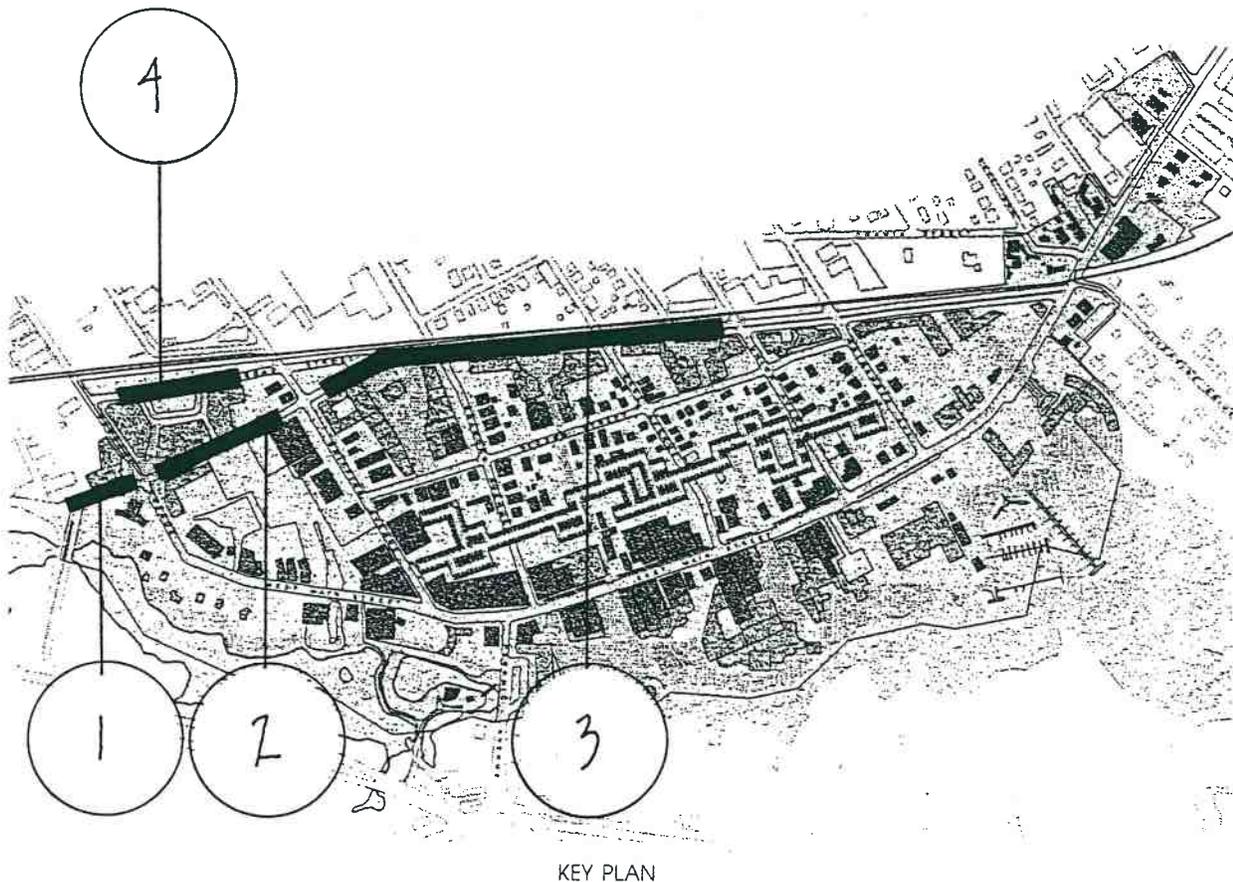
RAILROAD AVENUE EXTENSION

DESIGN GOALS

LOCATION PLAN

Court Street improvements and the Railroad Avenue extension are directed at providing a new vehicular entrance to the Business Improvement District, providing a vehicular by-pass to assist in the reduction of through traffic on Main Street, and establishing a renewed environmental context for the future Regional Transportation Center. This proposal suggests an alternate to the State control of Main Street by providing a new boulevard from the western entrance to the BID at Court Street, extended along the easement of the railroad tracks, connecting with East Main Street in the vicinity of the Riverside Drive intersection. It is one of the goals of this proposal that the State assume control of the new boulevard, thereby relinquishing Main Street to the control of the town.

DESIGN DIAGRAMS



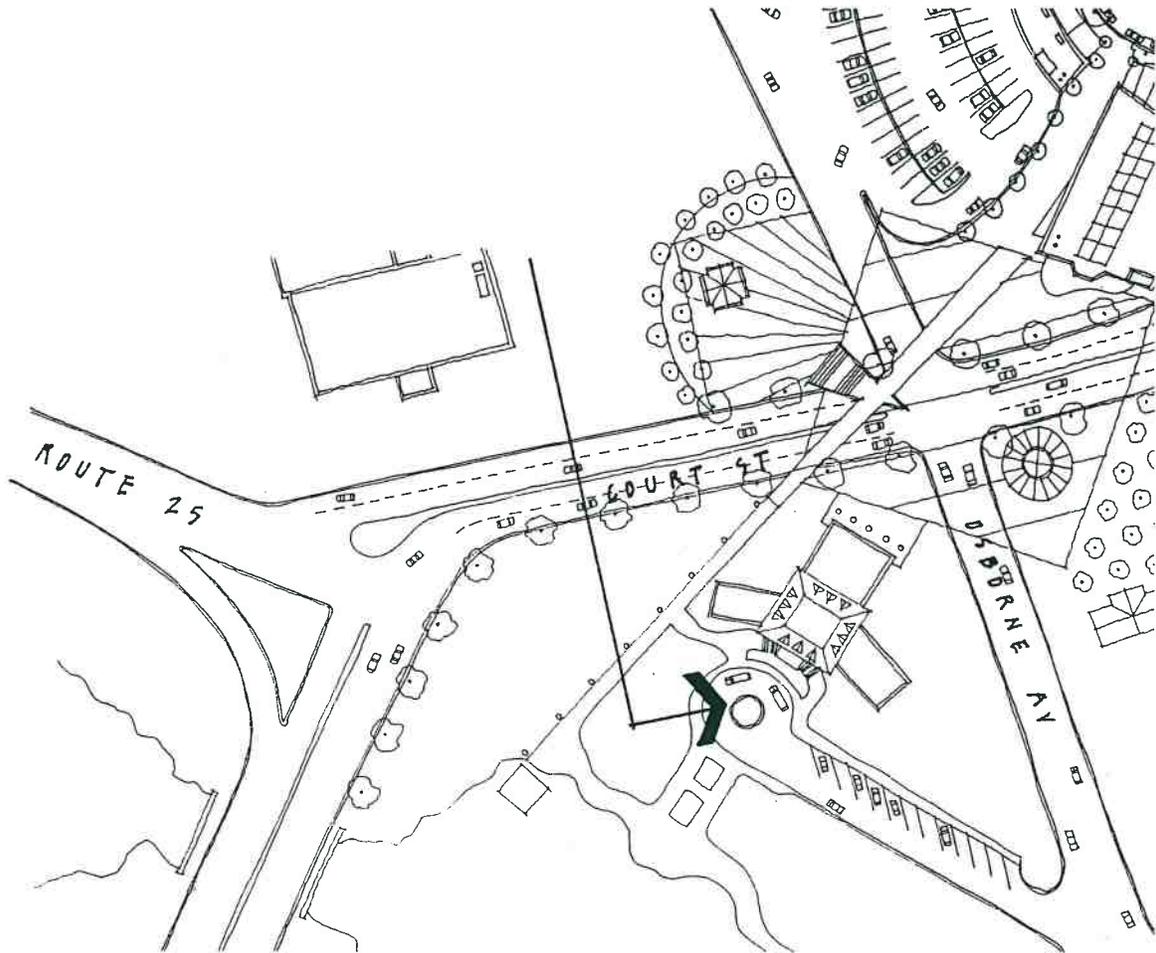
KEY PLAN

The following plan and section diagrams indicate proposed modifications to the existing roadway locations and alignment, as well as widths of the traffic lanes and sidewalks. Proposed street and sidewalk dimensions shown in these diagrams are based upon information referenced by the New York State Department of Transportation. It is noted that the dimensions indicated are to be verified in a detailed engineering study which will precede the implementation of the concepts presented herein.

Design diagrams include the following:

- 1). Court Street, West Main Street (Route 25) to Osborne Ave.
 - Proposed plan
 - Existing & proposed cross sections
- 2). Court Street, Osborne to Griffing Avenues
 - Proposed plan
 - Existing & proposed cross sections
- 3). Railroad Avenue extension
 - Proposed plan
 - Proposed cross sections
- 4). Railroad Avenue to Osborne Avenue (Westbound)
 - Proposed plan
 - Proposed cross sections

COURT STREET, ROUTE 25 TO OSBORNE AVENUE

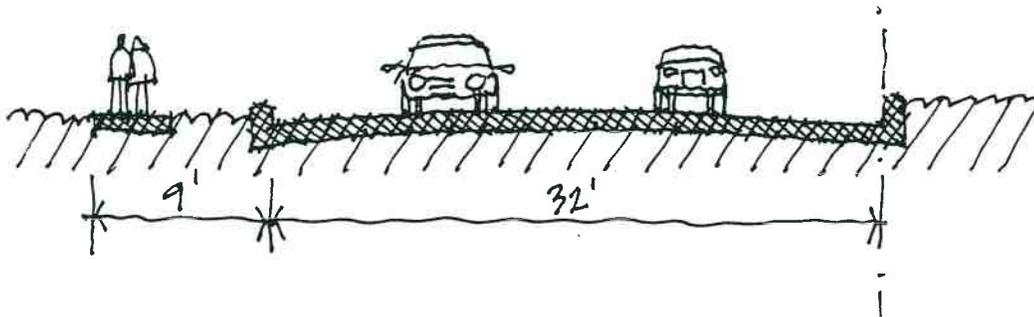


PROPOSED PLAN

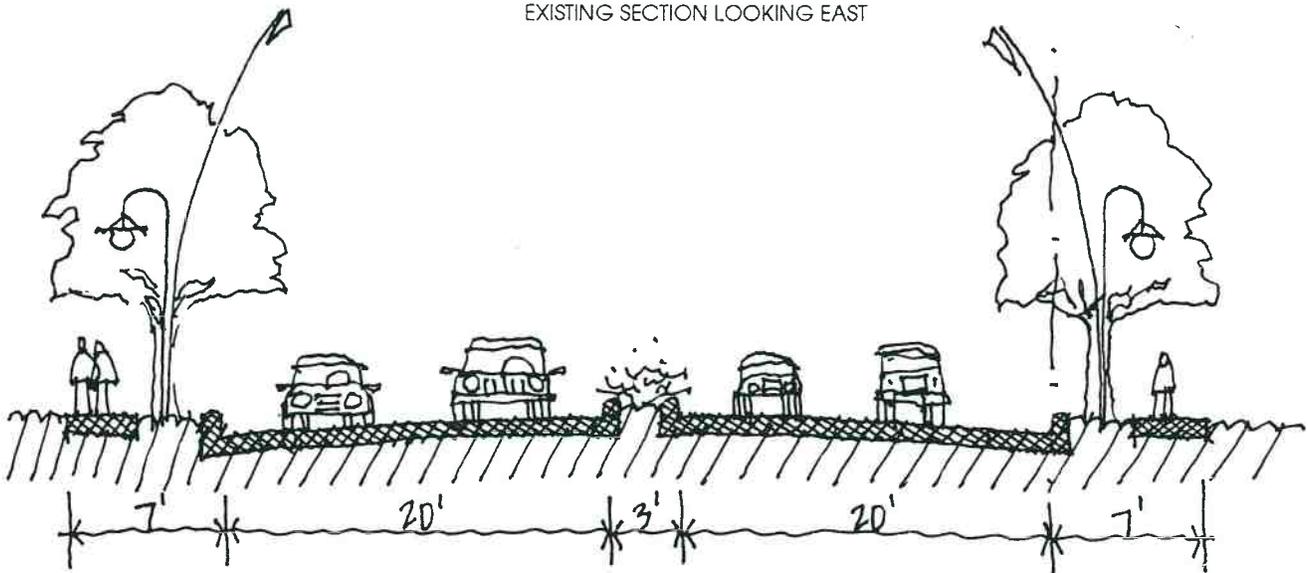
COURT STREET, ROUTE 25 TO OSBORNE AVENUE

Criteria for proposed design improvements:

- prohibit on-street parking
- widen on north side to permit 2 traffic lanes each direction (review impact of new alignment on buildings & trees, north side in field)
- planted median strip 3 ft wide
- sidewalk & 3 ft border strip each side of street
- trees to match those of proposed boulevard
- safety & security lighting of approved design

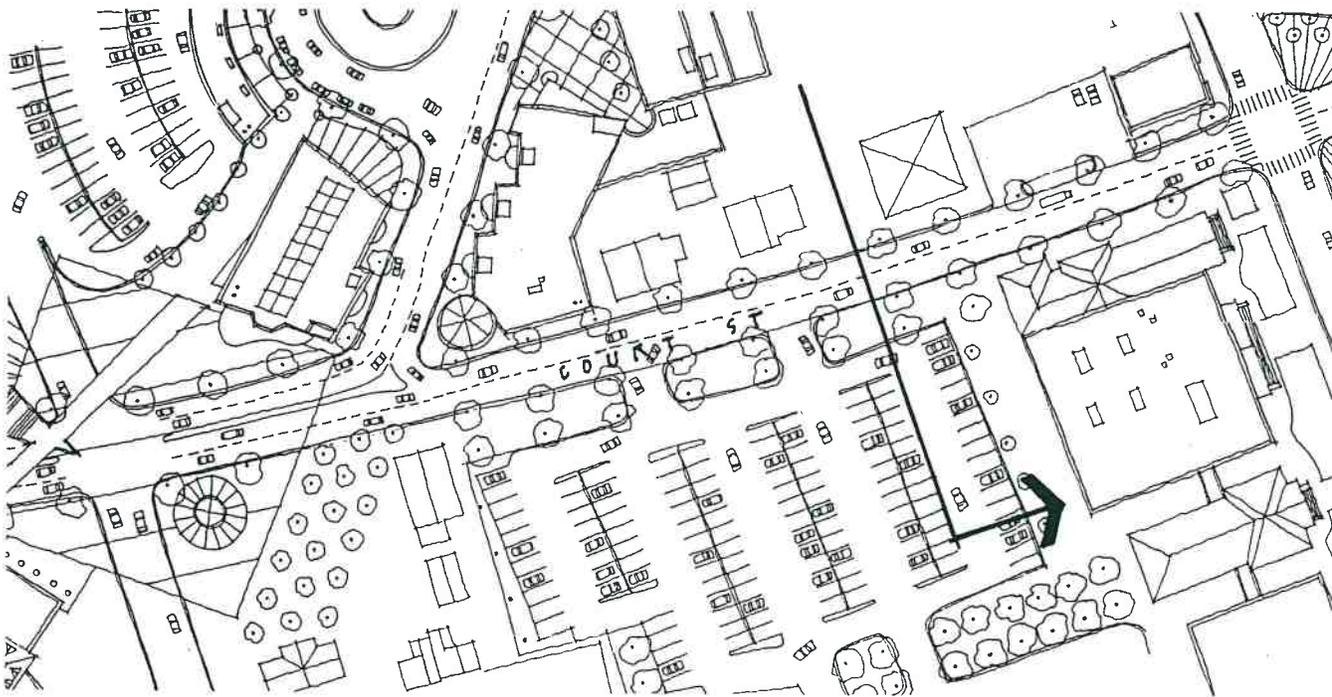


EXISTING SECTION LOOKING EAST



PROPOSED SECTION LOOKING EAST

COURT STREET, OSBORNE TO GRIFFING AVENUES

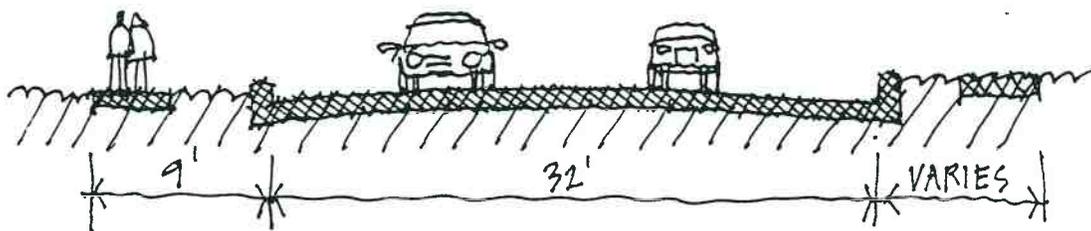


PROPOSED PLAN

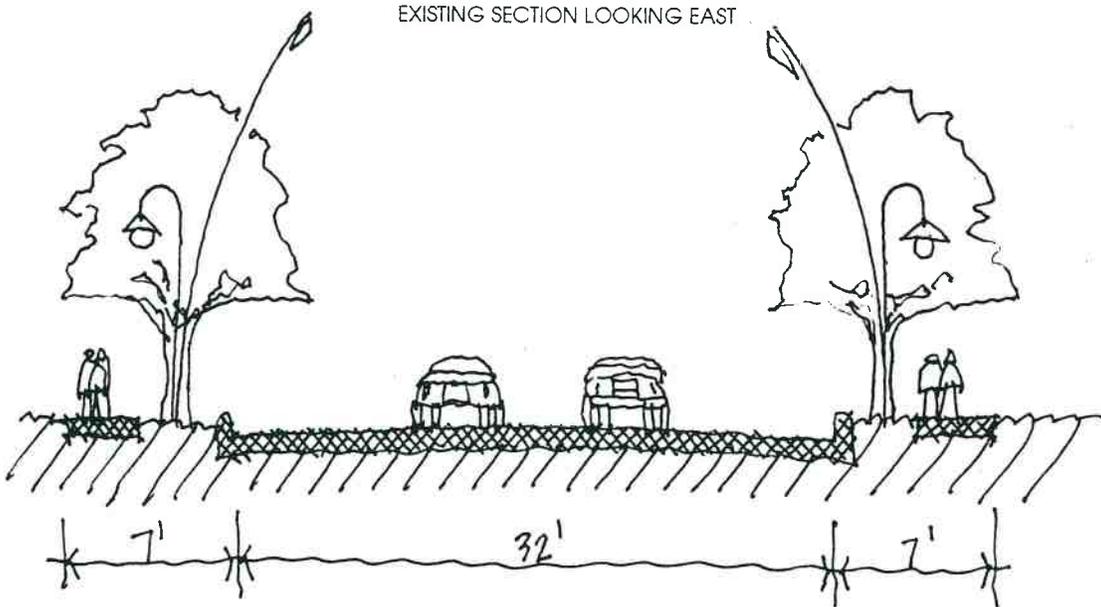
COURT STREET, OSBORNE TO GRIFFING AVENUES

Criteria for proposed design improvements:

- Prohibit on-street parking
- Eastbound only, two lanes
- Improve sidewalks and border strips, each side
- Plant trees to match future boulevard
- Safety & security lighting of approved design

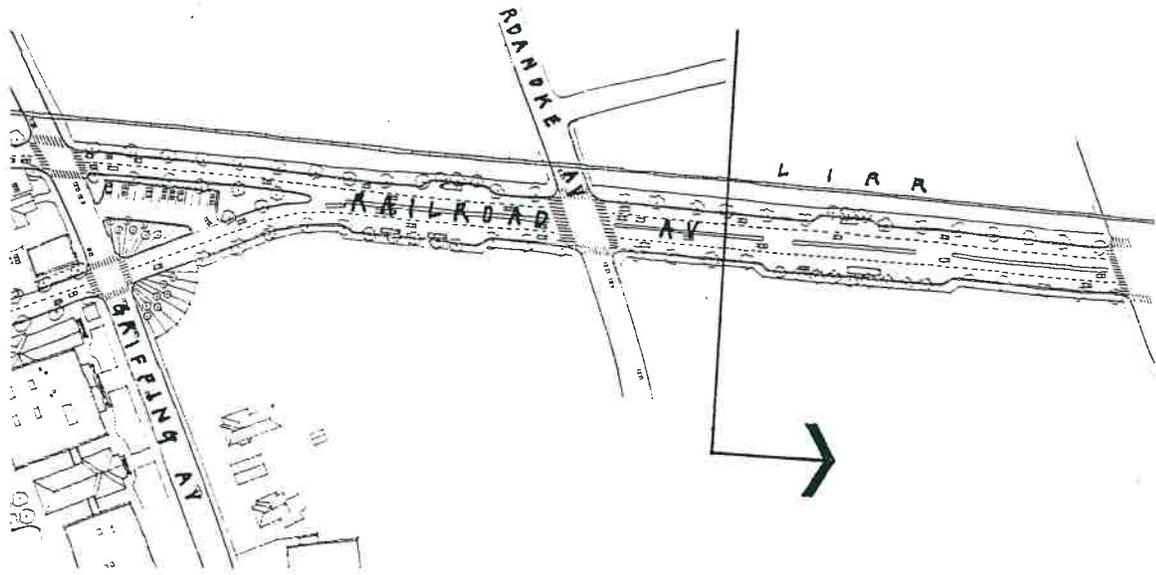


EXISTING SECTION LOOKING EAST



PROPOSED SECTION LOOKING EAST

RAILROAD AVENUE EXTENSION

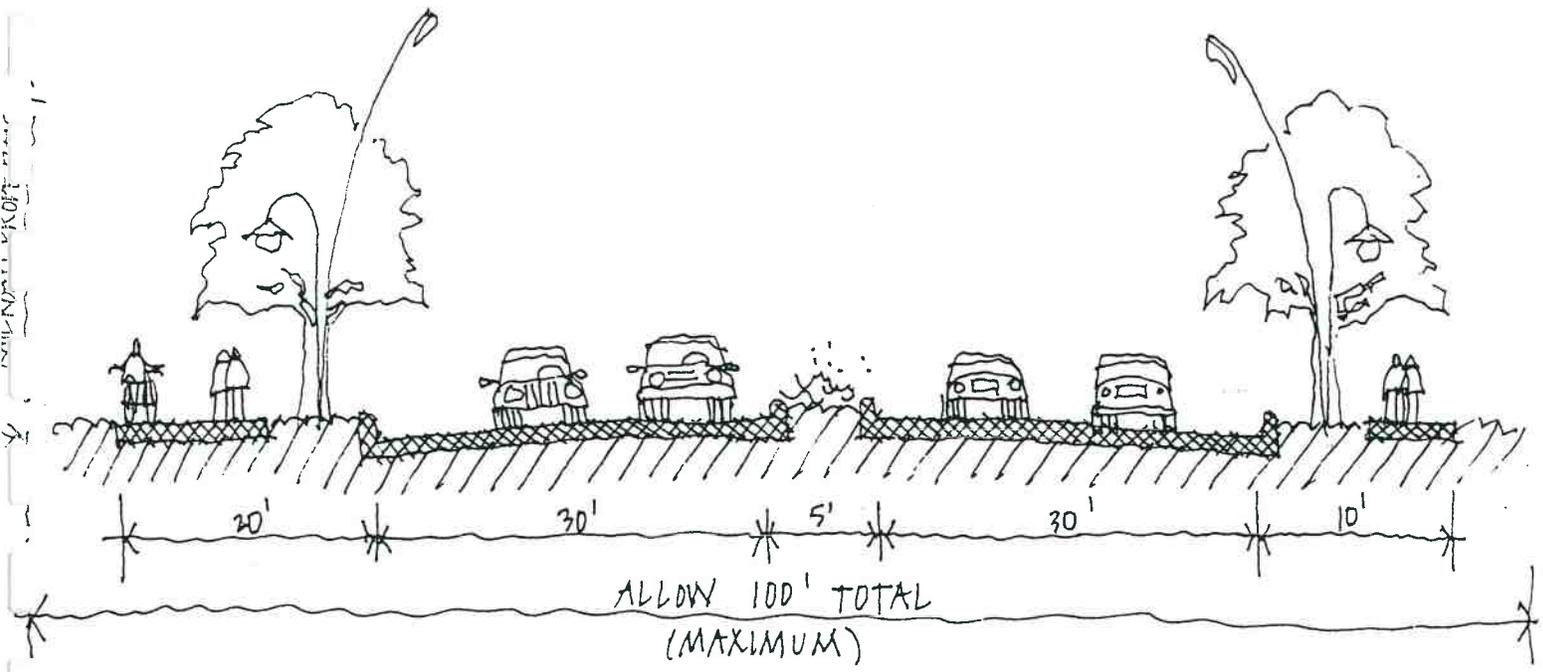


PROPOSED PLAN

RAILROAD AVENUE EXTENSION

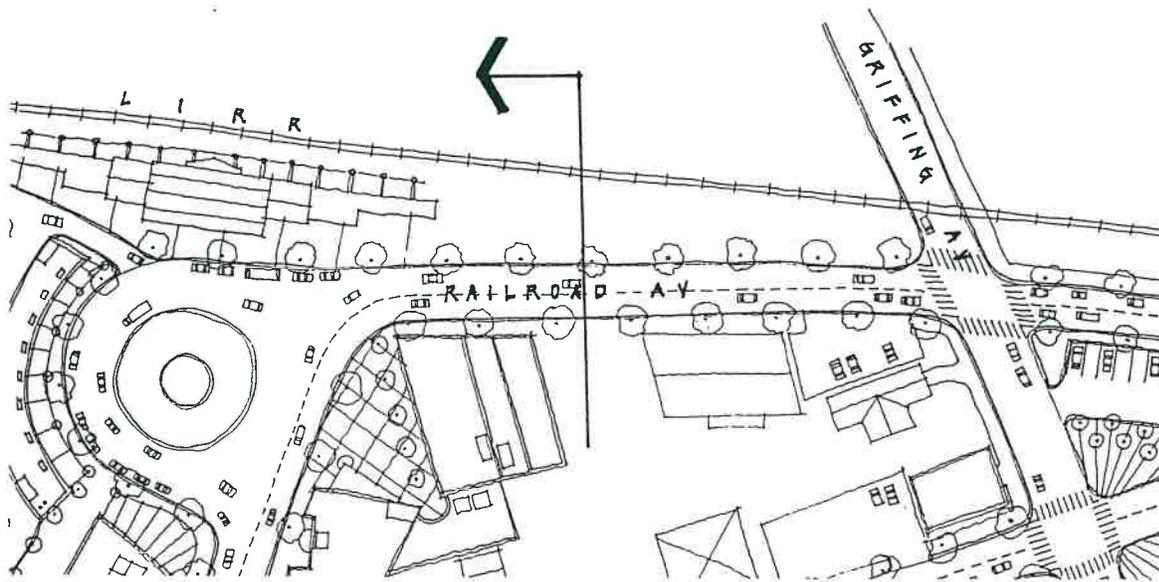
Criteria for proposed design improvements:

- New access boulevard adjacent to railroad easement
- Two lanes eastbound & two lanes westbound
- Plaza @ Court Street/Railroad & Griffing Avenues
- No on-street parking permitted
- Standing only & bus/trolley curb indentations at mid-block visual corridors
- Planted median strip 5 ft wide
- Sidewalk & planted border, south side
- Common bicycle path/sidewalk, north side
- Safety & security lighting of approved design



PROPOSED SECTION LOOKING EAST

RAILROAD AVENUE TO OSBORNE AVENUE (WESTBOUND)
(W/TRANSPORTATION CENTER)

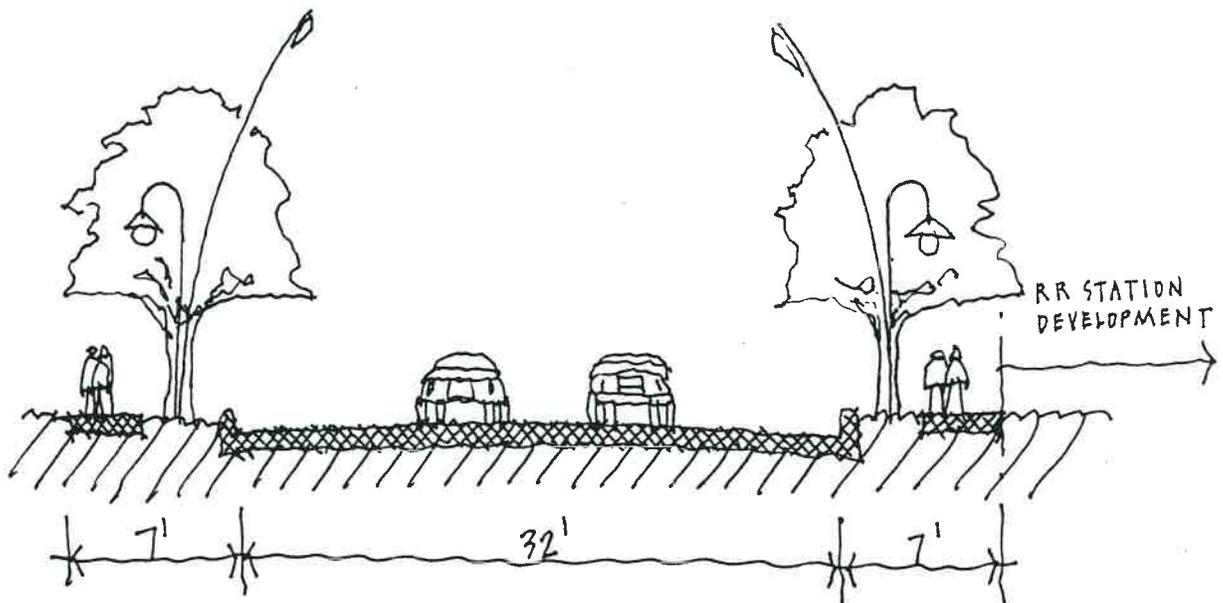


PROPOSED PLAN

RAILROAD AVENUE TO OSBORNE AVENUE (WESTBOUND) (W/TRANSPORTATION CENTER)

Criteria for proposed design improvements:

- Provide new connecting roadway diagonally to replace Cedar Avenue
- Westbound only, two lanes
- Incorporate new traffic circle @ Transportation Center
- Allow limited on-street parking, each side
- Provide sidewalks and border strips each side
- Plant trees to match new standard (see plan for locations)
- Safety & security lighting of approved design



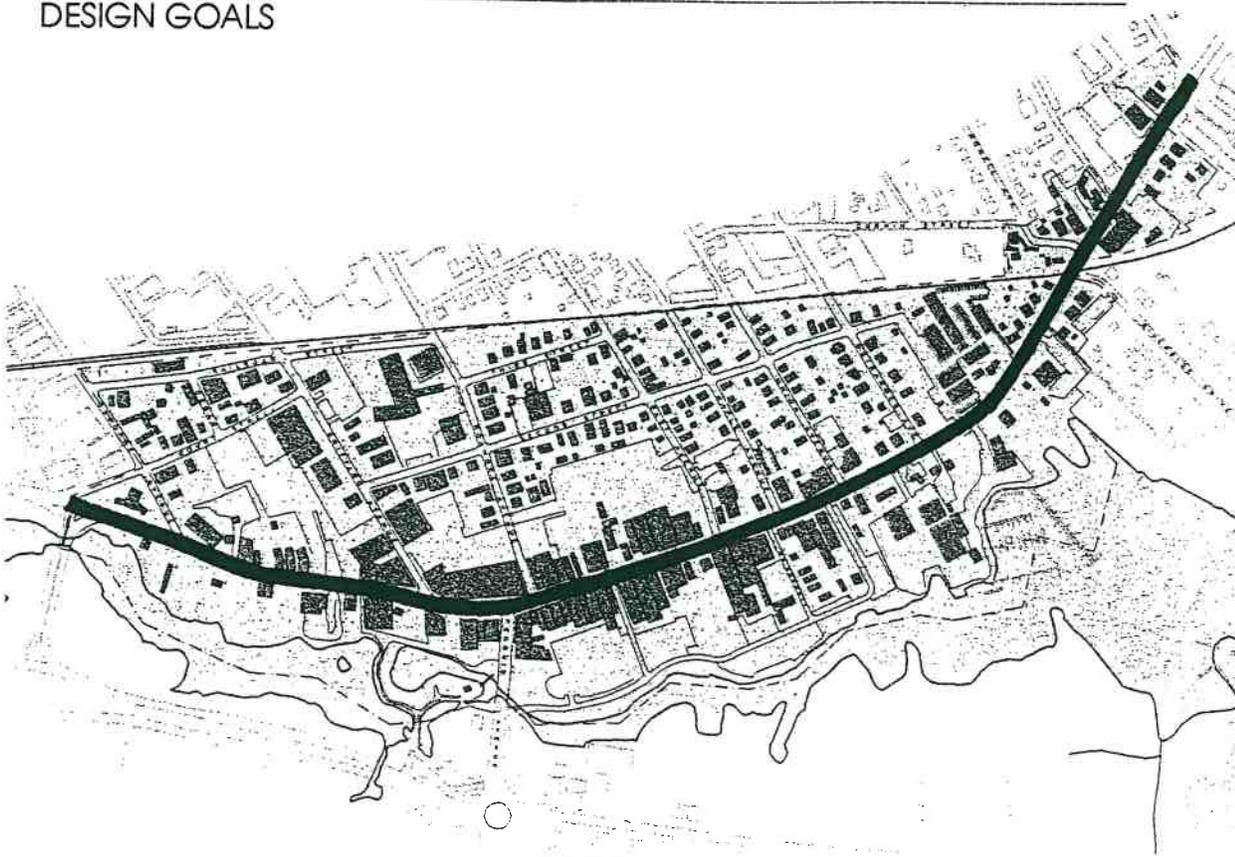
PROPOSED SECTION LOOKING WEST

PART 3

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MAIN STREET IMPROVEMENTS

DESIGN GOALS



LOCATION PLAN

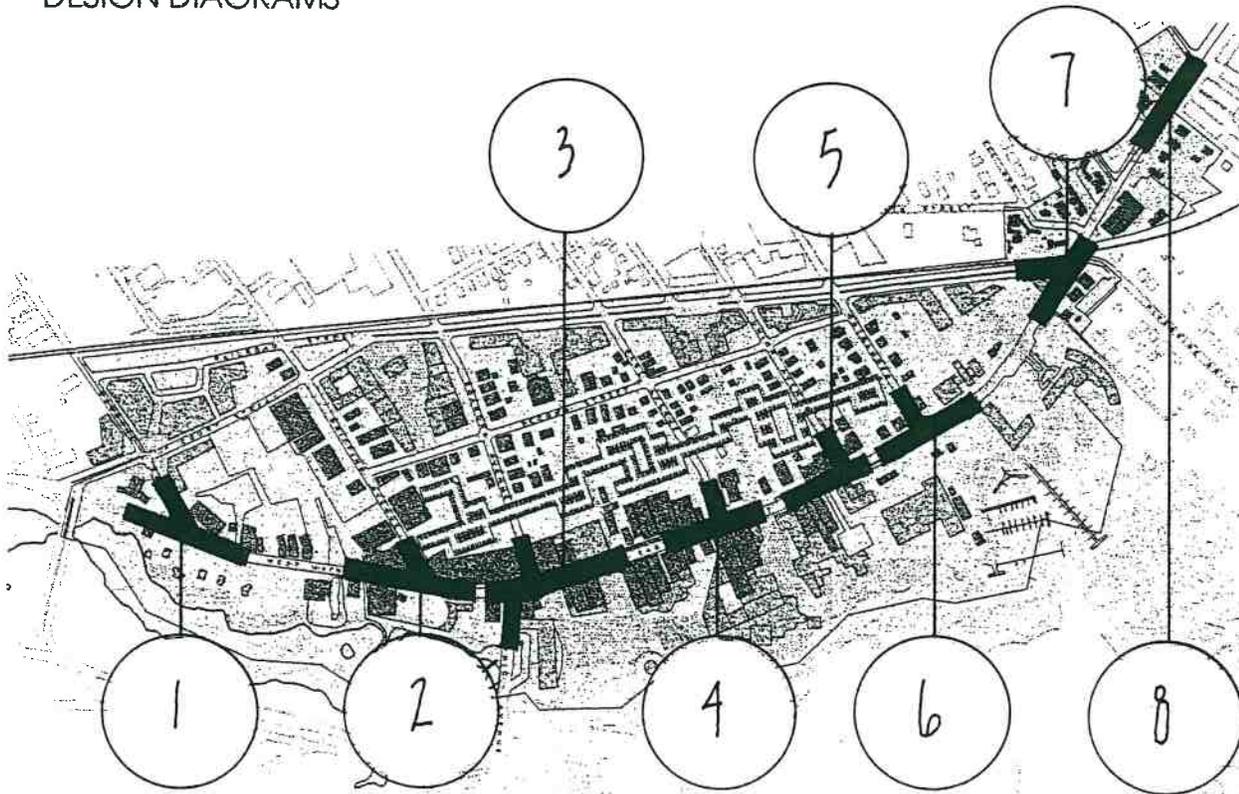
Main Street improvements are directed at providing a pedestrian-friendly environment on Main Street. To achieve this primary goal, site observation and studies of traffic patterns indicate that vehicular traffic behavior must be modified to "calm" the traffic on Main Street. It has been demonstrated historically in other communities that closing the street to vehicular traffic results in failure of businesses. However, by redirecting through traffic away from Main Street, while allowing access to parking areas and to curbside standing areas for destination shopping and service vehicles, Main Street can be reoriented to allow the pedestrian priority in freedom of circulation.

DESIGN GUIDELINES

The reorientation of the utilization of Main Street to that of pedestrian priority is proposed to consist of the following improvements:

- calm vehicular traffic to give pedestrian priority and promote walking & browsing.
- implement one block street closure, Court Street to Osborne Avenue (directly in front of The Suffolk County Historical Society).
- revise existing traffic lanes to provide one lane eastbound & one lane westbound (14 ft. minimum width each lane).
- phase out existing on-street parking & provide standing only lane, each side (8 ft. width).
- repair existing sidewalks and increase width where indicated.
- utilize brick or unit pavers for sidewalk Swidening.
- install benches and planters at widened sidewalk locations as field dimensions permit.
- provide curb extensions at street crossings where indicated on plan.
- improve general and accent lighting
- install directional & orientation signage for vehicles & pedestrians

DESIGN DIAGRAMS



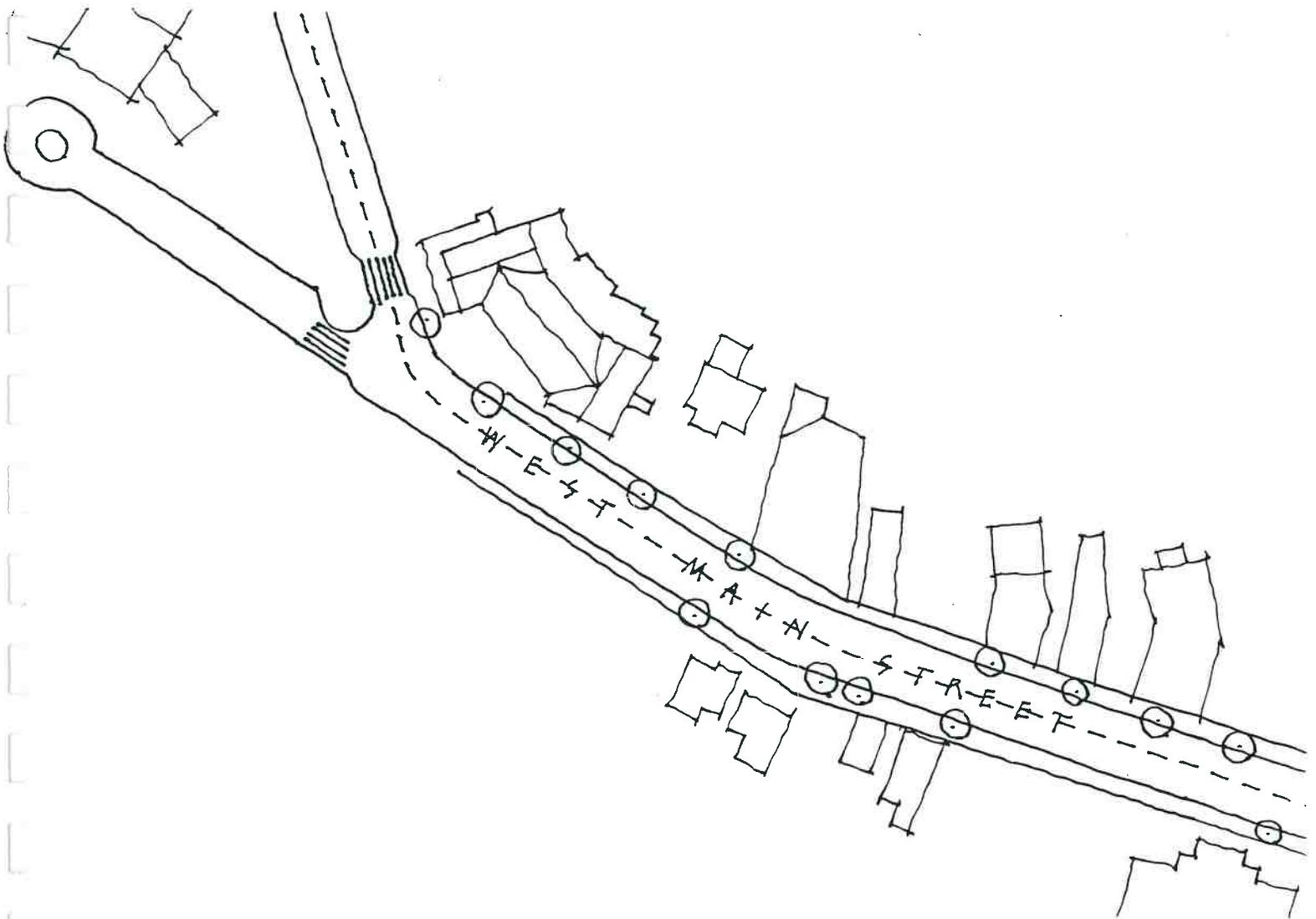
KEY PLAN

The goals for the improvements to Main Street are represented in the following diagrams. Plan diagrams indicate proposed modifications to the widths of the traffic lanes and sidewalk widths, and the development concepts at the pedestrian crossings. The section diagrams are keyed into the plans and indicate existing and proposed street and sidewalk dimensions. Proposed street and sidewalk dimensions shown in these diagrams are based upon information and reference material obtained from the New York State Department of Transportation. It is noted that the dimensions indicated are to be verified in a detailed engineering study which will precede the implementation of the concepts presented herein.

Design diagrams include the following:

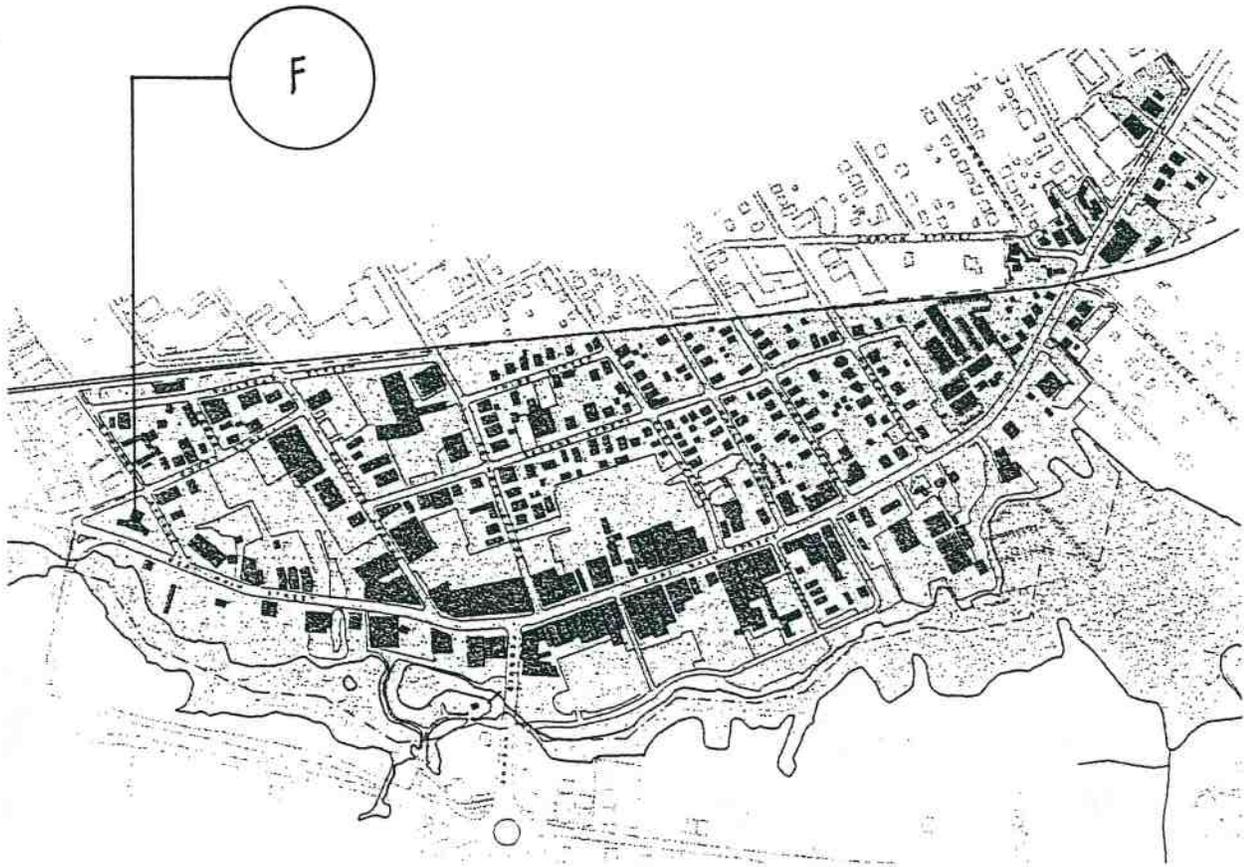
- 1). Main Street plan @ western end
- 2). Main Street plan @ Griffing Street intersection
- 3). Main Street plan @ Peconic & Roanoke Aves.
- 4). Main Street plan @ East Avenue intersection
- 5). Main Street plan @ Maple & Union Avenues
- 6). Main Street plan @ Ostrander Avenue intersection
- 7). Main Street plan @ Railroad Avenue intersection
- 8). Main Street plan @ Town Hall (eastern end of the BID)

PROPOSED PLAN @ WESTERN END OF THE DISTRICT
(SUFFOLK COUNTY HISTORICAL SOCIETY)



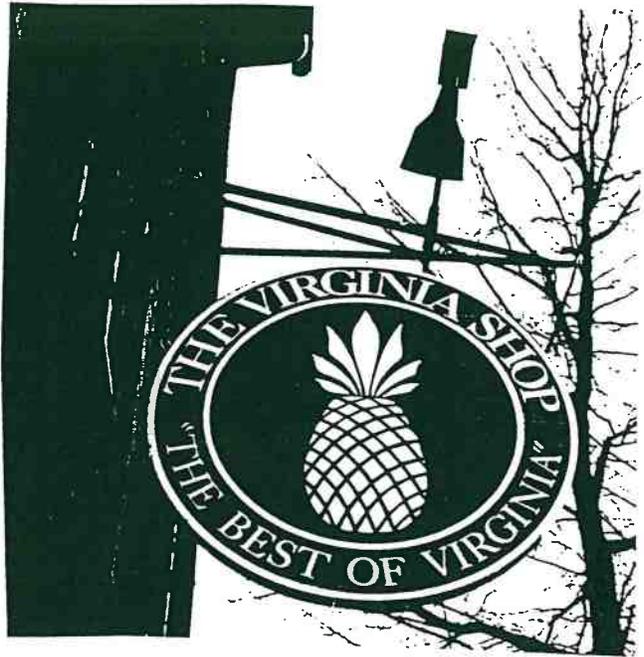
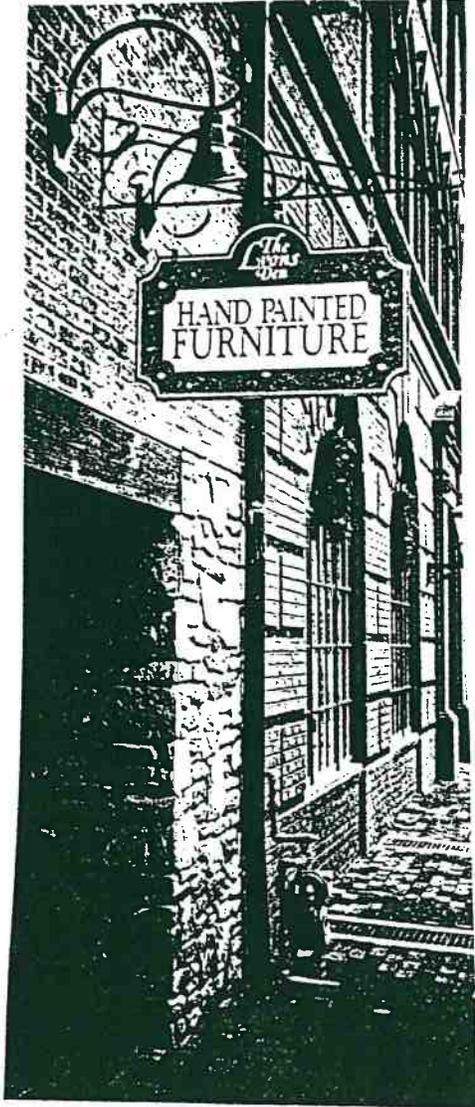
SCALE: 1" = 100 FEET

TYPE F SIGN: BANNERS



LOCATION PLAN

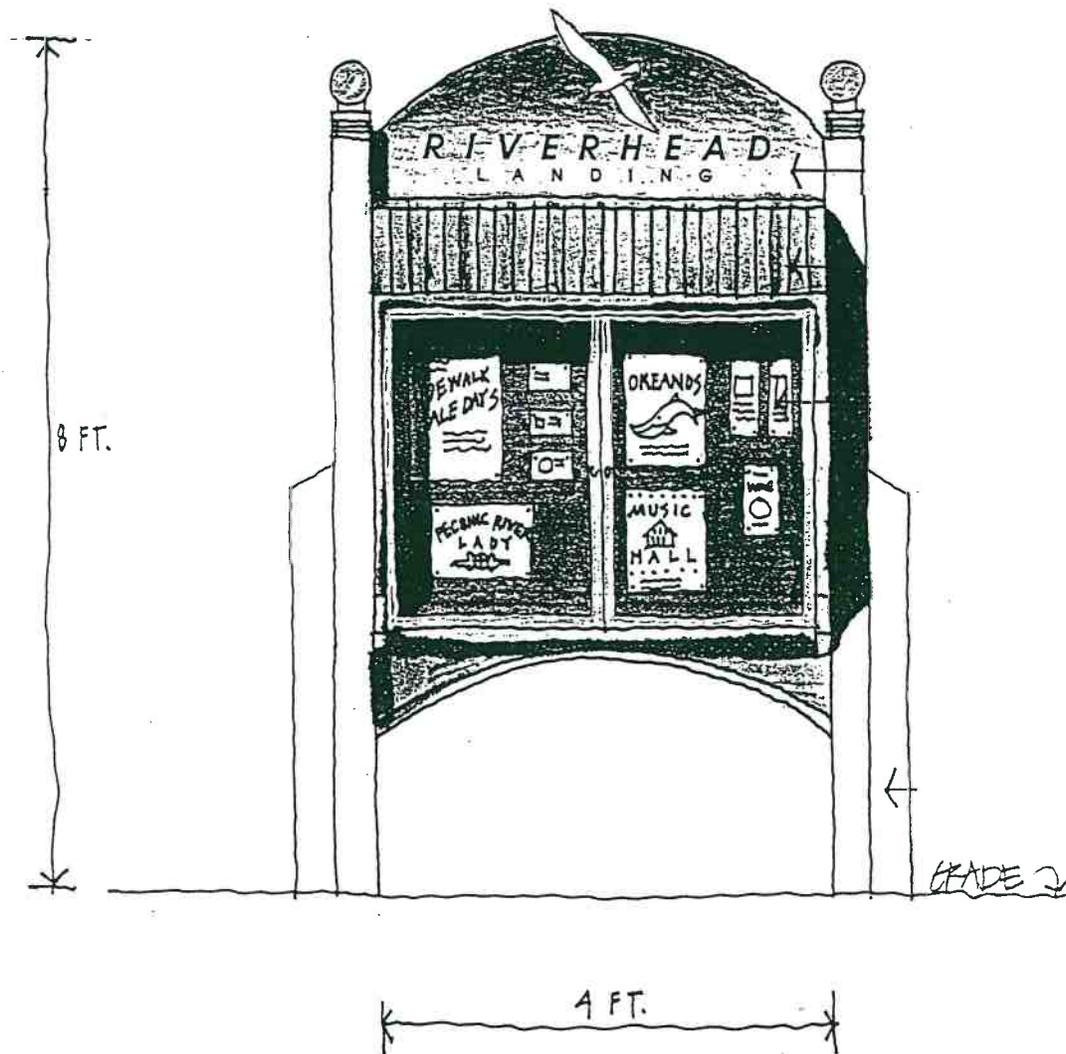
TYPE G SIGN: COMMERCIAL



EXAMPLES

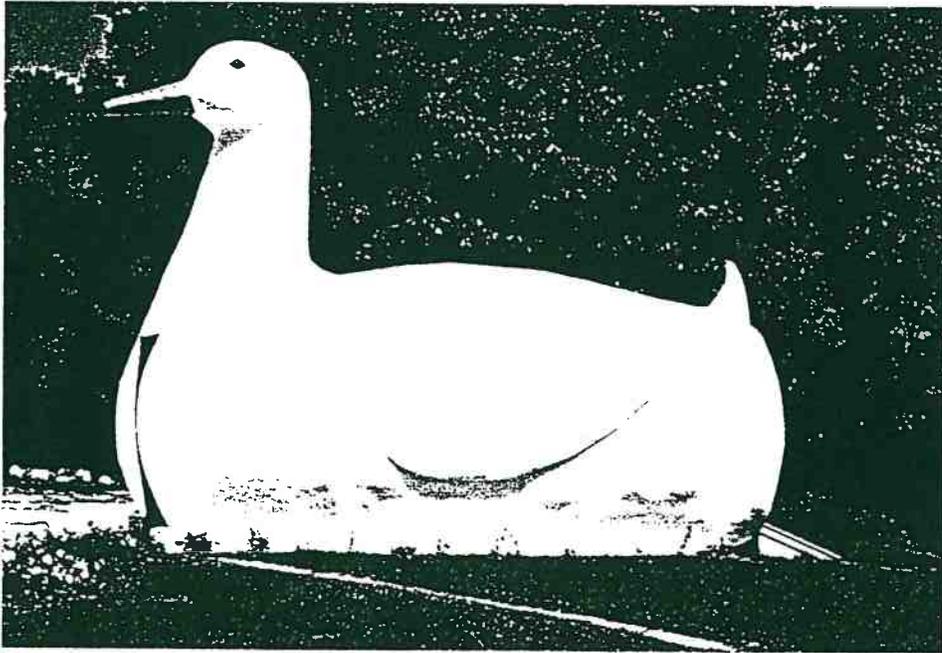
TYPE H SIGN: MISCELLANEOUS

key	sign type	location	content	construction	notes
H	Miscellaneous	1-Murals 2-Dimensional Signs 2-Billboards 3-Temporary (Event) 4-Remote location Directories	-Historical imagery -Symbolic only (Big Duck) -Special event only -Promotional -Logo, map, promo copy	-Direct surface paint application -Attached or free standing -Designated locations only -Posters, banners -At Tanger directories	



EXAMPLE

TYPE H SIGN: MISCELLANEOUS



EXAMPLES

SELECTED
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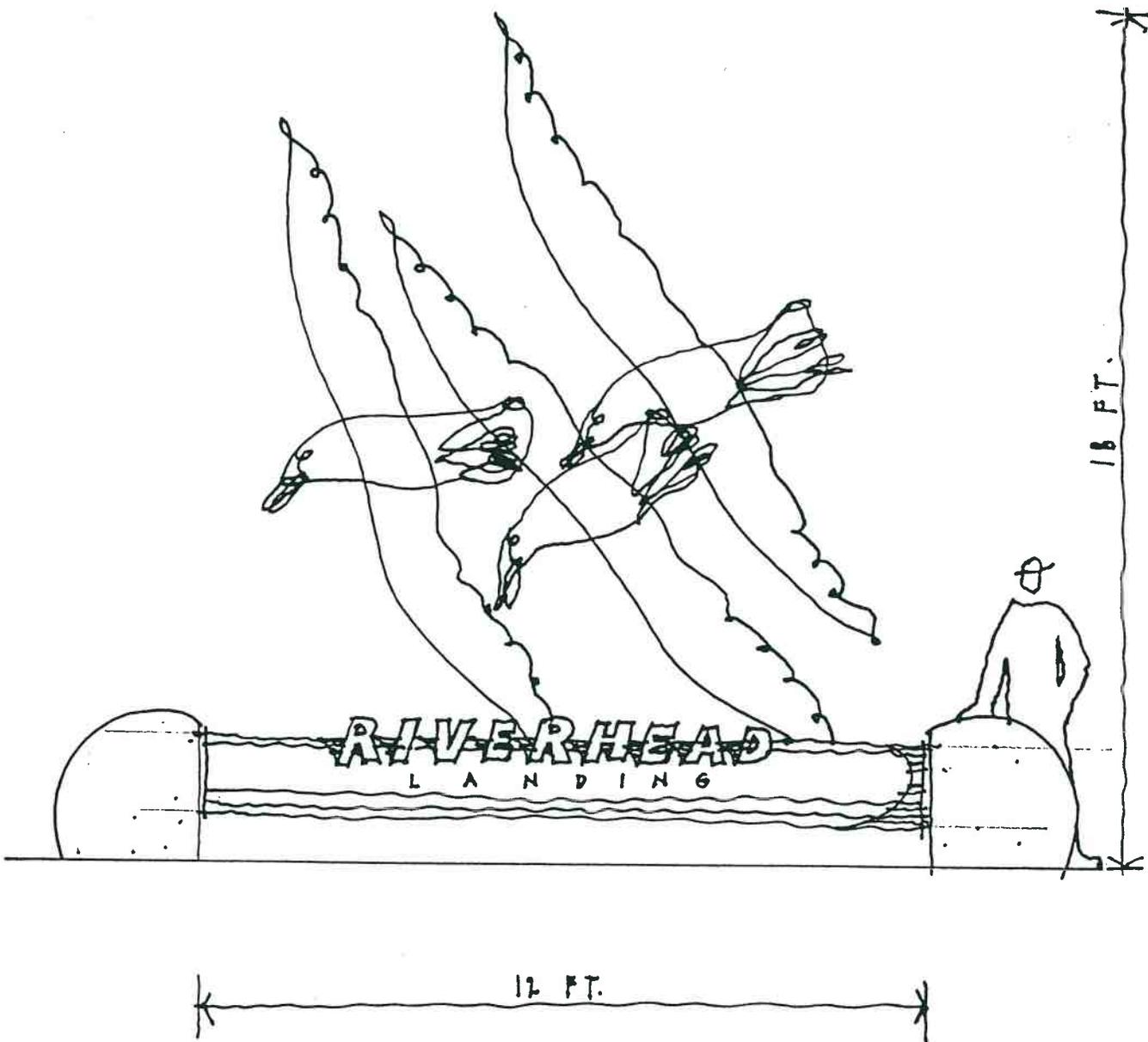
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Residential Streets, 2nd ed. American Society of Civil Engineers, 1990.

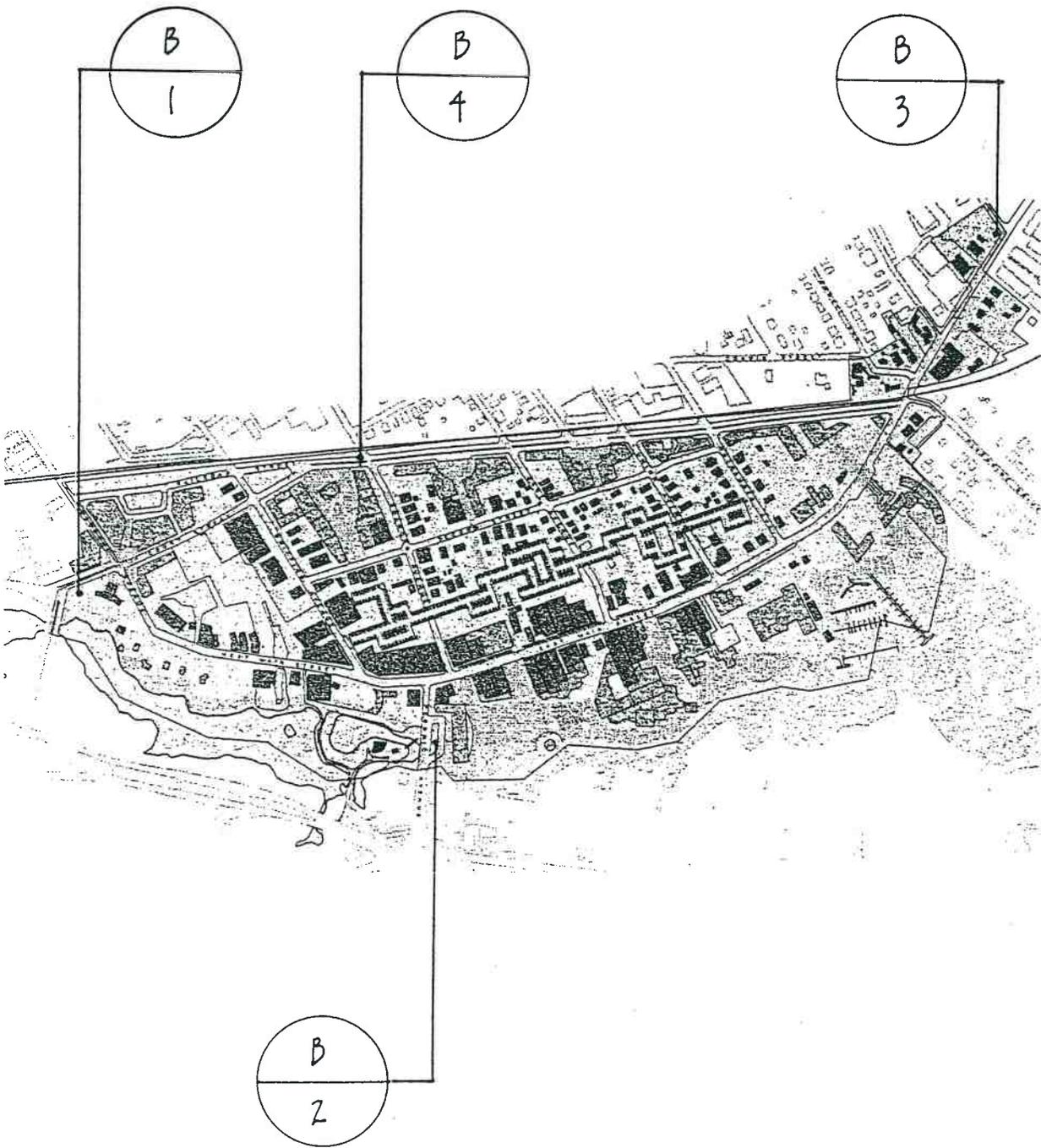
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TYPE B SIGN: SITE IDENTIFICATION

key	sign type	location	content	construction	notes
B	Site Identification	1-Rt 25 @ Court St 2-Peconic Av @ river 3-East Main St @ Prospect 4-Roanoke Av @ RR	-interpretive logo -"Riverhead Landing"	-illuminated -3D -stone & steel	-relocate exist. memorial -design competition?



TYPE B SIGN: SITE IDENTIFICATION



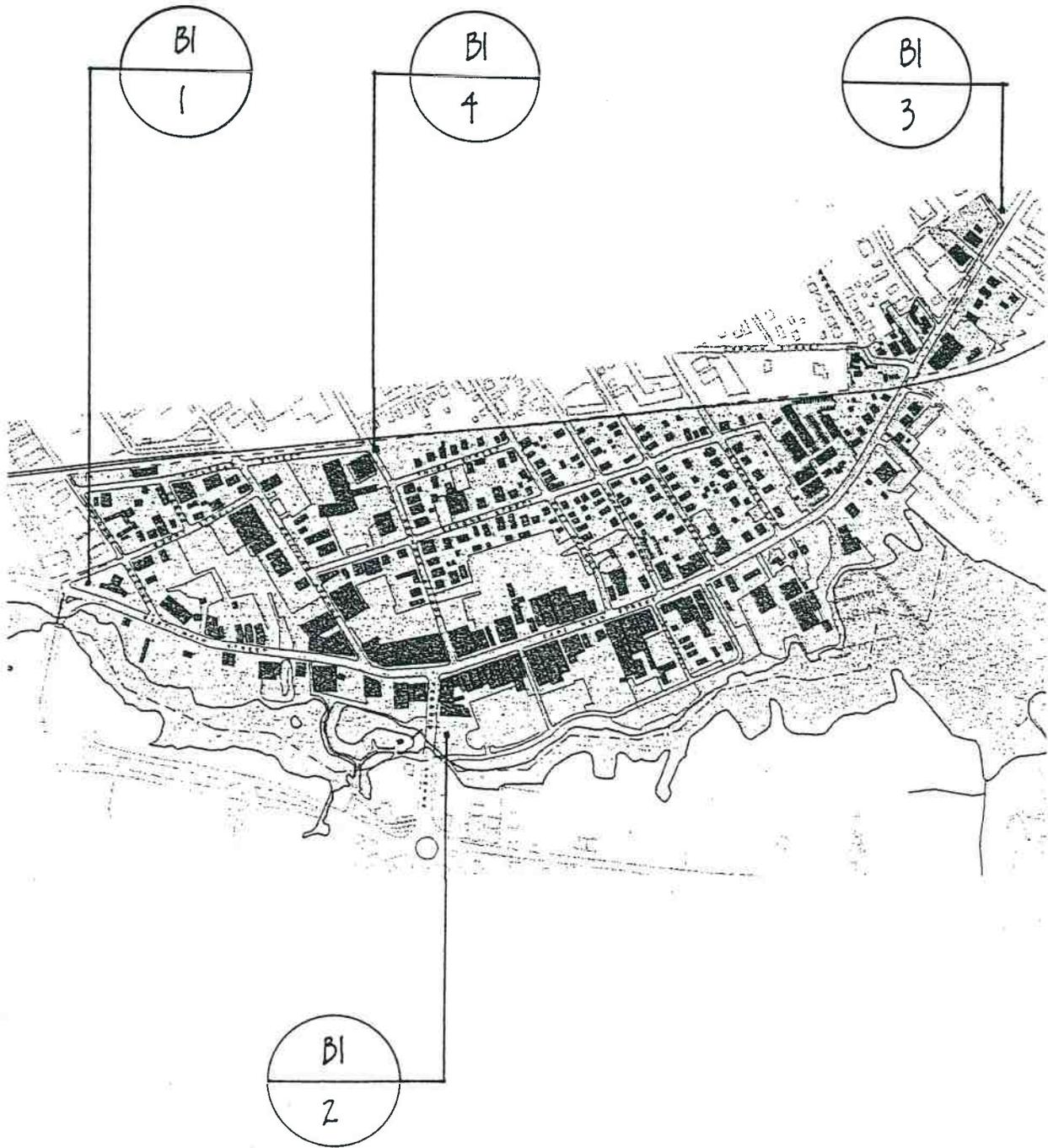
LOCATION PLAN

 TYPE B1 SIGN: SITE IDENTIFICATION (TEMPORARY)

key	sign type	location	content	construction	notes
B1	Site Identification (Temporary)	1-Rt 25/Court St 2-Peconic Av @ river 3-East Main St @ Prospect 4-Roanoke Av @ RR	-logo -"Riverhead Landing" -"Welcome"	-non-illuminated -3 color -painted wood -post supported	-32 sf max. size -two-sided where noted



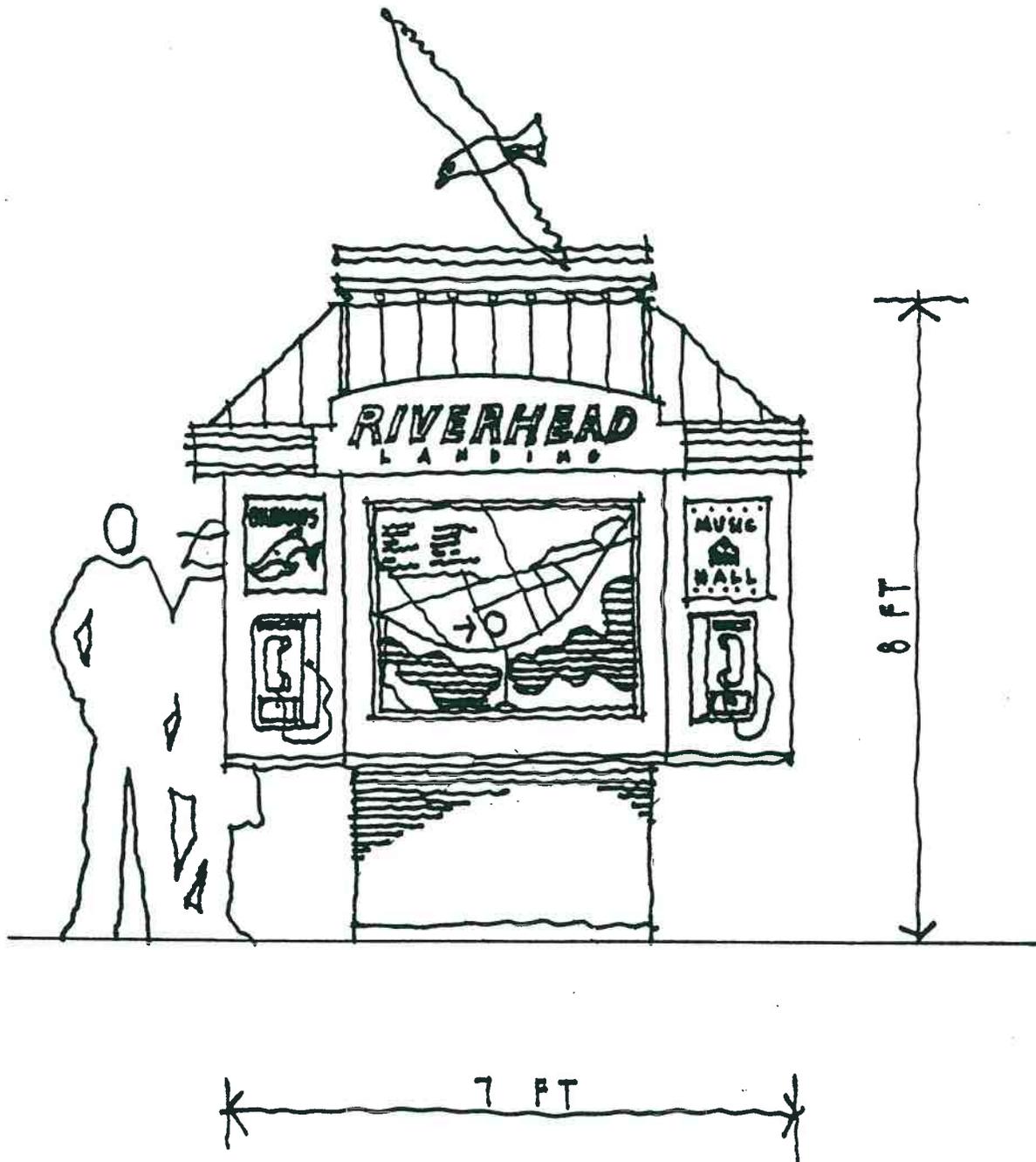
TYPE B1 SIGN: SITE IDENTIFICATION (TEMPORARY)



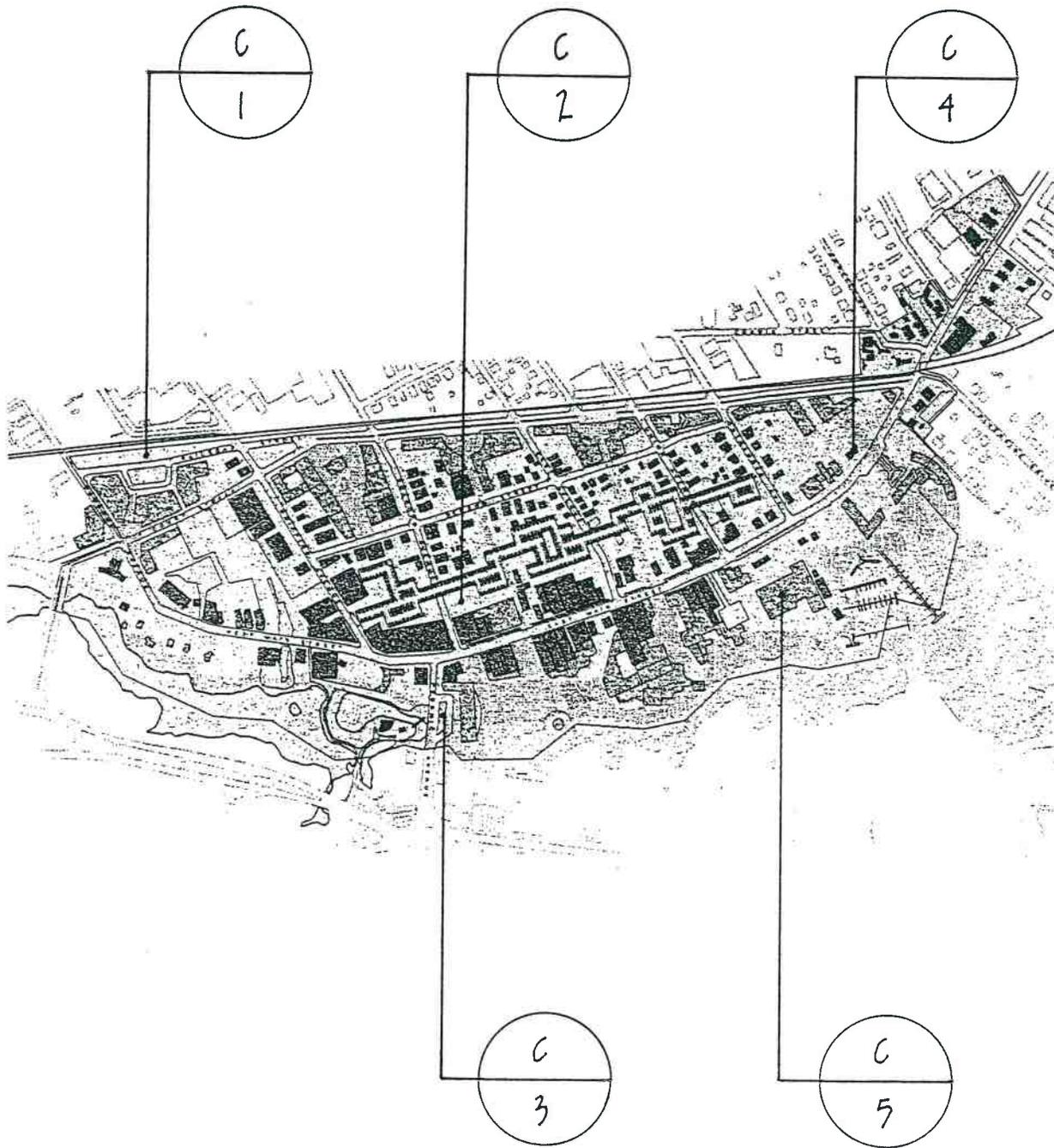
LOCATION PLAN

TYPE C SIGN: PEDESTRIAN DIRECTORY

key sign type	location	content	construction	notes
C Pedestrian Directory	1-Railroad Sta 2-Lombardi Park 3-Taft Info. Center 4-Chamber site 5-Okeanos 6-Tanger (Incorporate w/Tanger directory panels)	-logo -map -main attractions -adv. posters	-Illuminated -locking display panel	-pay telephones -benches (some locations) -landscaping program



TYPE C SIGN: PEDESTRIAN DIRECTORY

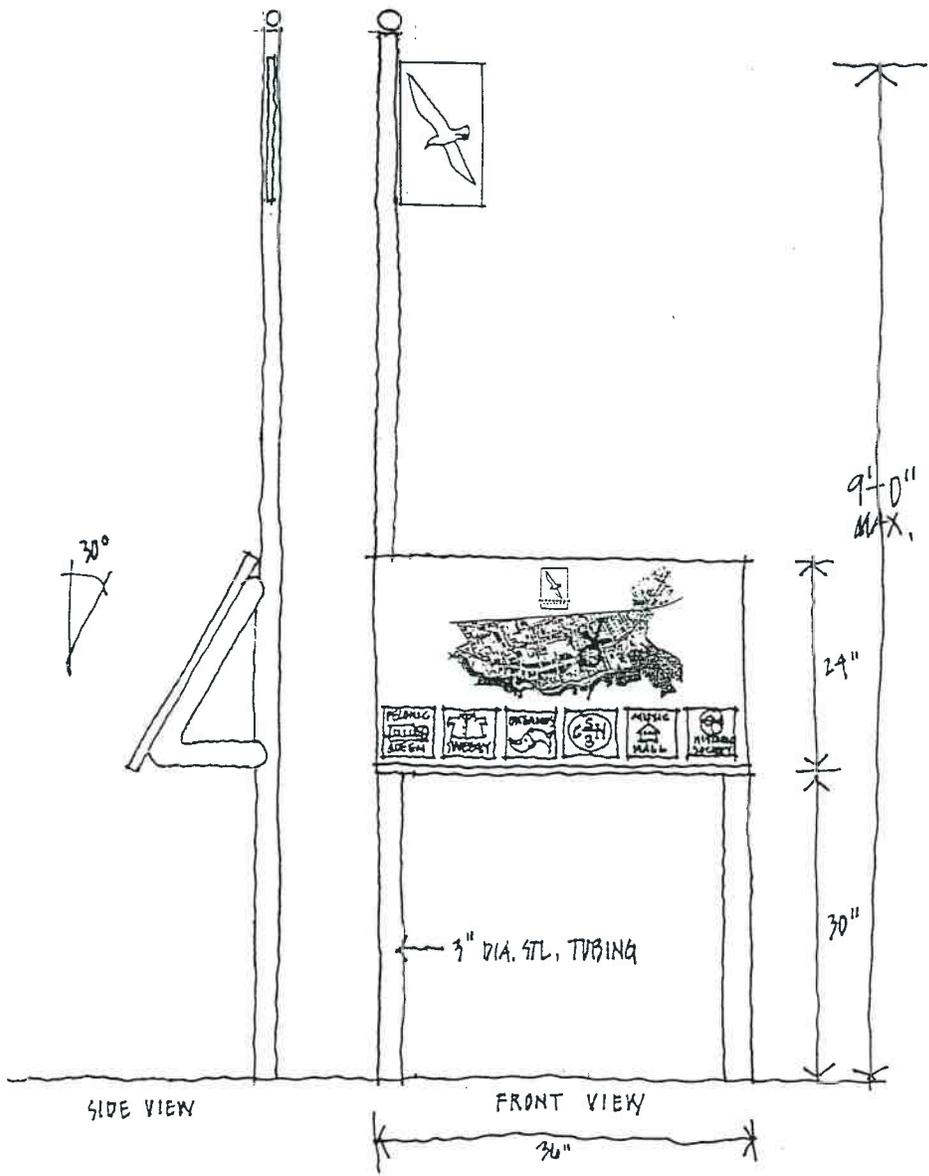


LOCATION PLAN

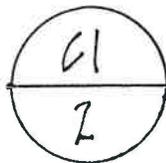
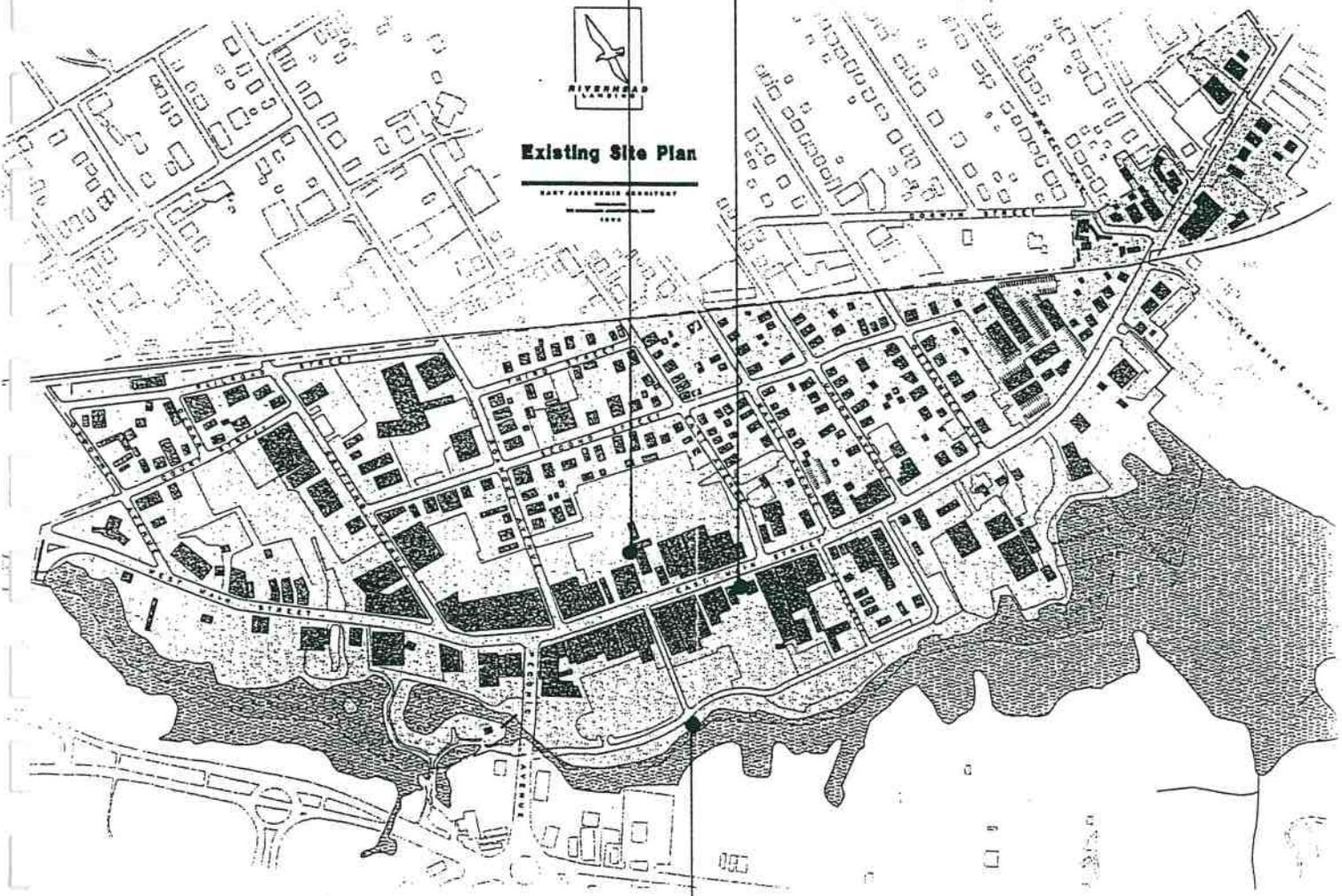
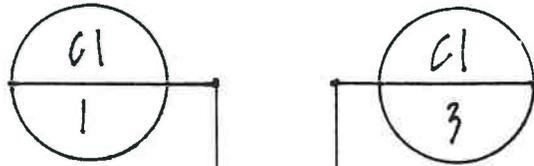
TYPE C1 SIGN: PEDESTRIAN ATTRACTION & DIRECTIONAL

key	sign type	location	content	construction	notes
C1	Pedestrian Attraction & Directional Signs	1- E. Main @ SH Uniform 2- E. Main @ Diner 3- E. Main @ Swezey's 4- E. Main @ EEAC 5- Peconic Av @ Taft 6- W. Main @ comfort sta 7- Flower Alley, north 8- Ben Franklin, north 9- Rear, Suffolk Theater 10- East Av @ parking 11- Lombardi Park 12- Griffing Av @ parking	-logo -map -main attractions	-subsurface copy -color -post mounted -non-illuminated	

Note: First phase installation to consist of sign locations 1, 2 & 3. These signs only to include logo mast.



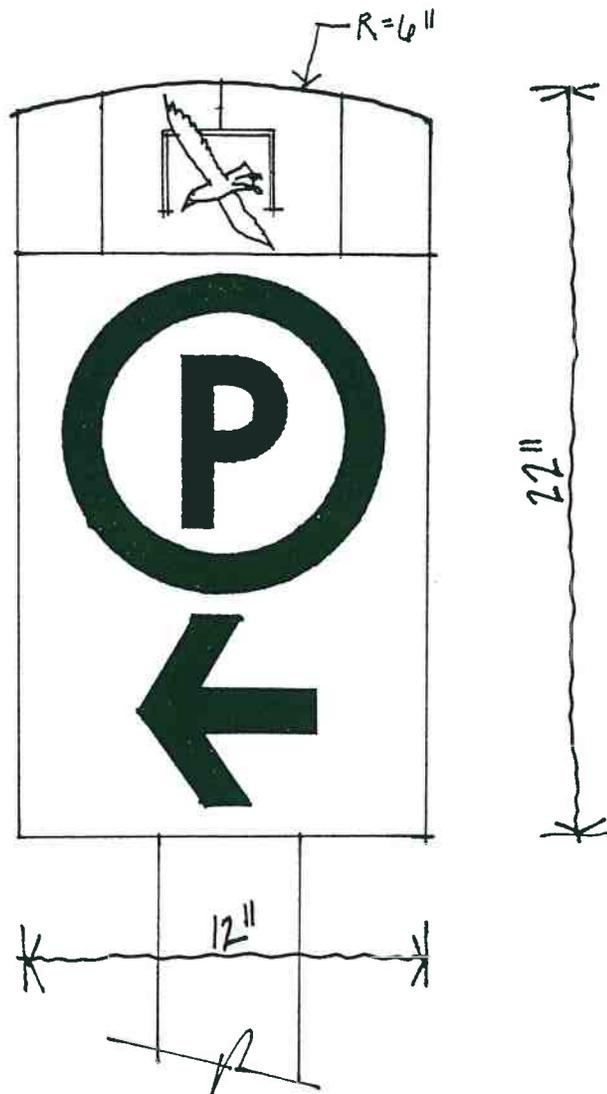
TYPE C1 SIGN: PEDESTRIAN ATTRACTION & DIRECTIONAL



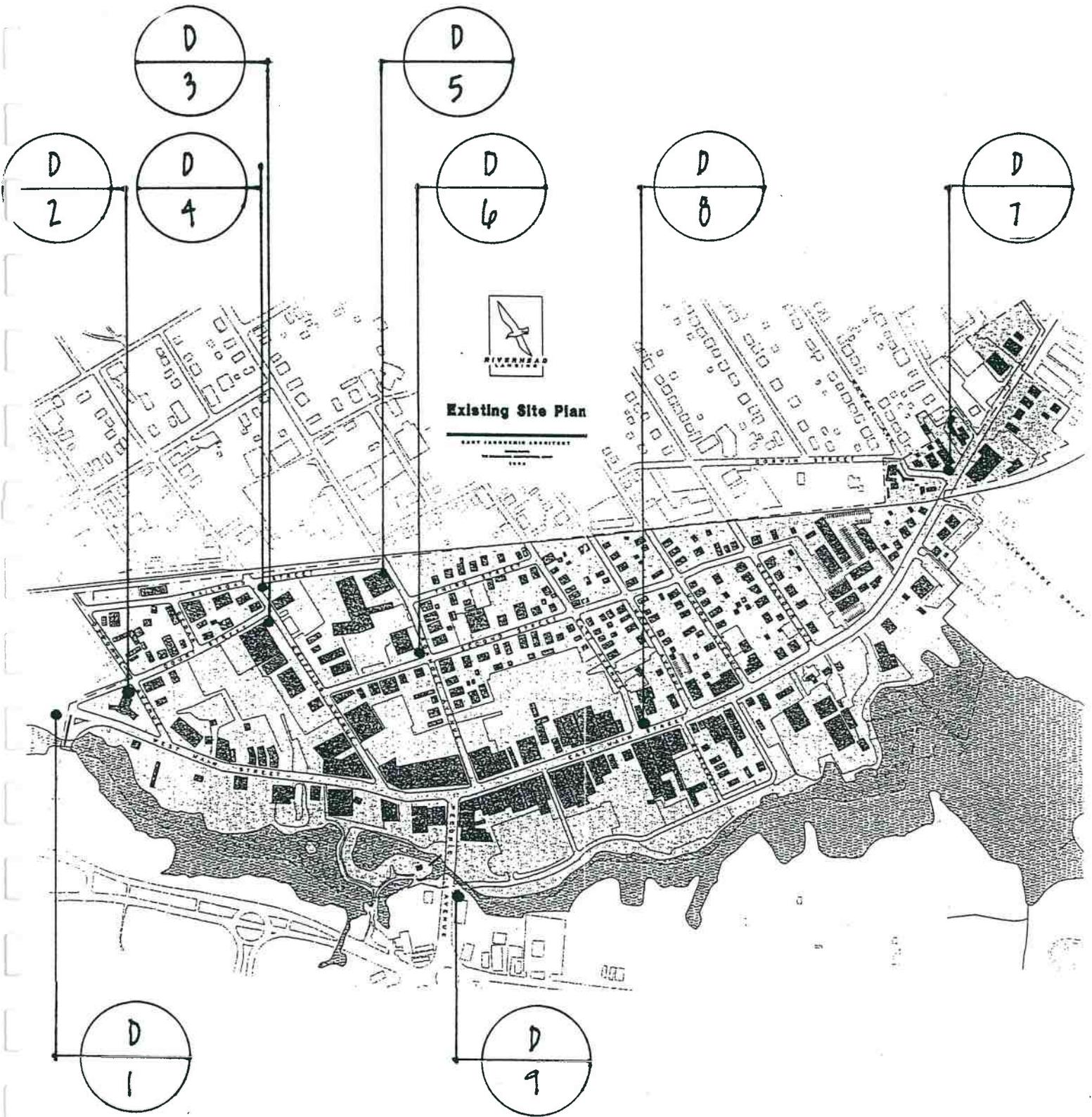
LOCATION PLAN
(FIRST PHASE)

TYPE D SIGN: PARKING DIRECTIONAL

key	sign type	location	content	construction	notes
D	Parking Directional	1-Court @ Osborne 2-RR Av @ Roanoke 3-E Main @ Corwin 4-E Main @ East Av 5-Peconic @ River 6-Peconic @ Main 7-Main @ Roanoke 8-Main @ Griffing	-logo -arrow	-painted or silkscreened on metal -mount on wood post	-international symbol



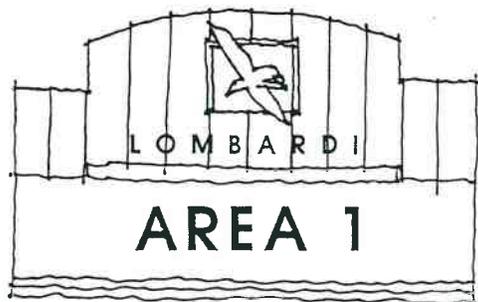
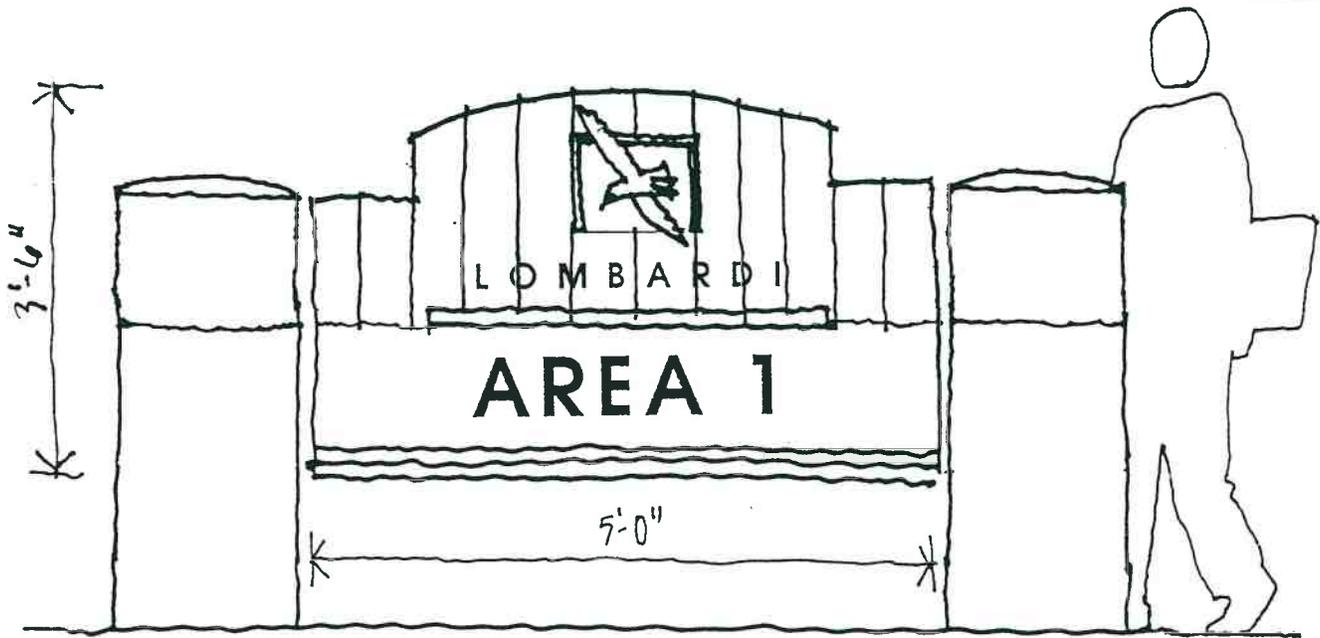
TYPE D SIGN: PARKING DIRECTIONAL



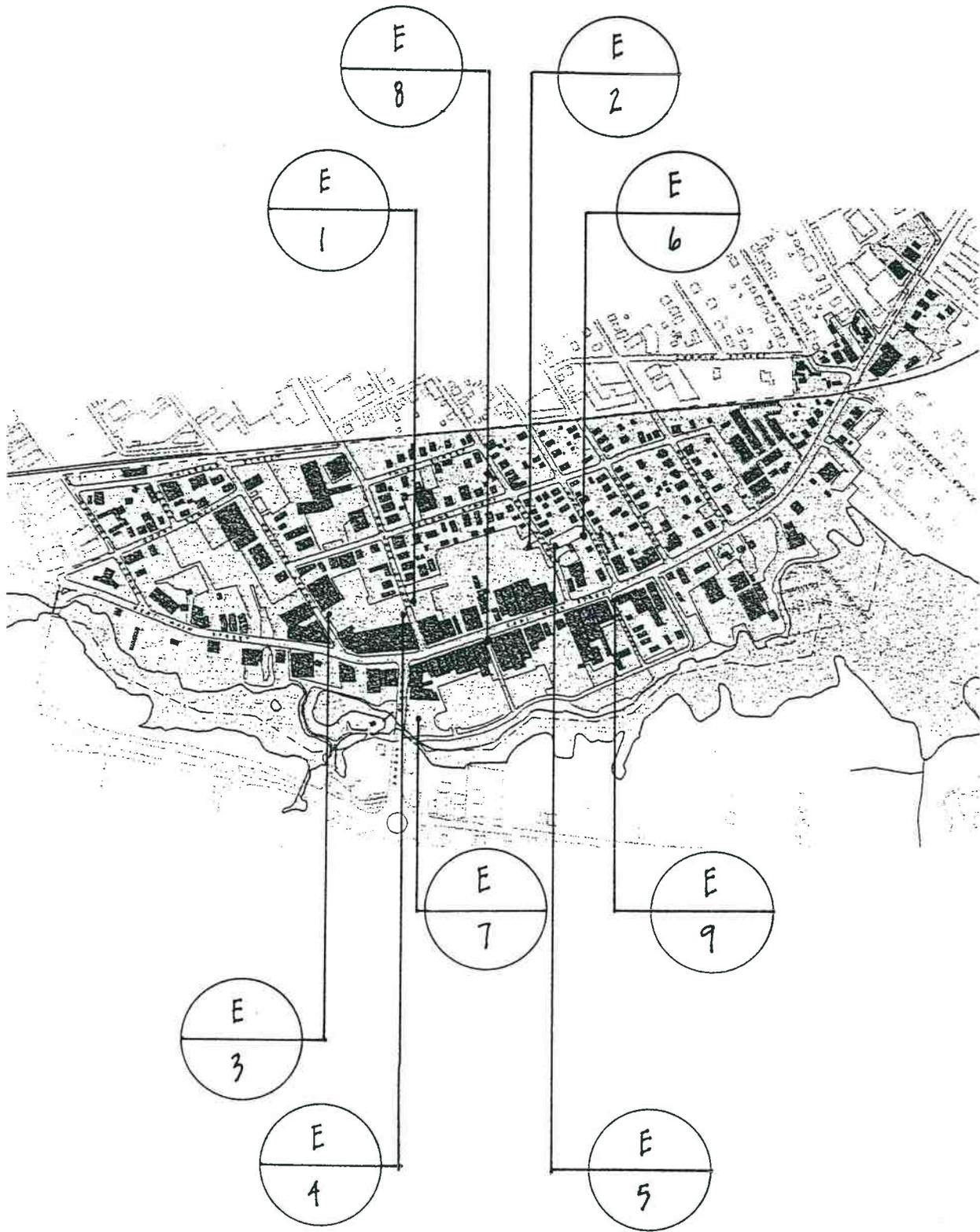
LOCATION PLAN

TYPE E SIGN: PARKING IDENTIFICATION

key	sign type	location	content	construction	notes
E	Parking Identification	1-Area 1 @ Roanoke Av 2-Area 1 @ East Av 3-Area 2 @ Griffing Av 4-Area 2 @ Roanoke Av 5-Area 3 @ East Av 6-Area 3 @ Maple Av 7-Area 4 @ Peconic Av 8-Area 4 @ E Main St 9-Area 4 @ McDermott	-logo -area designation	-carved logo -painted name -post supported	-"Lombardi" -"Griffing" -"Maple" -"Peconic"



TYPE E SIGN: PARKING IDENTIFICATION

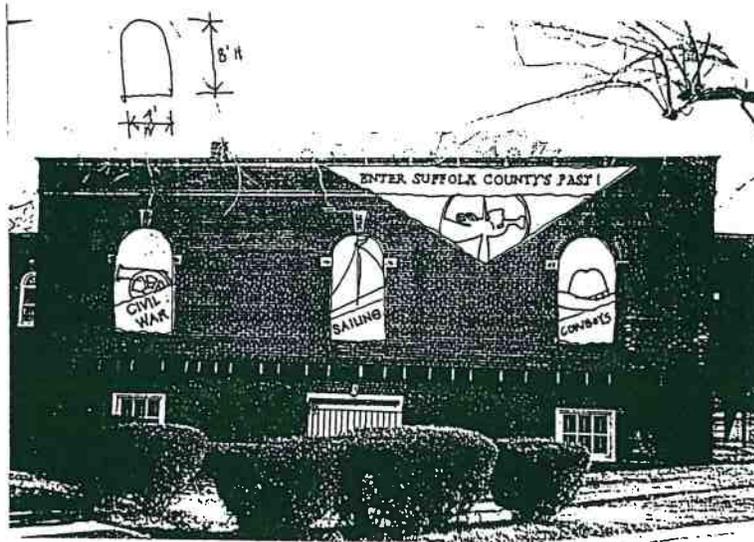
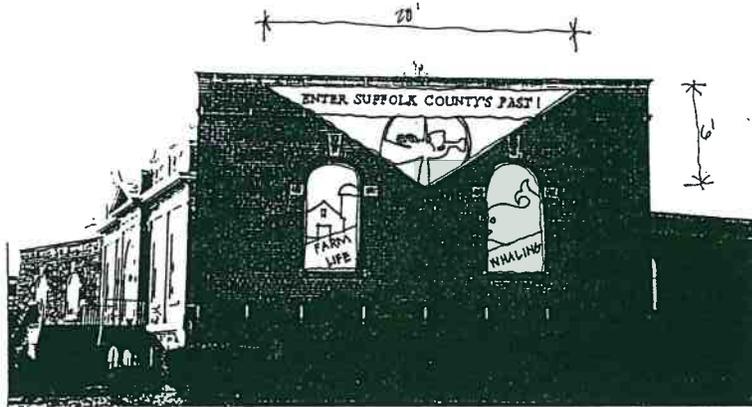


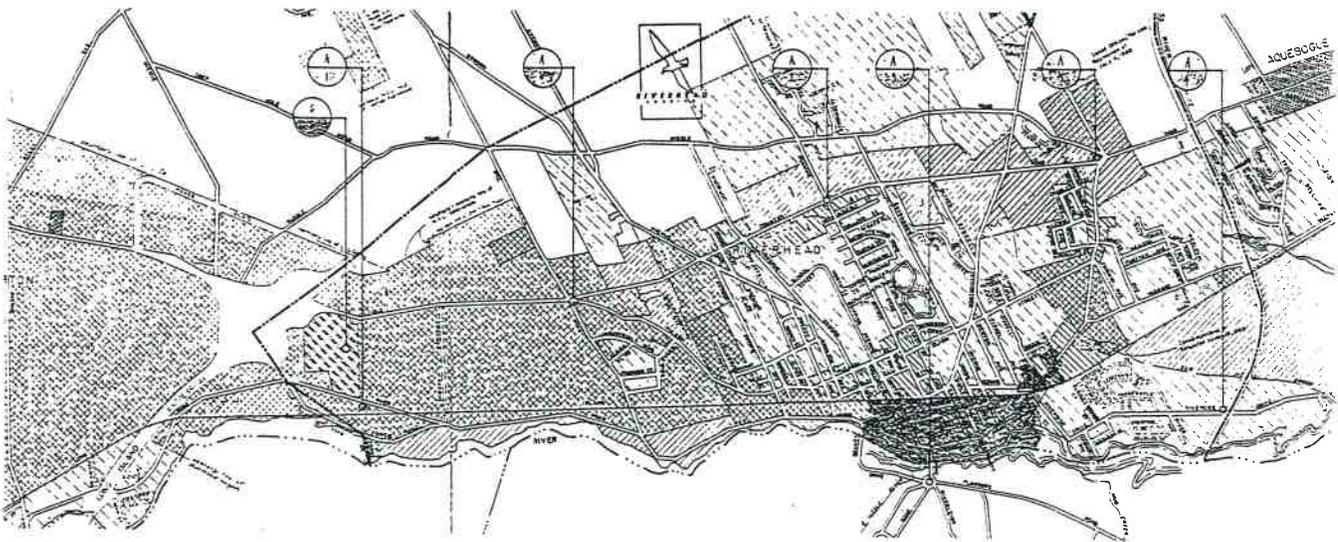
LOCATION PLAN

TYPE F SIGN: BANNERS

key sign type location content construction notes

F Banners (Suffolk County Historical Society only)



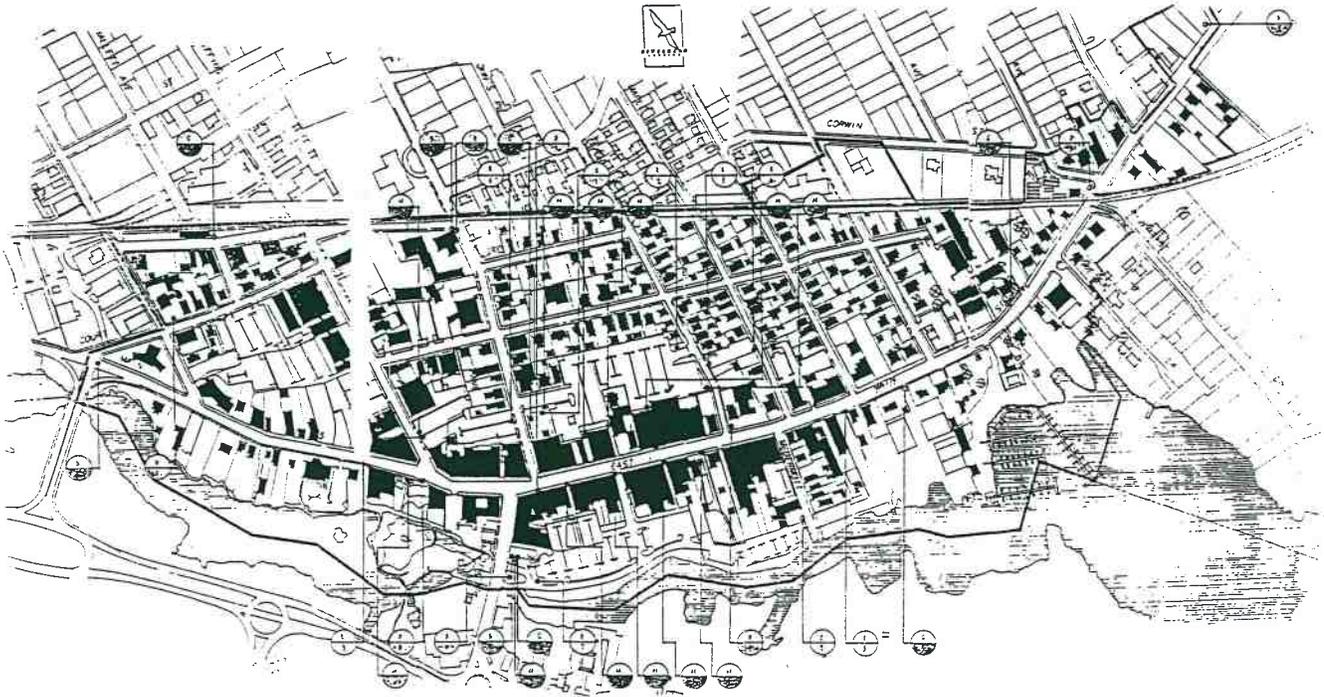
DESIGN GOALS

SIGN LOCATION DIAGRAM
(PERIPHERAL LOCATIONS)

The signage program developed as part of this study is intended to project an image consistent with the proposed public character of the BID. The design standards proposed for the signage incorporate versions of the logo of the downtown Business Improvement District and construction materials and details associated with the waterfront. This approach is envisioned to help visually integrate the BID and provide visitors with repetitive symbols for ease of recognition and orientation.

Assistance with the development of the signage program has been provided by the signage committee, consisting of Pat Stark and Larry Oxman, members of the plan advisory committee, and Roy Sokoloski, AIA, Chairman of the Riverhead Architectural Review Board. Assistance in coordinating the signage for the aquarium has been provided by Michael Tortorice of the Baldassano Architectural Group, architects of the aquarium.

LOCATIONS



SIGN LOCATION DIAGRAM
(BID LOCATIONS)

The signage locations shown above are indicated as guidelines only. Specific locations and final counts are to be determined by the signage designer and verified in the field.

SIGNAGE SCHEDULE

key	sign type	location	content	construction	notes
A	Vehicular Directional	1-Route 25 @ 84 Lumber 2-Route 58 @ Roanoke 3-Route 24 @ Peconic 4-Route 105 @ Riverside 5-Old Country Road @ East Main 6- Route 58 @ Pulaski	-logo, -"Riverhead Landing" -directional arrow -distance to destination	-non-illuminated -3 color -carved wood -post supported	-max. size allow. by sign code -landscape at base -two-sided where noted
B	Site Identification	1-Rt 25 @ Court St 2-Peconic Av @ river 3-East Main St @ Prospect 4-Roanoke Av @ RR	-interpretive logo -"Riverhead Landing"	-illuminated -3D -stone & steel	-relocate exist. memorial -design competition?
B1	Site Identification (Temporary)	1-Rt 25/Court St 2-Peconic Av @ river 3-East Main St @ Prospect 4-Roanoke Av @ RR	-logo -"Riverhead Landing" -"Welcome"	-non-illuminated -3 color -painted wood -post supported	-32 sf max. size -two-sided where noted
C	Pedestrian Directory	1-Railroad Sta 2-Lombardi Park 3-Taft Info 4-Chamber site 5-Okeanos 6-Tanger (incorporate w/Tanger directory panels)	-logo -map -main attractions -adv. posters	-illuminated -locking display panel	-pay telephones -benches (some locations) -landscaping program
C1	Pedestrian Attraction & Directional Signs	1- E. Main @ SH Uniform 2- E. Main @ Diner 3- E. Main @ Swezey's 4- E. Main @ EEAC 5- Peconic Av @ Taft 6- W. Main @ comfort sta 7- Flower Alley, north 8- Ben Franklin, north 9- Rear, Suffolk Theater 10- East Av @ parking 11- Lombardi Park 12- Griffing Av @ parking	-logo -map -main attractions	-subsurface copy -color -post mounted -non-illuminated	

SIGNAGE SCHEDULE (CONTINUED)

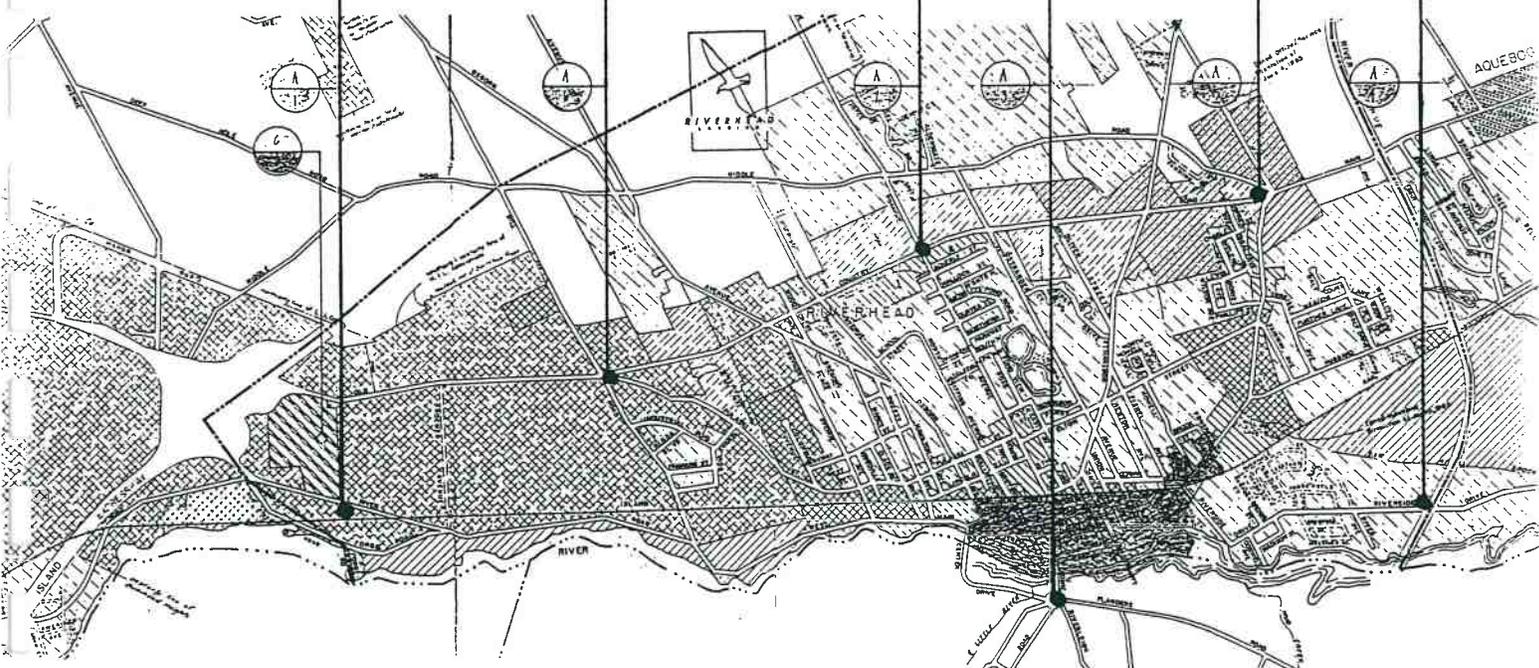
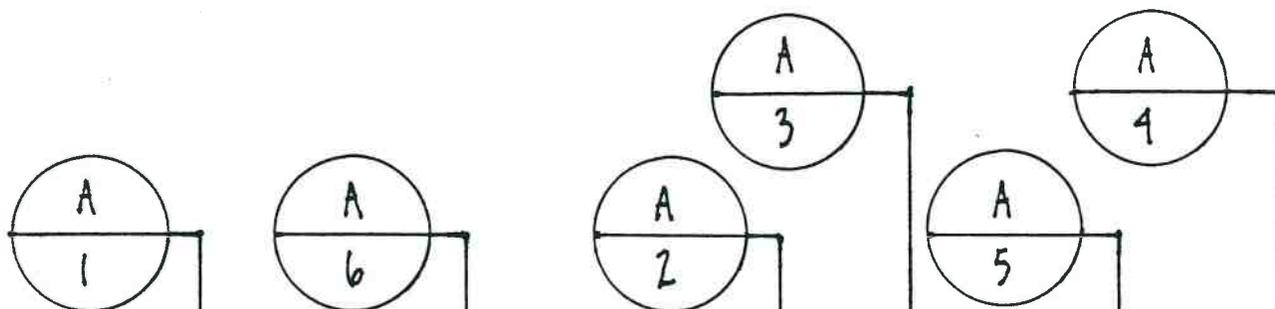
key	sign type	location	content	construction	notes
D	Parking Directional	1-Court @ Osborne 2-RR Av @ Roanoke 3-E Main @ Corwin 4-E Main @ East Av 5-Peconic @ River 6-Peconic @ Main 7-Main @ Roanoke 8-Main @ Griffing	-logo -arrow	-painted or silkscreened on metal -mount on wood post	-international symbol
E	Parking Identification	1-Area 1 @ Roanoke Av 2-Area 1 @ East Av 3-Area 2 @ Griffing Av 4-Area 2 @ Roanoke Av 5-Area 3 @ East Av 6-Area 3 @ Maple Av 7-Area 4 @ Peconic Av 8-Area 4 @ E Main St 9-Area 4 @ McDermott	-logo -area designation	-carved logo -painted name -post supported	-"Lombardi" -"Griffing" -"Maple" -"Peconic"
F	Banners	(Suffolk County Historical Society only)			
G	Commercial Signs	1-Building facade 2-Storefront 3-Window 4-Awning 5-Projecting 6-Roof 7-Freestanding	-Business name -Name, logo, symbol -Business name, logo -Business name, logo -Name, logo, symbols -Business name -Name, logo, symbol	-Painted, raised letters -(see diagrams) -(see diagrams) -(see diagrams) -(see diagrams) -(see diagrams) -(see diagrams)	-Non-illuminated -Product image -Product image -Product image
H	Miscellaneous	1-Murals 2-Dimensional Signs 2-Billboards 3-Temporary (Event) 4-Remote location Directories	-Historical imagery -Symbolic only (Big Duck) -Special event only -Promotional -Logo, map, promo copy	-Direct surface paint application -Attached or free standing -Designated locations only -Posters, banners -At Tanger directories	

TYPE A SIGN: VEHICULAR DIRECTIONAL

key	sign type	location	content	construction	notes
A	Vehicular Directional	1-Route 25 @ 84 Lumber 2-Route 58 @ Roanoke 3-Route 24 @ Peconic 4-Route 105 @ Riverside 5-Old Country Road @ East Main 6- Route 58 @ Mill Road	-logo, -"Riverhead Landing" -directional arrow -distance to destination	-non-illuminated -3 color -carved wood -post supported	-max. size allow. by sign code -landscape at base -two-sided where noted

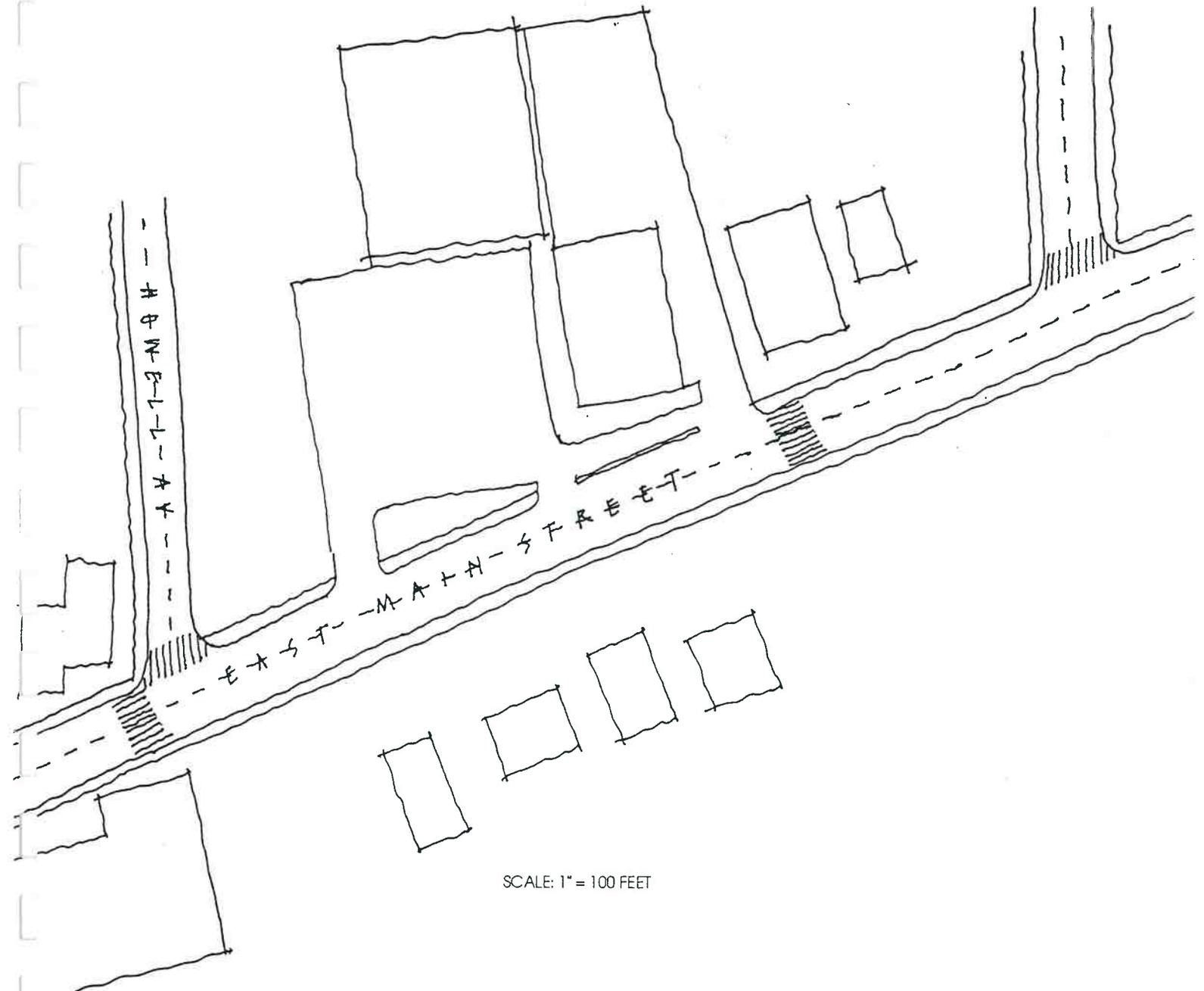


TYPE A SIGN: VEHICULAR DIRECTIONAL



LOCATION PLAN

PROPOSED PLAN @ TOWN HALL (EASTERN END OF THE DISTRICT)

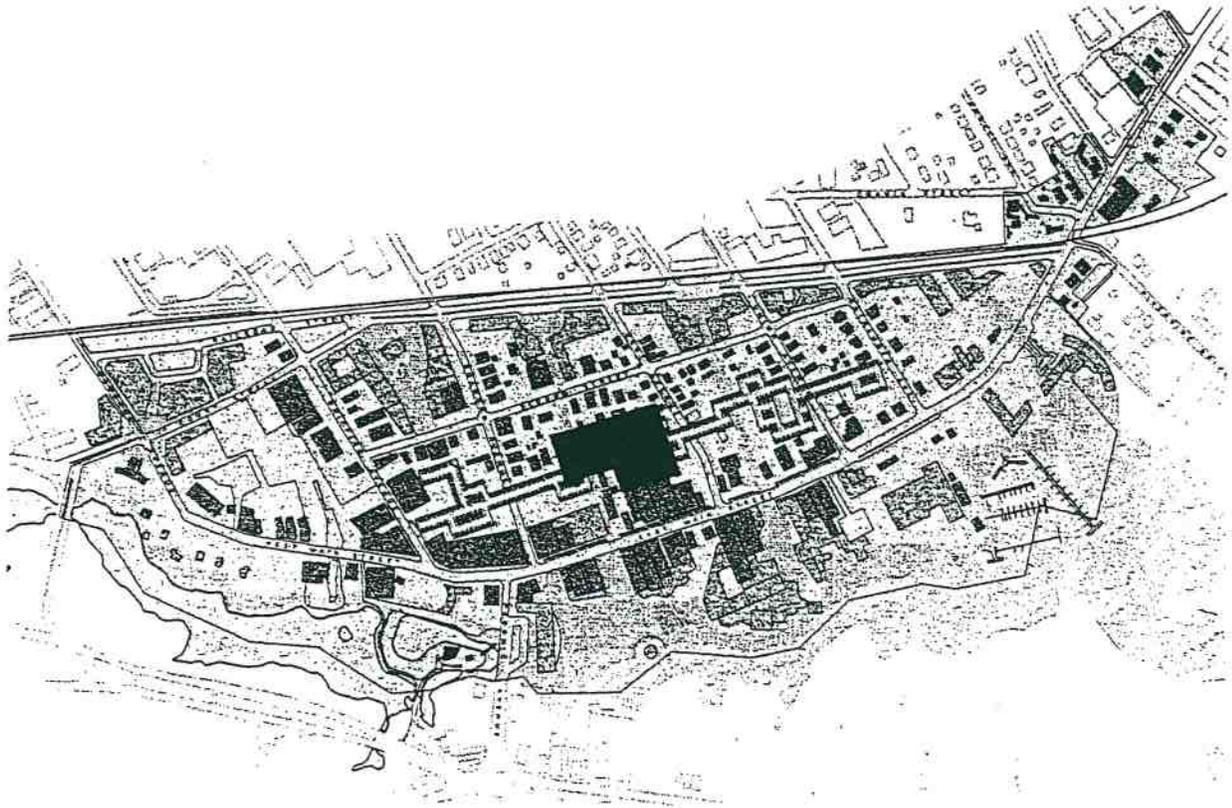


SCALE: 1" = 100 FEET

PART 4

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PARKING ATRIUM

DESIGN GOALS

LOCATION PLAN

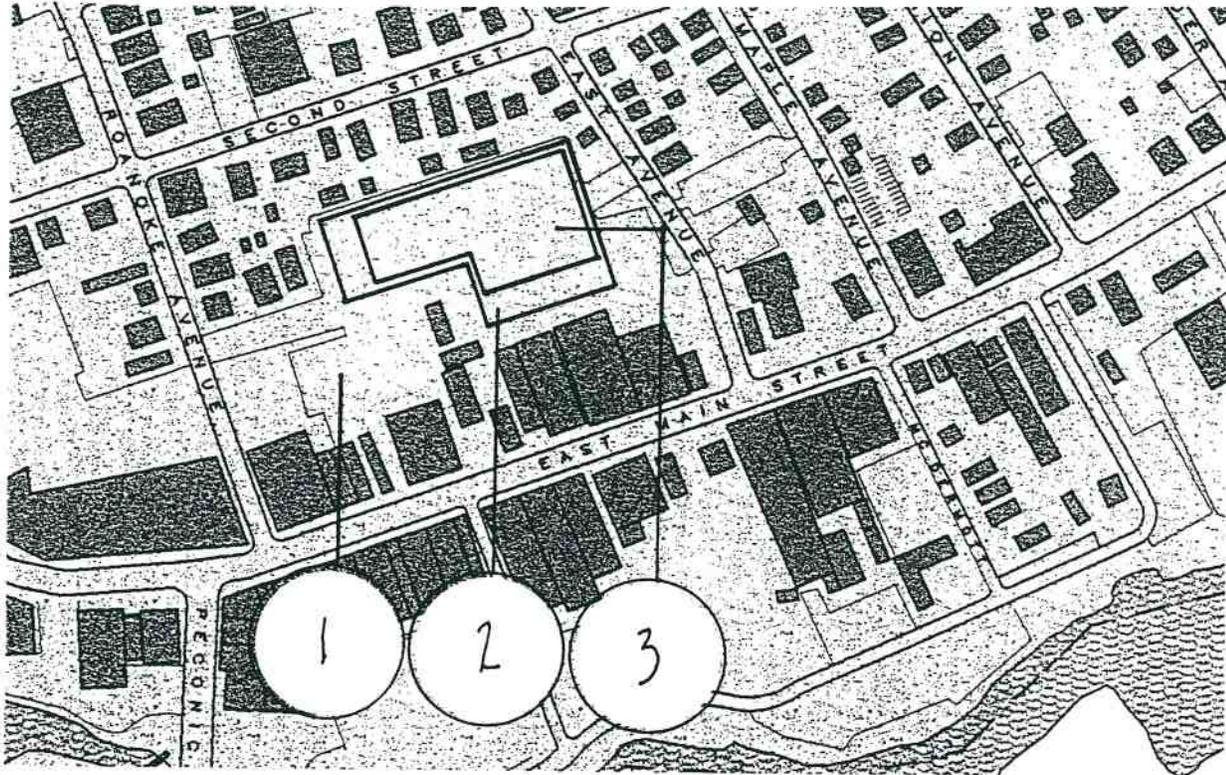
The Parking Atrium prototype is for an elevated vehicular parking structure developed conceptually as part of this study. The prototype is intended to reflect the goals of providing increased parking capacity for the Business Improvement District while minimizing the negative aspects associated with conventional parking "garages", specifically the problems of darkness and lack of visual amenities.

DESIGN GUIDELINES

The parking facility shall reflect the goals of the prototype and shall be designed and built to meet the following criteria:

- avoid visual and security problems inherent in typical closed "parking garage" structures
- provide a maximum of two elevated decks above the reconfigured surface parking
- design decks with perimeter treatment to appear light and open (open pipe or cable railings)
- decks designed with interior penetrations to maximize natural light and ventilation to levels below
- modular design and construction (steel or light weight concrete)
- vertical and horizontal expansion capability to meet increasing parking demand (expansion phases to be determined in accordance with pace of increased demand)
- expansion to be planned in phases with minimal disruption to adjacent activities
- vertical pedestrian access to be provided by open towers incorporating open stairs and an elevator where required for handicap access
- planted and landscaped areas are critical to the environmental quality of the atrium, and are to be integrated into basic atrium design
- security and accent lighting to be provided
- environmental graphics and directories to be incorporated
- pedestrian paving materials to match paving proposed for Business Improvement District pedestrian walkways
- to meet ADA and all other governing codes and regulations

DIAGRAMS OF PROTOTYPE

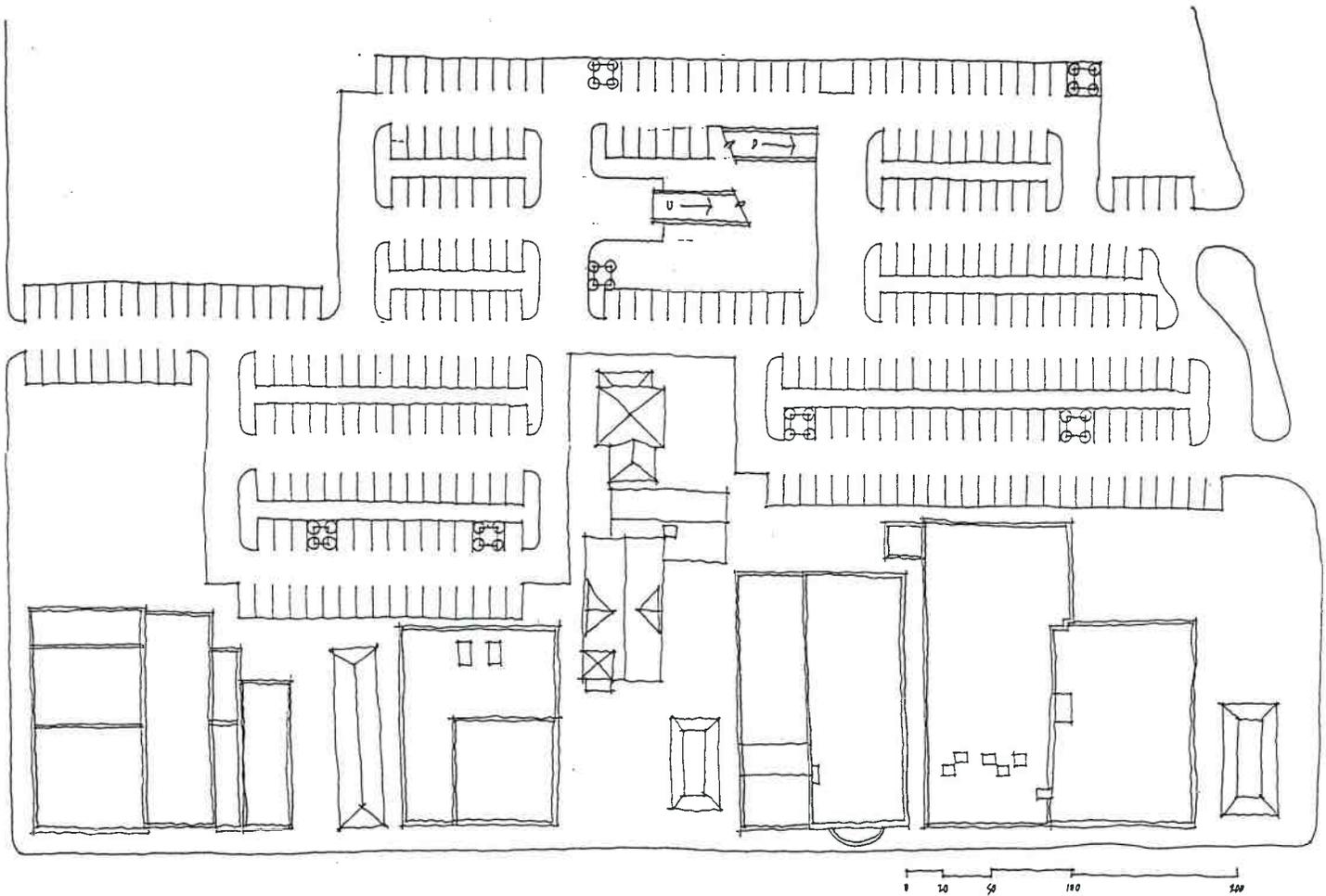


KEY PLAN

The Parking Atrium prototype is based upon the design criteria as identified here and as reflected in the following diagrams of the prototype. Diagrams shown indicate expansion capabilities

- 1). First phase: Grade level plan
- 2). Second phase: Level 2 plan
- 3). Future phase: Level 3 plan

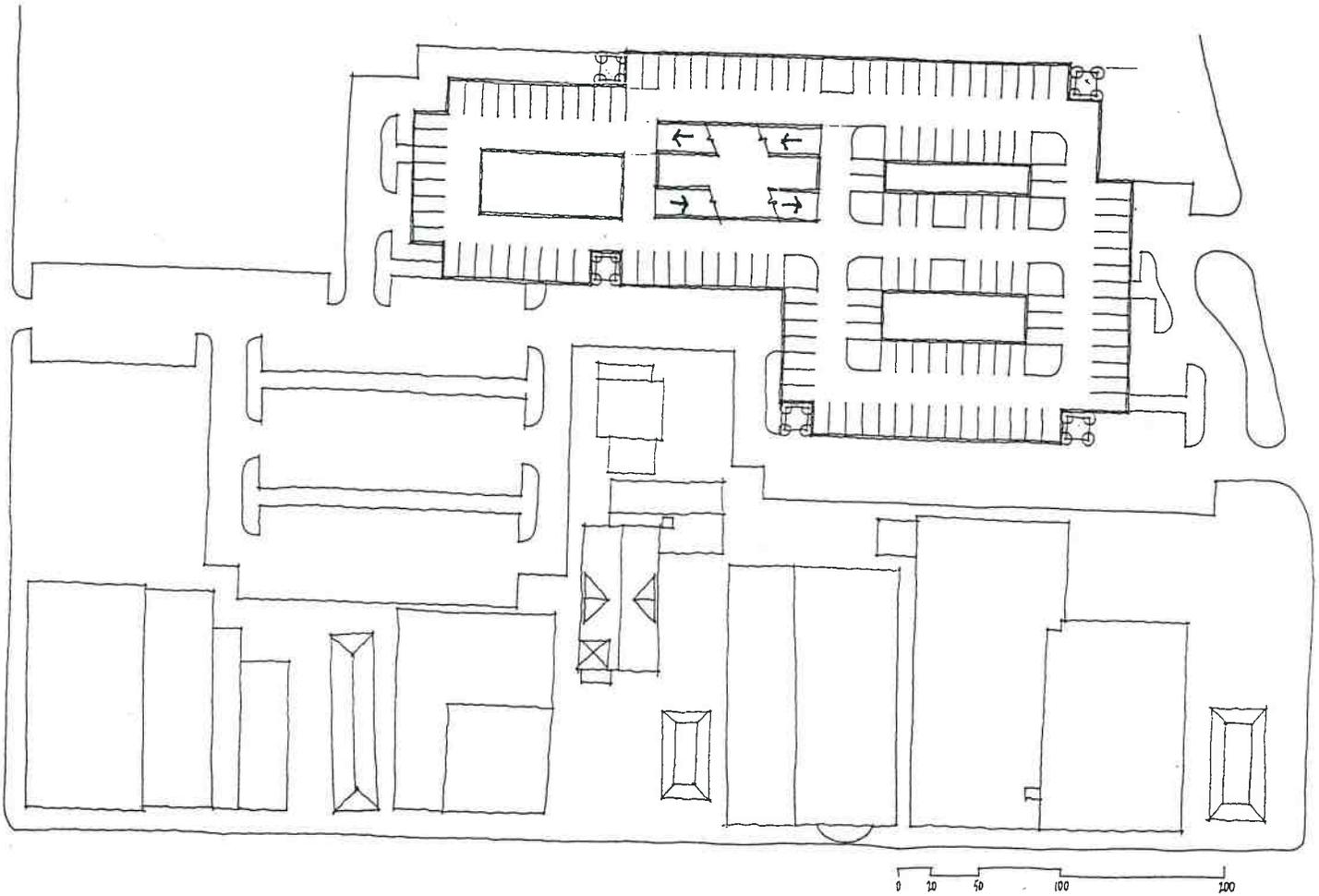
FIRST PHASE: GRADE LEVEL PLAN



Note: Parking space dimensions for prototype are 10 feet wide by 18 feet long

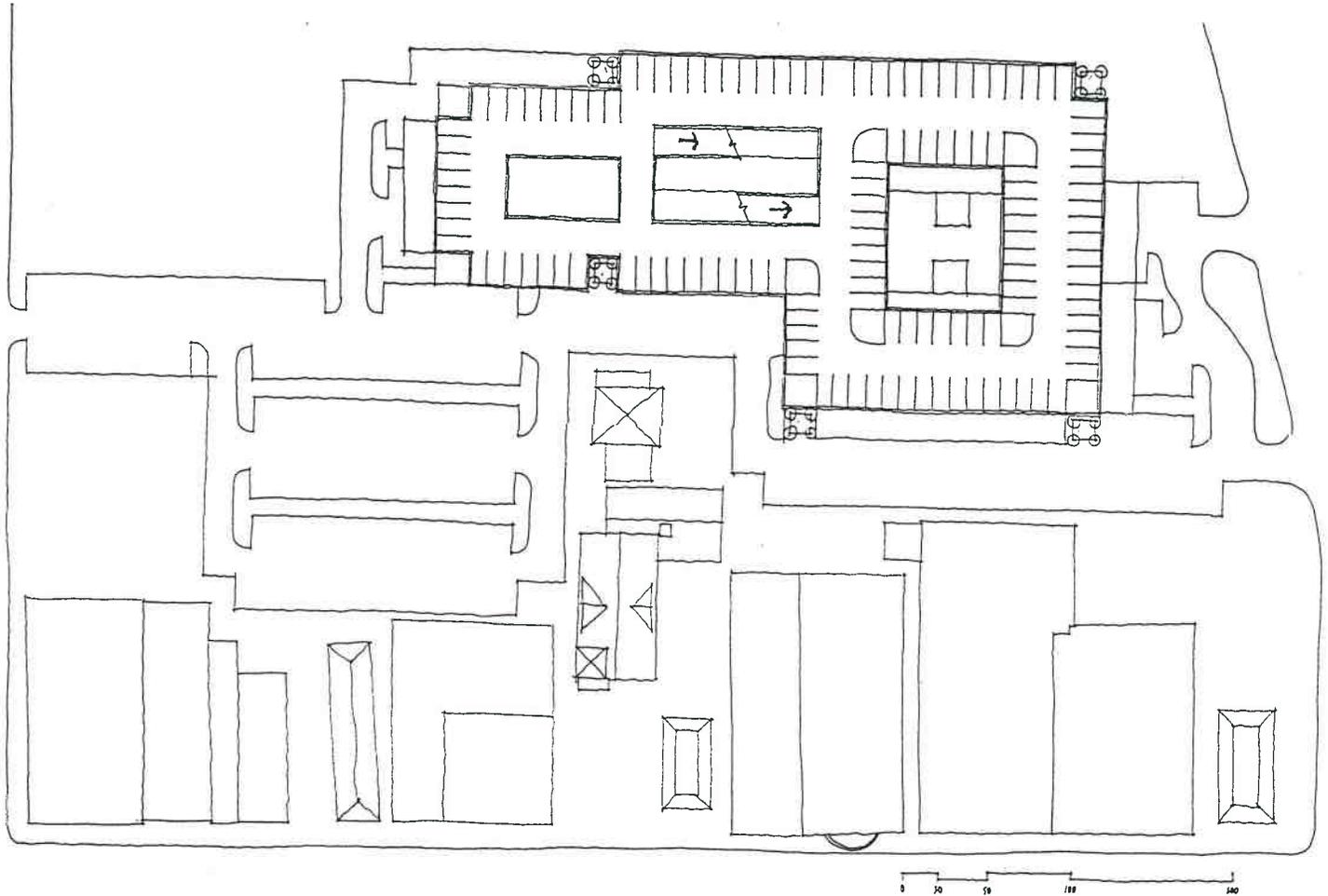
Parking count total for this level as shown: 318 spaces

SECOND PHASE: LEVEL 2 PLAN



Parking count total for this level as shown: 141 spaces

FUTURE PHASE: LEVEL 3 PLAN



Parking count total for this level as shown: 130 spaces

Parking summary:

Grade level (First phase):	318 spaces
Level 2 (Second phase):	141 spaces
Level 3 (Future phase):	130 spaces

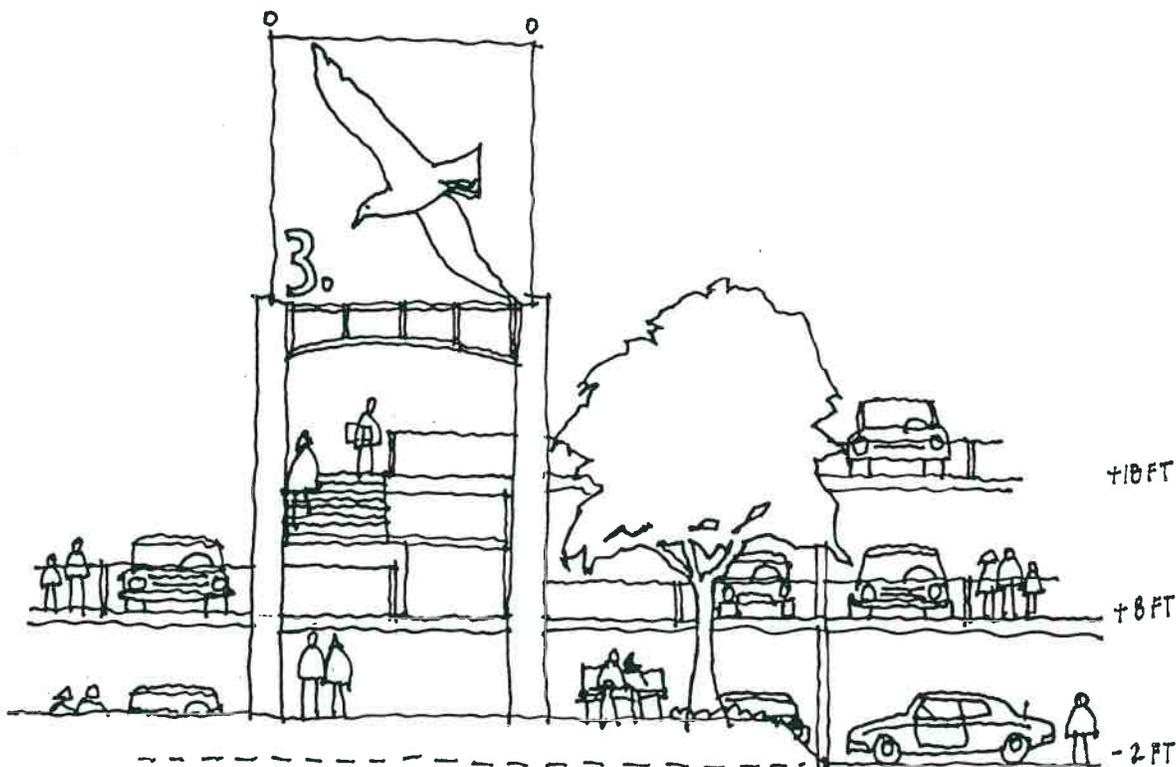
Prototype total count: 589 spaces

DIAGRAMMATIC SECTION

The diagrammatic section indicated below is based upon assumptions of the depth of excavations and deck-to-deck heights. The intent of the prototype is to maximize open sight lines, natural light and ventilation. The assumed heights indicated are to be verified based upon test reports and engineering analysis of the parking atrium.

For the purposes of the prototype, the following elevation criteria applies:

- New surface parking to be at excavated elevation of 2 feet below existing grade
- First deck to be at 10 feet above surface parking elevation, or 8 feet above existing grade
- Second deck to be located at 20 feet above surface parking elevation, or 18 feet above existing grade (to be verified)

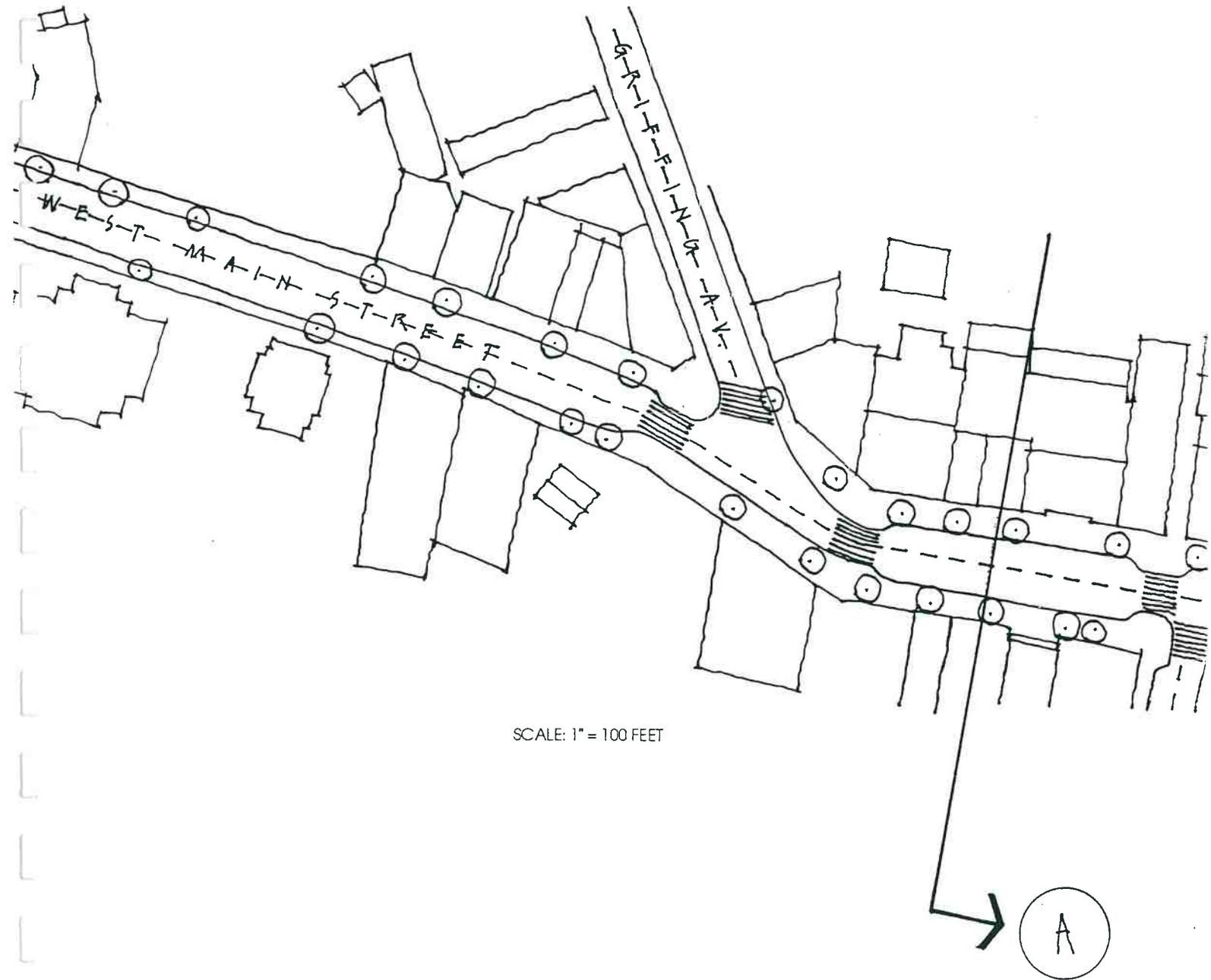


IMPLIMENTATION SEQUENCE

- Select consultant to design parking atrium facility, including full build-out potential and phasing strategies
- Determine funding and operating options
- Determine phasing needs and schedule construction of prototype
- Select location for prototype atrium facility in north parking area (see location plan)
- Obtain accurate, up-dated topographic survey of prototype location
- Investigate subsurface conditions to determine soil properties, ground water elevation and to locate all buried utilities
- Determine limits of excavation required and excavate
- Construct maximum of two open parking decks (deck heights to be determined in design analysis)
- Complete installation of planting, lighting, and other amenities
- Observe acceptability of prototype and note problem conditions

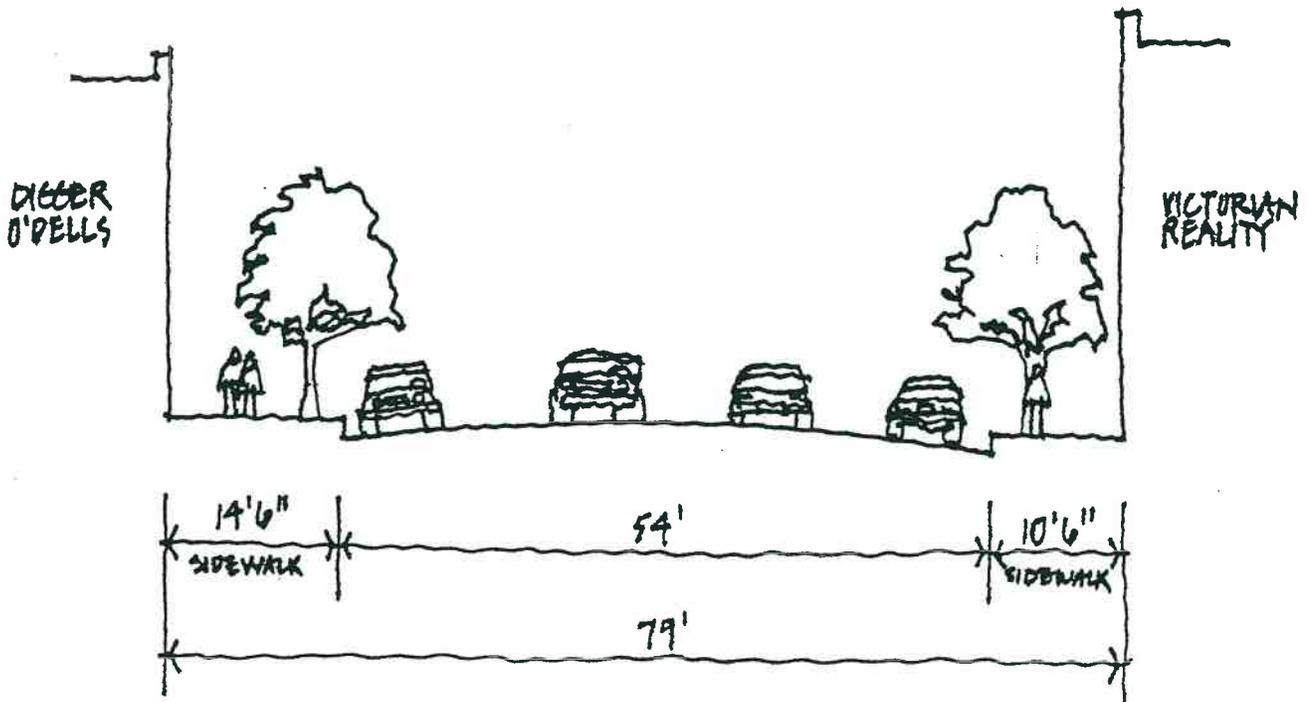
PART 5
· · ·
SIGNAGE

PROPOSED PLAN @ GRIFFING AVENUE INTERSECTION

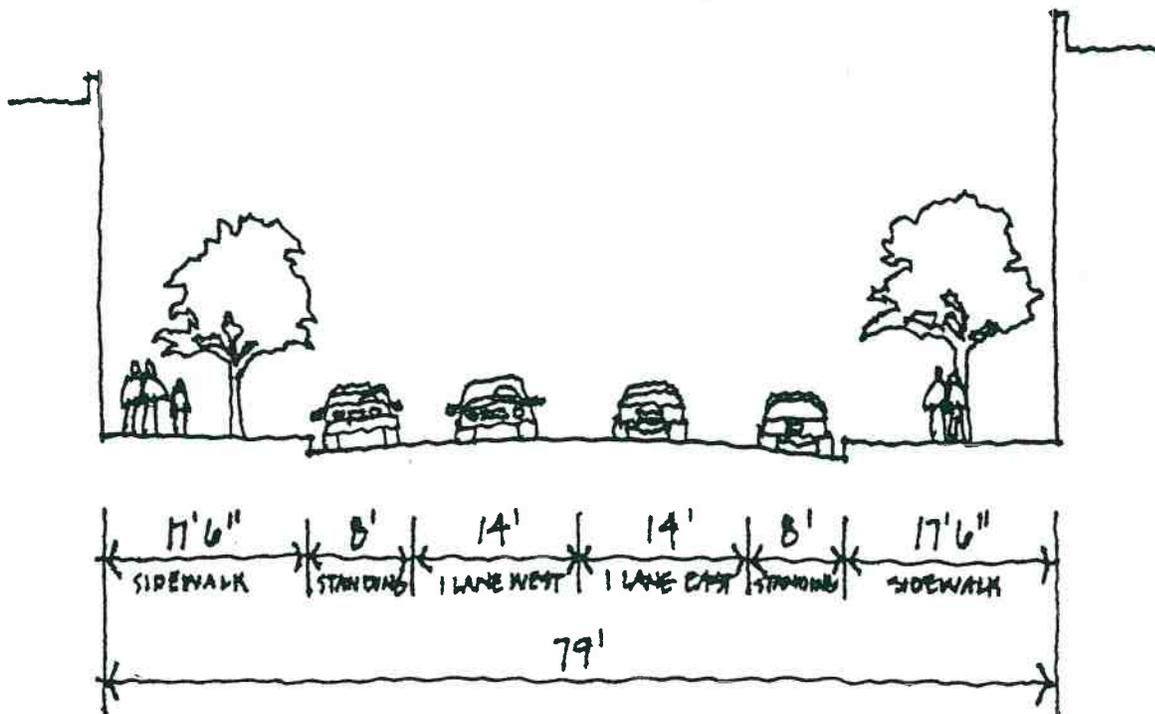


SCALE: 1" = 100 FEET

SECTION DIAGRAM "A"

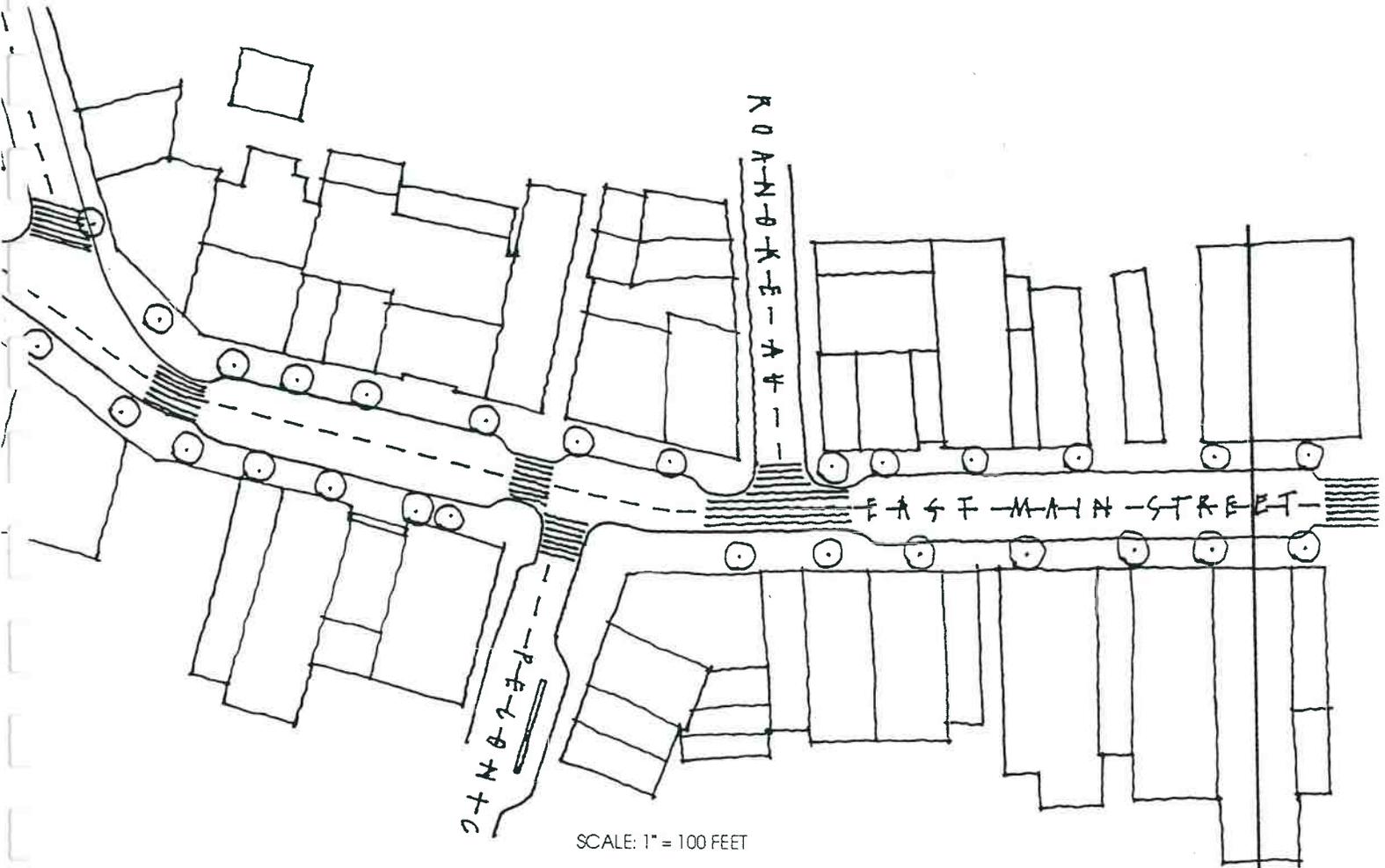


EXISTING
SCALE: 1/16"=1 FOOT



PROPOSED
SCALE: 1/16"=1 FOOT

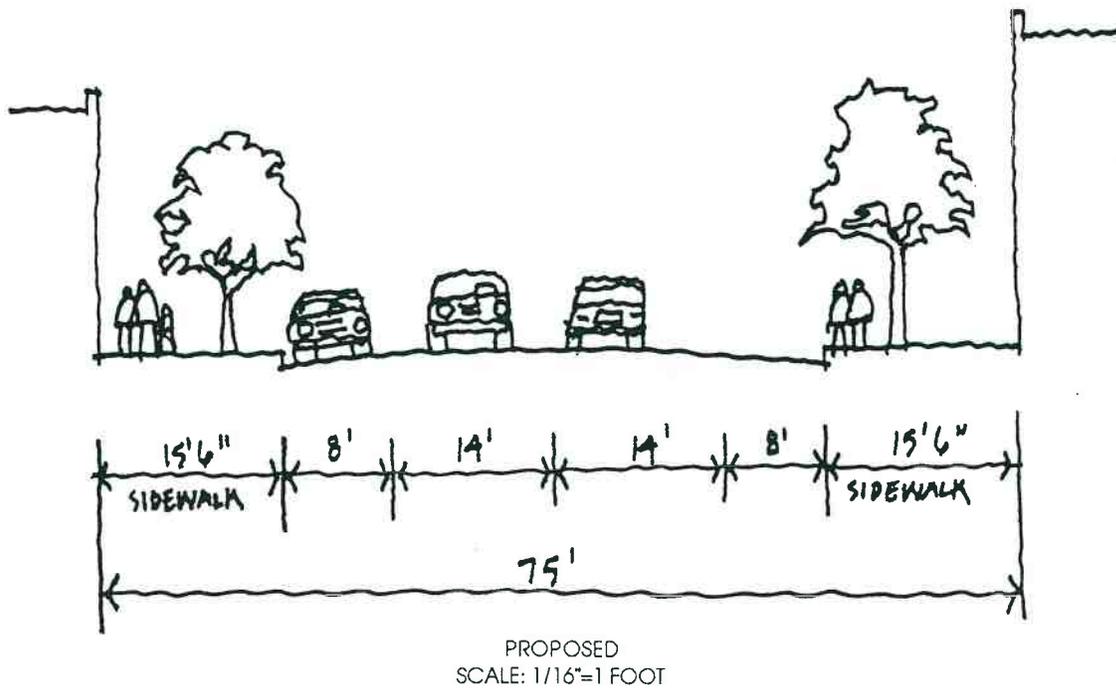
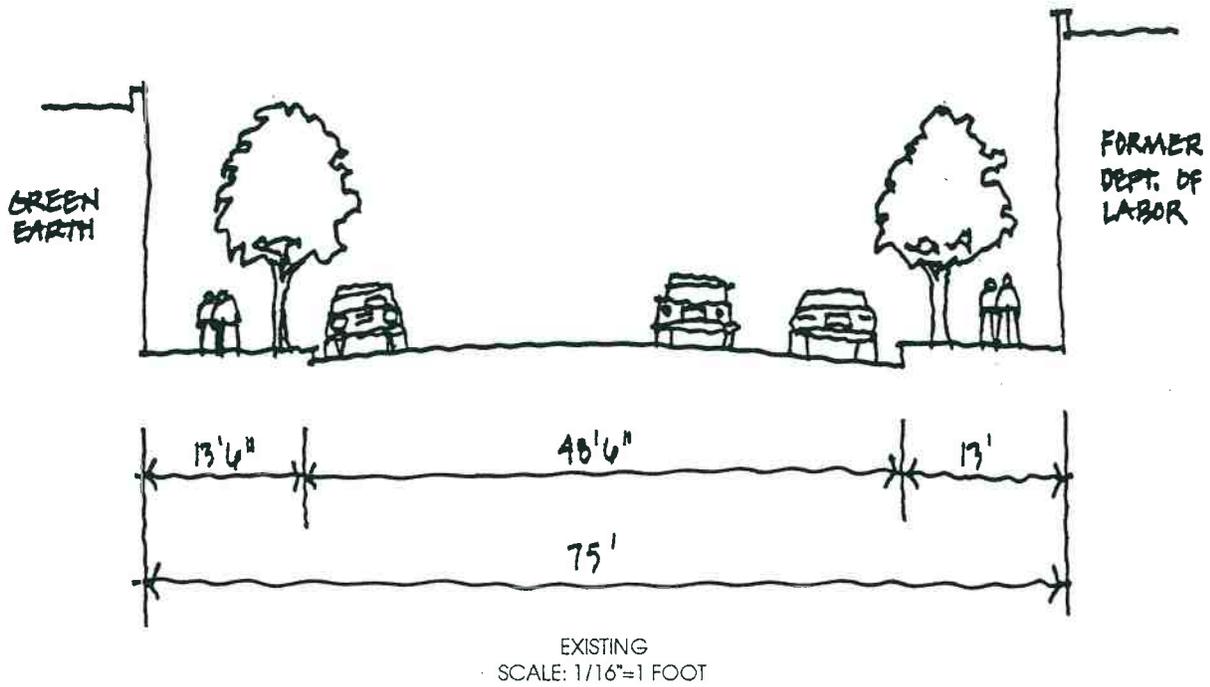
PROPOSED PLAN @ INTERSECTION OF PECONIC & ROANOKE AVENUES



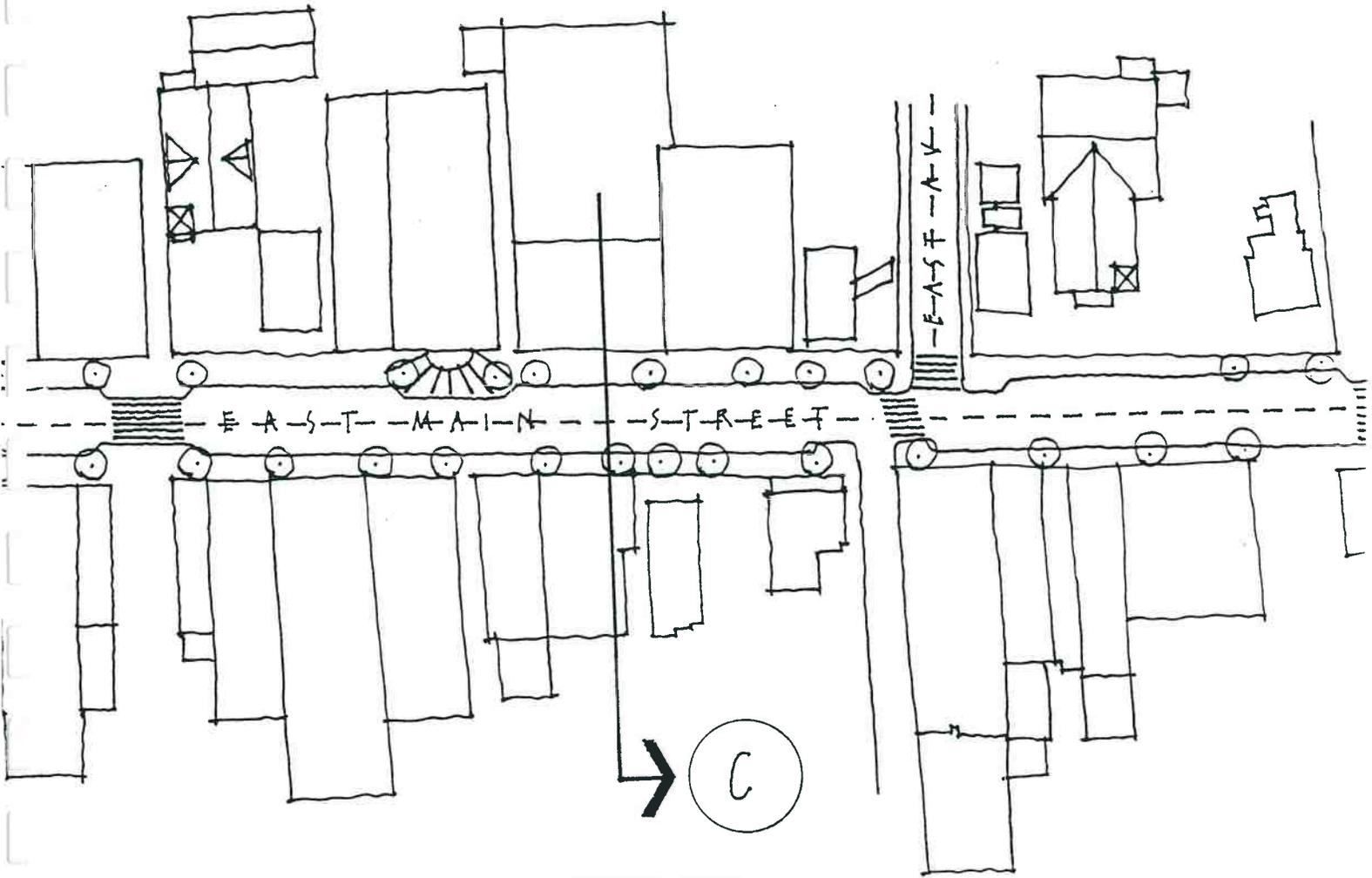
SCALE: 1" = 100 FEET



SECTION DIAGRAM "B"

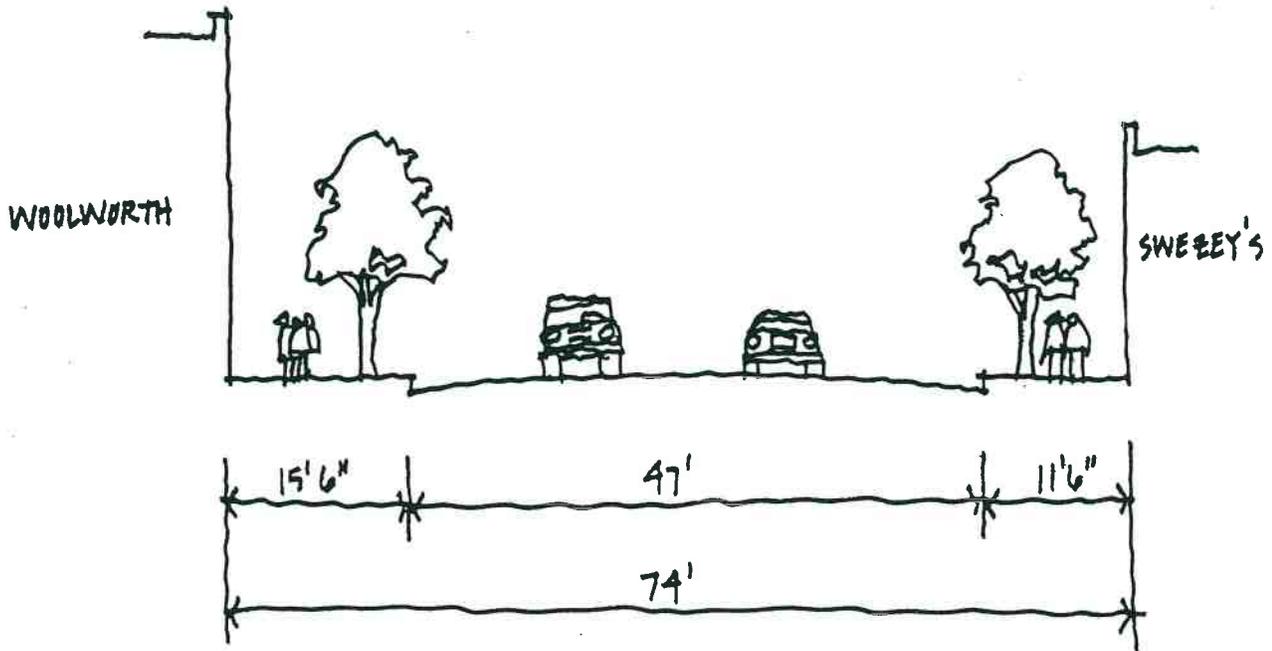


PROPOSED PLAN @ INTERSECTION OF EAST AVENUE

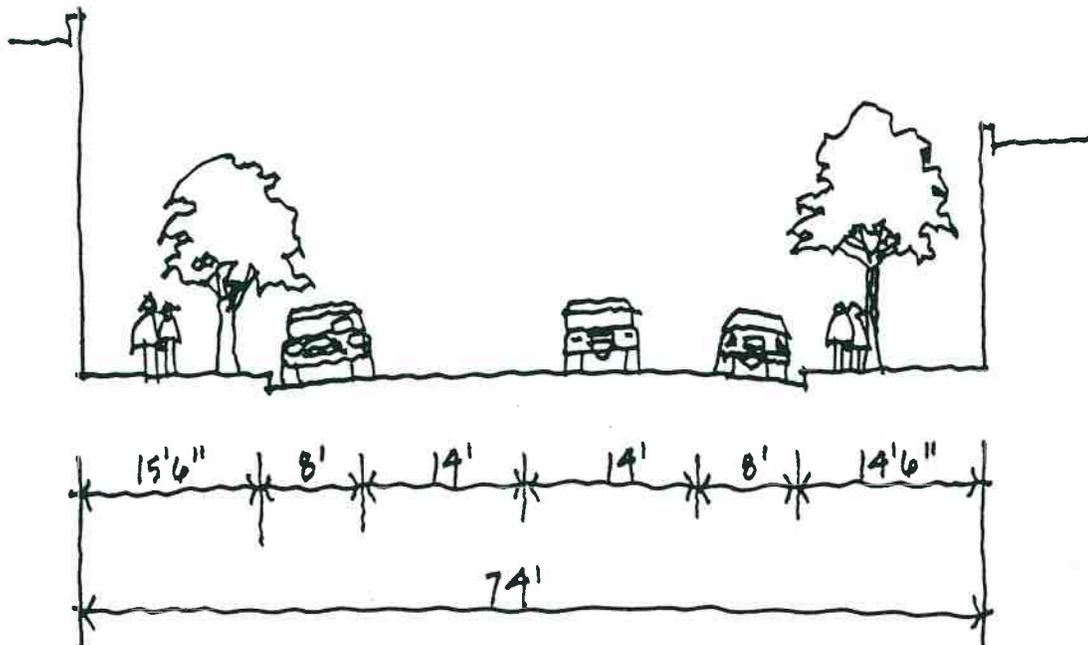


SCALE: 1" = 100 FEET

SECTION DIAGRAM "C"

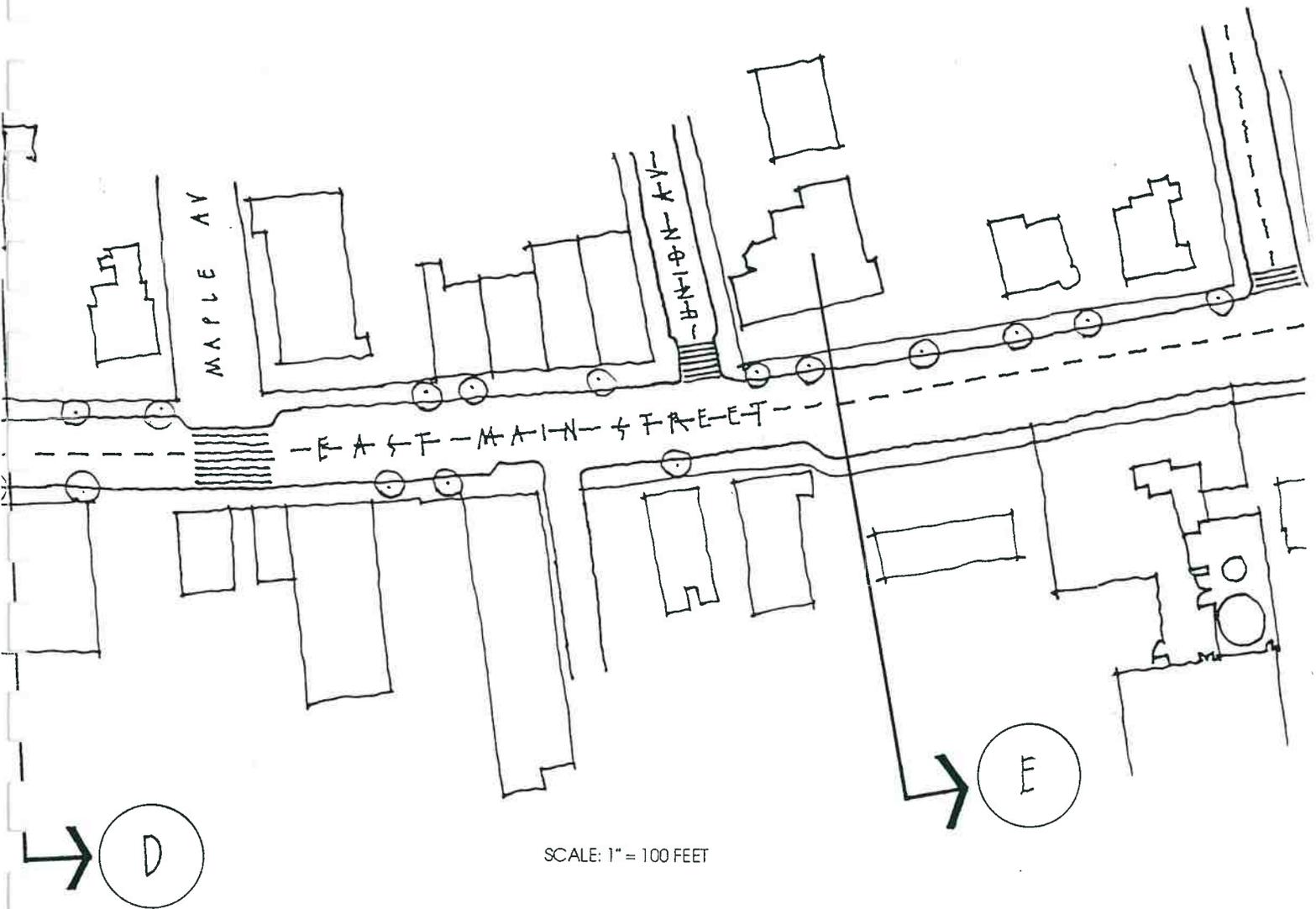


EXISTING
SCALE: 1/16"=1 FOOT



PROPOSED
SCALE: 1/16"=1 FOOT

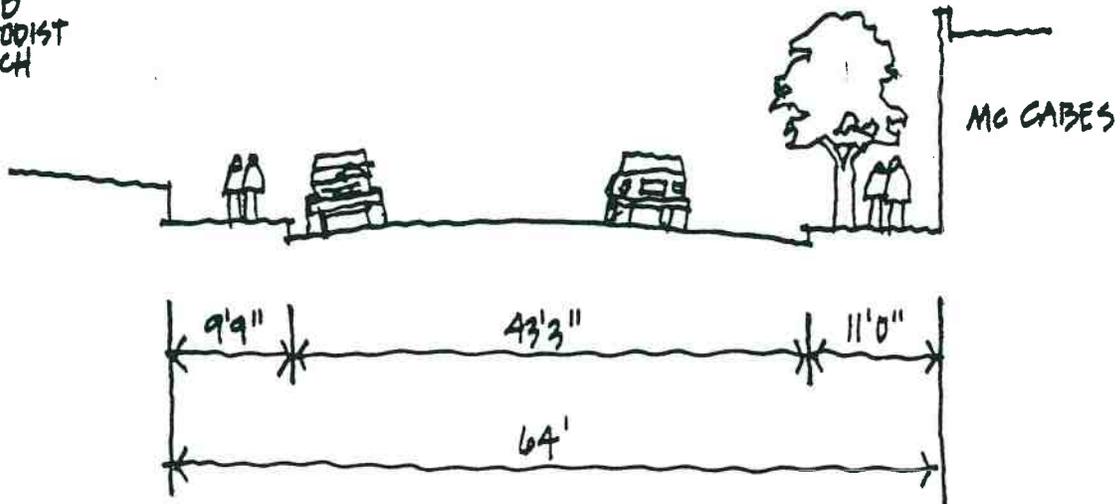
PROPOSED PLAN @ INTERSECTION OF MAPLE & UNION AVENUES



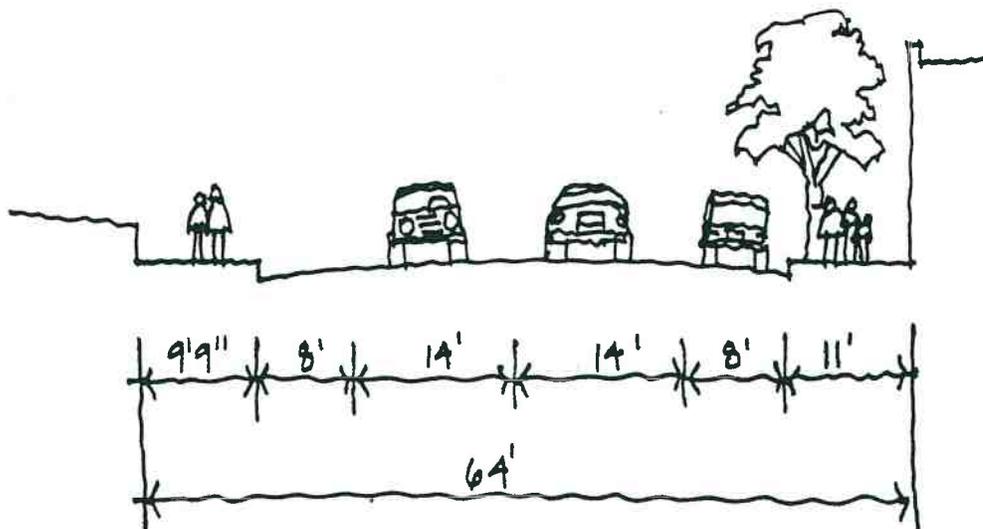
SCALE: 1" = 100 FEET

SECTION DIAGRAM "D"

UNITED
METHODIST
CHURCH

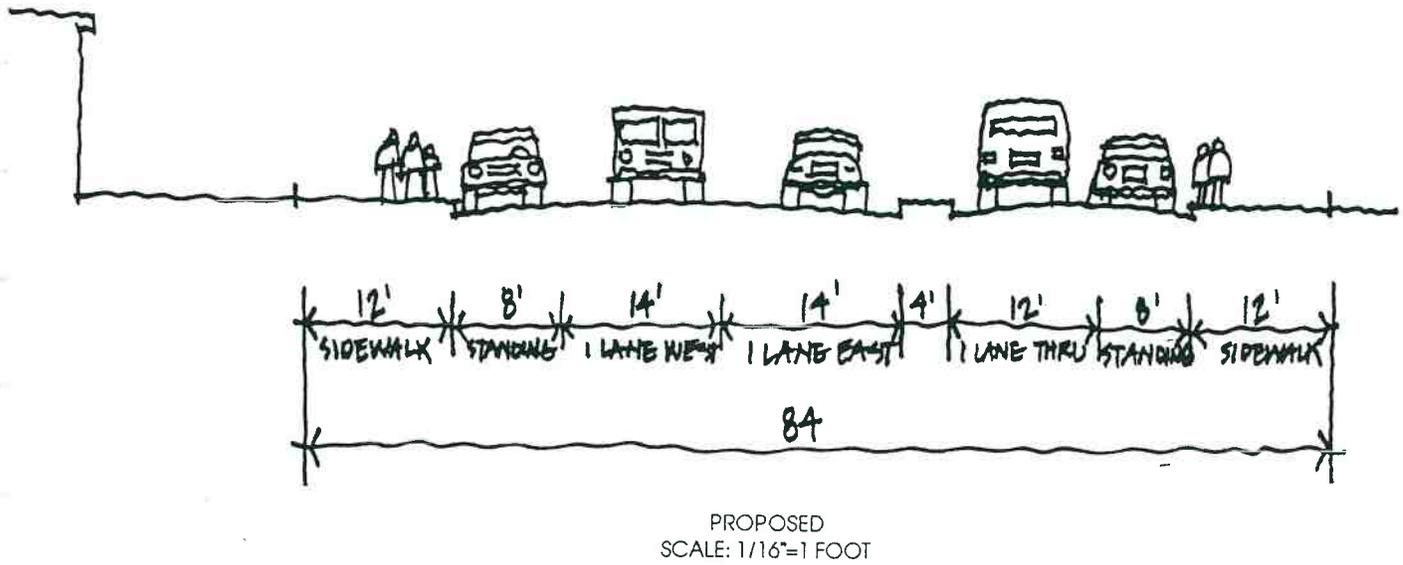
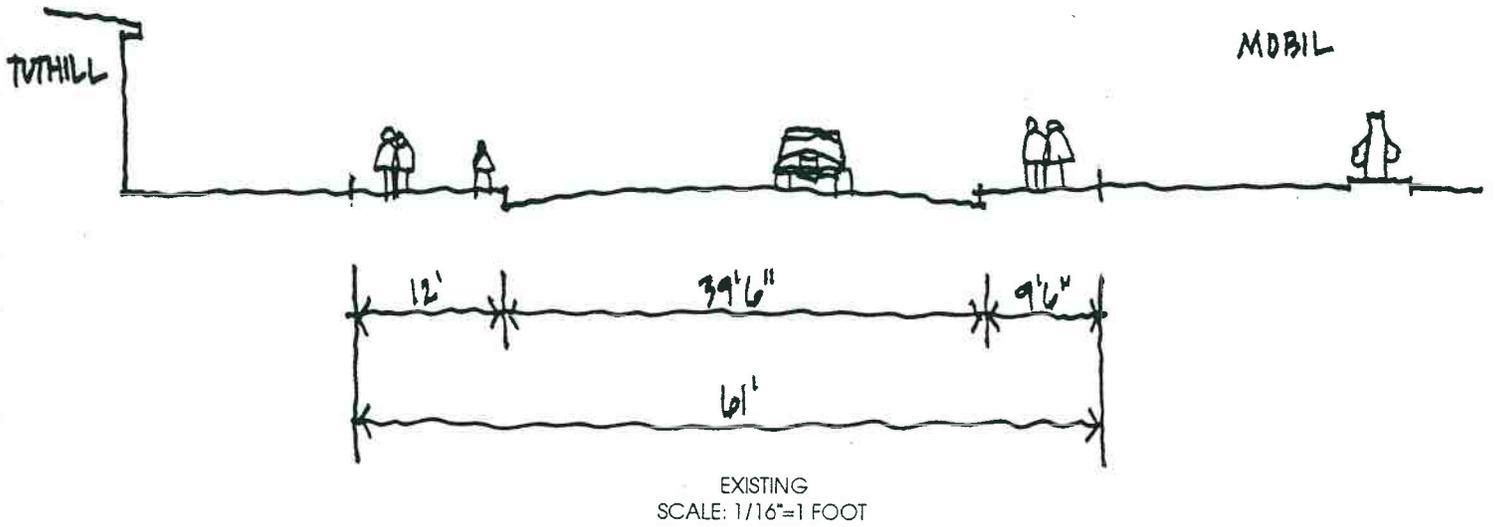


EXISTING
SCALE: 1/16"=1 FOOT

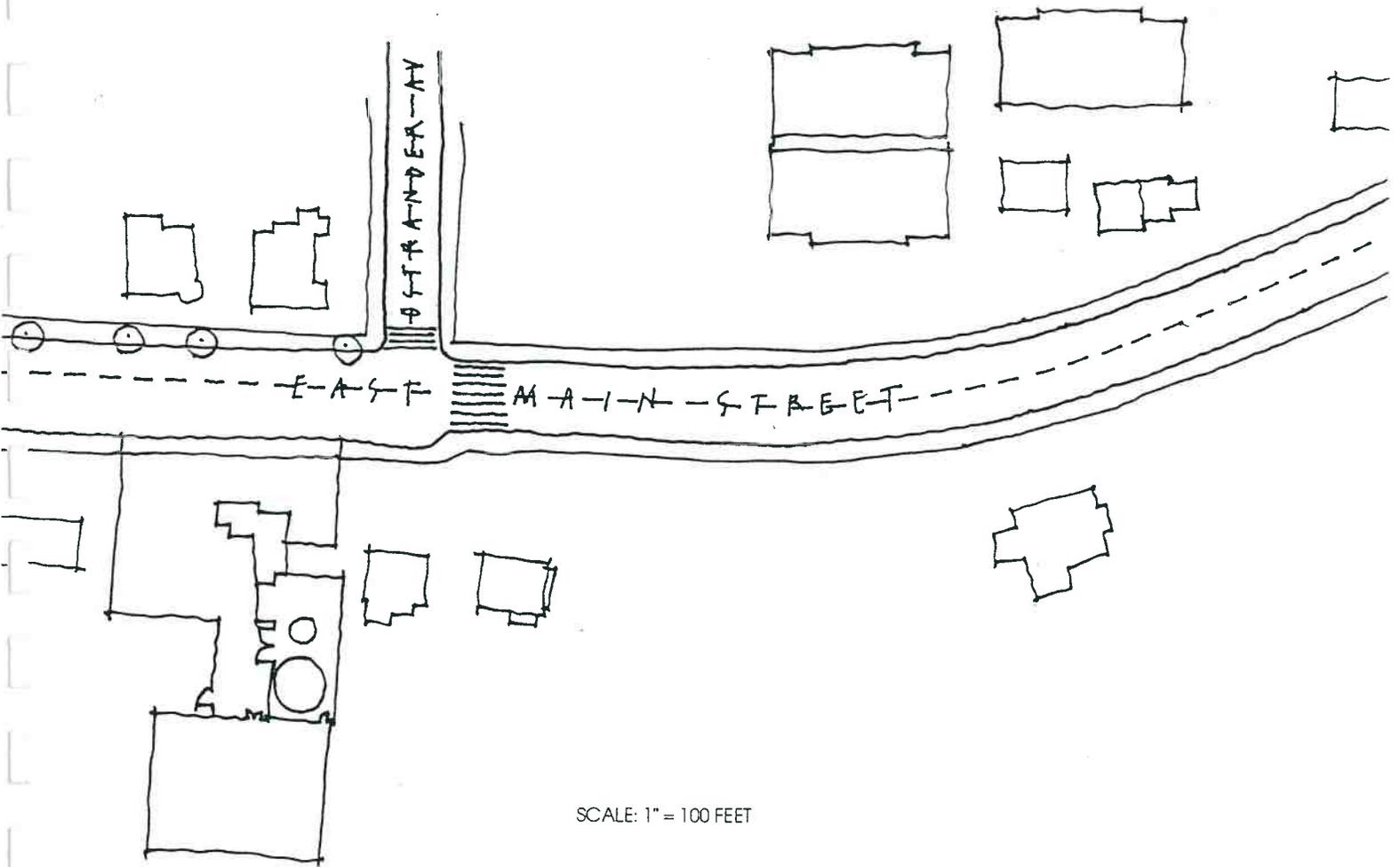


PROPOSED
SCALE: 1/16"=1 FOOT

SECTION DIAGRAM "E"

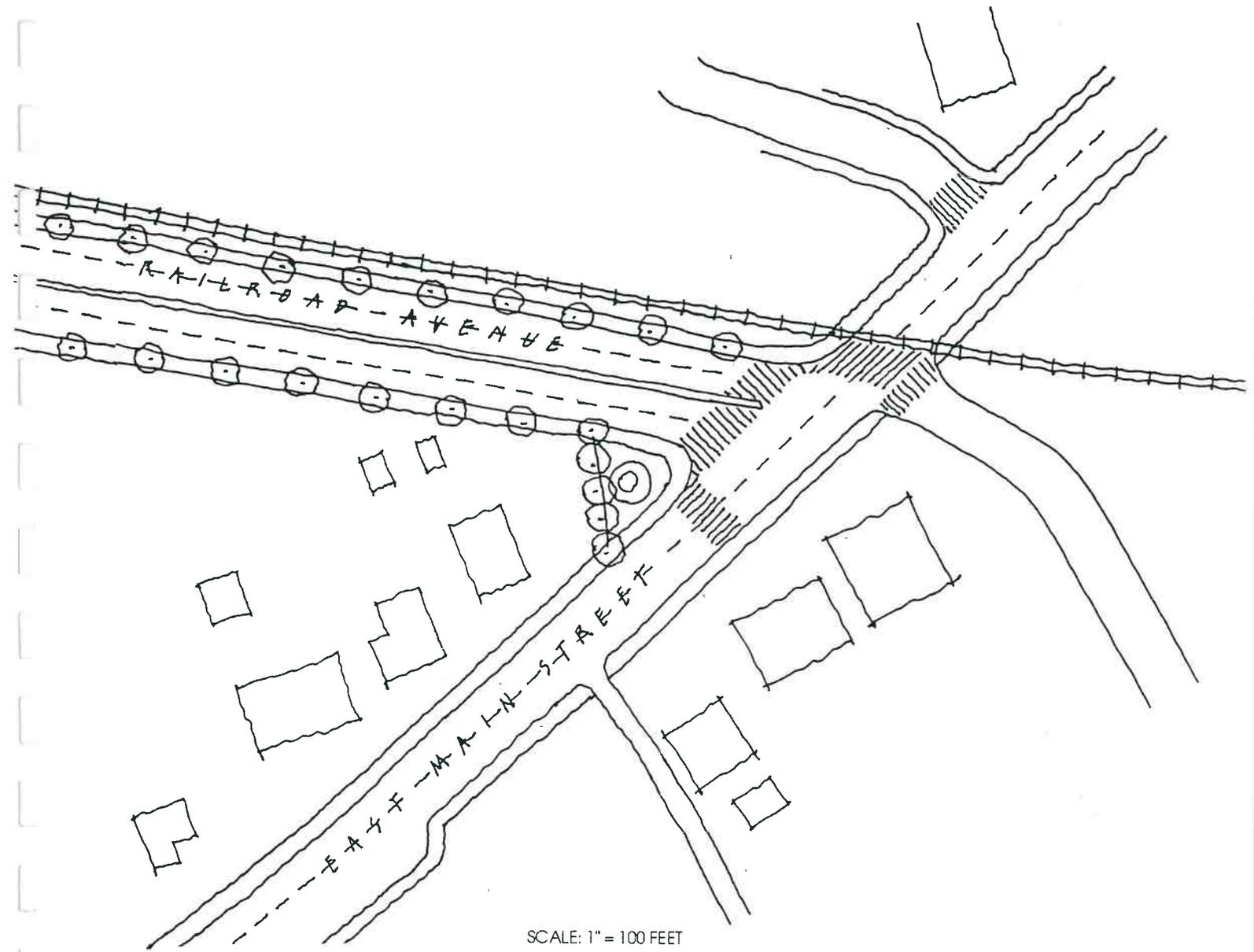


PROPOSED PLAN @ INTERSECTION OF OSTRANDER AVENUE



SCALE: 1" = 100 FEET

PROPOSED PLAN @ RAILROAD AVENUE INTERSECTION



SCALE: 1" = 100 FEET