

SECTION II. INVENTORY AND ANALYSIS

A. REGIONAL SETTING

The Village of Greenport, approximately one square mile in area and bordering on Greenport Harbor and Shelter Island Sound, is located within the Suffolk County Town of Southold at the eastern end of the North Fork of Long Island (See Map 1, Regional Location). The Village is located 92 miles east of Manhattan, accessible from there in approximately two to two and one-half hours by vehicle traveling the Long Island Expressway (Interstate 495) and NYS Route 25 and/or County Road 48.

Kennedy International Airport is located 90 miles west of Greenport, while Long Island's MacArthur Airport and Suffolk County's Airport at Westhampton are, respectively, 48 and 30 miles distant. Passenger railroad service to Greenport is currently limited to one train eastbound and one train westbound per day. Combination bus-train service and direct bus service from Greenport to New York City are, however, provided on a much more frequent basis. There is at present no railroad freight service east of Riverhead on the North Fork.

Direct access to the South Fork by way of Shelter Island is available on a regular basis from Greenport via the North Ferry, Inc. and the South Ferry. In addition, the Orient-New London Ferry, located some 8 miles east of Greenport, provides a direct route to New England placing Greenport within easy reach of the Connecticut, Rhode Island and Massachusetts business and cultural centers.

Of particular significance to the discussion of Greenport's regional setting is its strategic location as a commercial fishing port with respect to New England and mid-Atlantic Fishing Grounds and the New York City market area.

B. HISTORICAL PERSPECTIVE

In the early part of the nineteenth century a considerable part of what is now the Village was the farm of Captain David Webb. The event that commenced the development of Greenport as a Village was the sale of this farm "to those desirous of speculation" at an auction on the 23rd day of March in 1820. It was relatively soon thereafter, in 1838, that the Village of Greenport originally became incorporated. Greenport is Long Island's oldest incorporated Village. From about the time the Webb farm was sold, Greenport has served as the region's major port due to the naturally deep waters of Greenport Harbor. The whaling, fishing, and shipbuilding industries have historically provided the Village with its economic base employing thousands of people on its waterfront throughout the years.

The history and sea-faring tradition of Greenport is described in the following excerpts from the Waterfront Development Opportunities in the Village of Greenport study prepared by the Long Island Regional Planning Board in 1980.

"Whaling activities occurred in Greenport from the early 1830's to 1849 with a peak in the 1840's. Huge schooners from all over the world sailed from Greenport and Sag Harbor while the whale fishery prospered along the northeast coast. The Gold Rush marked the decline of the whaling industry, as whaling vessels were converted to carry passengers. The decreased availability of whales, the American Civil War, and the development of petroleum as a fuel source all contributed to the eventual demise of whaling on Long Island's East End.

By 1835, the use of menhaden (mossbunker) as a farm fertilizer had become well established on eastern Long Island. It became a local practice for a group of farmers to jointly buy a seine or net, and a big round-bottomed "fishing smack" to catch "bunkers" for fertilizer. Menhaden were mostly used to produce fish meal and oil for paints. Large processing operations or "fish factories" were established along the Greenport waterfront by 1857.

Greenport prospered due to the menhaden industry; 64 boats were in service and seven under construction in 1879. By this time, shipbuilding (pleasure craft, cargo vessels, fishing vessels) boomed in Greenport. The Greenport Basin and Construction Company, famous yacht builders, became a large repair and docking facility for menhaden vessels. (Today, the company is known as Greenport Yacht and Shipbuilding.) Menhaden vessels or "bunker boats" were said to have lined the shoreline along Main and Front Streets. Close to 90 "fish factories" operated along the local shores by 1883. The region's fishing fleet consisted of 83 steam-driven fishing vessels, and a portion of the 212 sailing vessels found in the area. Over 2,300 workers, including many blacks who migrated to the region from the south, were employed by the fishing and fish processing industries. The modernization of fishing and processing techniques, as well as a decrease in menhaden abundance, led to the eventual decline of the Greenport menhaden industry by the 1950's.

New York State ceded oyster cultivation rights to underwater lands in Peconic/Gardiner Bays to Suffolk County in 1884 (L 1884, CH 884). Oysters dredged from L.I. Sound were brought to the clean waters of these areas and replanted to fatten them before harvest. Greenport developed a large oyster industry with processing houses located on the waterfront. About 500 were employed in 12 oyster companies on the Greenport waterfront in 1940. During the Christmas season, hundreds of railroad cars were loaded at the railroad station with containers of shucked oysters for transport to New York City. The great hurricane of 1938, which covered many productive oyster areas with sand, and increases in the cost of labor, operations, and shipping caused a gradual decline of the oyster industry.

During World War II Greenport's shipyards again became very active building naval vessels under government contract. Thousands were employed and Greenport's population was over 5,000. However, the shipyards closed after the end of the war, and over the next 25 years the Village economy went into a severe decline and its population dwindled. The 1980 population was estimated by the Long Island Lighting Co. at 2,408.

The mainstay of Greenport's economy during the years following World War II has been the fishing industry. By 1958, the processing of edible fish became an important activity in Greenport. Sea and bay scalloping, oyster farming and finfish processing continue to employ hundreds along the waterfront. In 1979, 41 commercial fishing vessels utilized Greenport's harbor for docking, offloading and sale of catch, fuel and ice service, the purchase of groceries and equipment, and repairs.

In recent years, tourism has increased in the Village due to its seaport ambience and historic architecture. Greenport has become famous for its historic Federal, Greek revival and Victorian style buildings now about to be placed on the National Registry of Historic Places. Recreational boating has also centered in Greenport with the area's largest pleasure boats attracted to Greenport's deep and well protected harbor.

With tourism and recreational boating demands ever increasing, dock space for commercial vessels is in very tight supply. This factor has forced many skilled fishermen to leave Greenport, or to go out of business. Compounding this dilemma is an ever increasing demand for the development of waterfront properties as tourist facilities or luxury condominiums."

Today, the local labor market does not rely as heavily as it once did on the traditional maritime industries previously described; however, the majority of the local labor market remains oriented to water-dependent occupations such as marinas, boat yards, commercial fishing, and boat building. It is the Village's highest local priority to see efficient use of Greenport's remaining waterfront commercial land for water-dependent uses.

C. NATURAL COMPONENTS

The natural components inventory summarized here includes consideration of the following key components:

1. topography and landform;
2. generalized soils data;
3. ground water, surface water, and flood prone areas; and
4. vegetation and wildlife

1. Topography and Landform

The topography of Long Island was primarily established during the last glacial period, the Wisconsin. Glacial retreat left a series of moraines which extended along the northern portion of Long Island and throughout the North and South Forks. In general, this northern portion of Long Island is characterized by somewhat hilly glacial drifts, while the southern portion consists of a broad outwash plain sloping gently toward the Atlantic Ocean.

Topographic relief within the incorporated Village of Greenport is limited. Greenport might generally be characterized as level, with elevations varying only mildly from mean sea level. A portion of the Harbor Hill moraine is in evidence north of the Village near Long Island Sound, where topography, more varied at an elevation of some 50 feet above mean sea level, is located.

Relatively small, non-contiguous areas of beach are found in isolated instances along the shoreline of the Village. The prominent but small beach areas are located at: Sandy Beach and along the basin side of Beach Lane; Young's Point and lands immediately adjacent to the point; along the northwest side of Stirling Basin; and along the western shoreline of Greenport Harbor inclusive of Fanning Point and the area immediately to the west. (See Map 3, Natural Characteristics). Prior to the development of Greenport's waterfront, its shoreline consisted primarily of tidal marsh and larger beach areas. However, these natural features have been displaced by bulkheads, fill, and shoreline development which has occurred over the past century and a half.

The shoreline of the Village of Greenport lies adjacent to a bight formed by Young's Point to the east and Fanning Point to the west. Deep water, 20 to 80 feet in depth, is generally located within 300 feet of the shoreline facing Shelter Island Bay. The channel at Greenport, in fact, has a natural depth of 40 feet and can accommodate some of the largest ocean-going vessels. In contrast, Stirling Basin is a narrow body of water extending north from the Sandy Beach sandspit having a depth of some 6 to 18 feet. Due to the constraint imposed by the relatively shallow waters of Stirling Basin, this waterbody is more suitable to harbor smaller commercial and recreational vessels than the larger vessels that can be accommodated in the channel at Greenport Harbor. In Stirling Basin there exists a Federal Navigation Channel where shoaling periodically occurs and necessitates dredging. Shoaling is most severe at the entrance to Stirling Basin causing problems for vessels attempting to gain access to or exit from the basin. (See page II-27 of this section for a more in depth discussion of dredging activity in the waters of Greenport).

2. Soils

Soils in Greenport are generally classified as RhB, Riverhead and Haven soils, graded with 0 to 8 percent slopes. Included within the Village are areas of both Riverhead sandy loam and Haven loam which have been altered by grading operations. The Riverhead sandy loam is a well-drained, moderately coarse - textured soil with good internal drainage and rapid permeability. The Haven loam is a well-drained, medium-textured soil which formed in a loamy or silty mantle over stratified coarse sand and gravel. In an area as substantially developed as the Village of Greenport, it is not uncommon that the natural properties of many of these soils have been altered by grading and fill operations as well as other construction-related activity. These soil types do not pose a development constraint within the Village.

Areas of soils classified as muck are also found in limited areas of the Village, where development is not anticipated, such as the regulated freshwater wetland contiguous to Silver Lake. This wetland, for instance,

contains very poorly-drained organic soils that formed from partially decomposed woody or herbaceous plants. The muck generally consists of a thick layer of spongy, dark organic material over loose sand and gravel.

3. Ground Water, Surface Water, and Flood-prone Areas

The discussion of hydrology within the Village includes several important aspects, namely:

- a. ground water supply;
 - b. surface water conditions; and
 - c. flood-prone area considerations.
- a. Ground water supply: The Village of Greenport, like all of Long Island, depends on the groundwater aquifer for its water supply. Protection of the aquifer within Greenport and throughout the North Fork is a critical concern to the Village of Greenport. (For a more in depth discussion of the Village's groundwater supply, see page II-29 of this section).
- b. Surface waters: There are four major surface water bodies in Greenport. They include Silver Lake and Moore's Drain, both located in the northwest section of the Village, and Stirling Basin and Shelter Island Sound, to the east and south, respectively. Water quality classifications for these surface waters have been established by the New York State Department of Environmental Conservation (DEC) as follows:

- | | |
|--|----|
| - Moore's Drain (tidal portion) | SC |
| - Moore's Drain (non-tidal portion) | D |
| - Silver Lake | D |
| - Stirling Basin | SA |
| - Shelter Island Sound (includes Greenport Harbor) | SA |

Under the DEC water quality classification system, SC waters are described as "suitable for fishing and all other uses except for primary contact recreation and for the taking of shellfish for market purposes." Class D waters are suitable for primary and secondary recreation and fishing even though other factors may limit recreational use or inhibit the propagation of fish. Lastly, waters classified SA, including Stirling Basin and Shelter Island Sound, are "suitable for shellfishing for market purposes and for primary and secondary contact recreation."

All wetlands within the boundaries of the Village of Greenport are wetlands regulated by the Department of Environmental Conservation. The Silver Lake freshwater wetland system, which includes the wetlands of Moore's Woods and the non-tidal portion of Moore's Drain, is greater than 12.4 acres and is, therefore, a regulated freshwater wetland. The tidal waters and associated sparse wetland vegetation associated with the saline water bodies of Moore's Drain (tidal portion), Stirling Basin and Shelter Island Sound are regulated by the DEC as well.

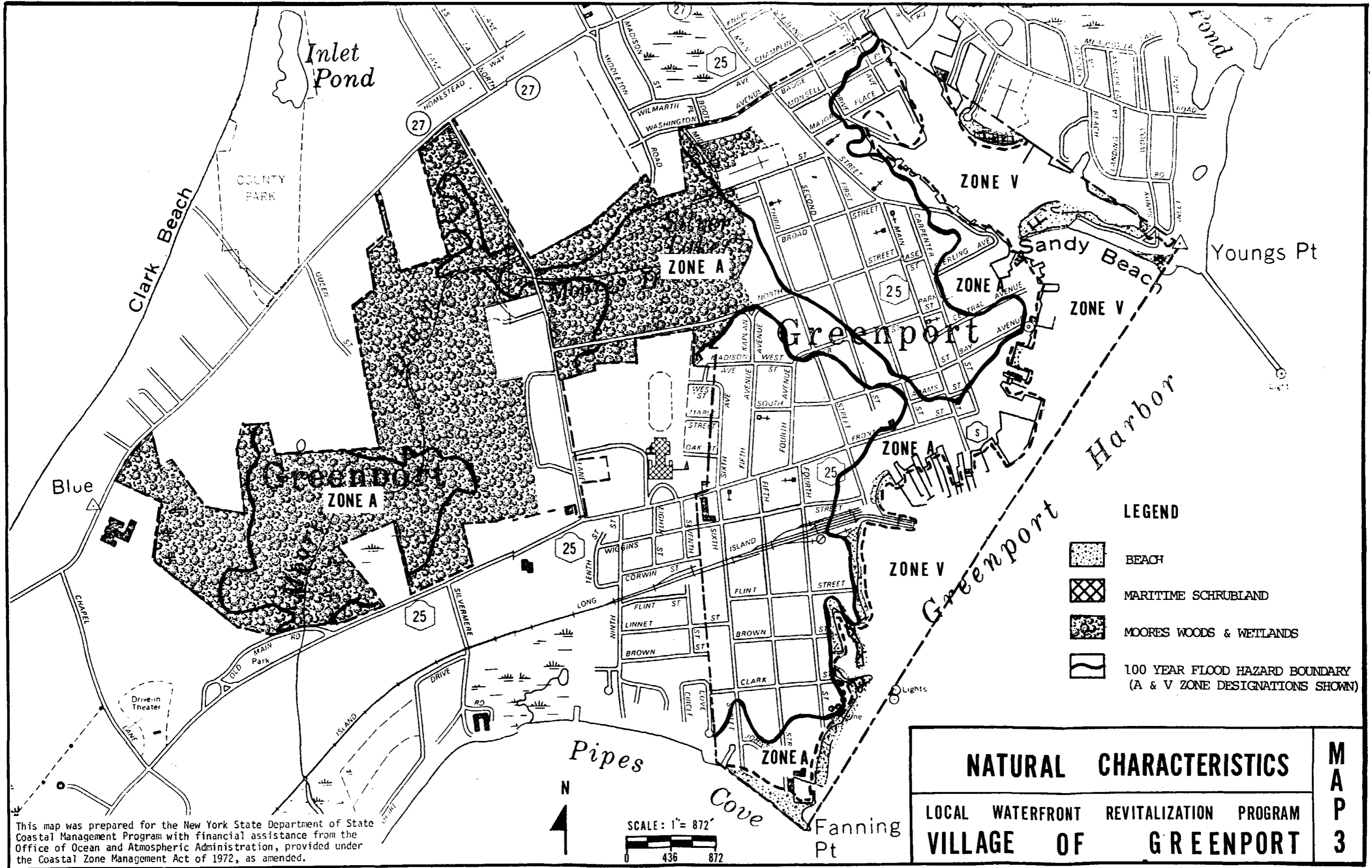
The near shore saline waters of Greenport Harbor and Stirling Basin used to be well known for the harvesting of hardclams and oysters. Deteriorated water quality, resulting from the loss of valuable wetlands caused by intensive bulkheading and development of the Village's shoreline, boating activity, and stormwater runoff from Village roads and developed properties, caused the DEC to close these waters in Greenport to shellfishing back in the early 1960's. A program authorized in the early 1980's by DEC allowed shellfishing on a conditional basis during select dry periods when there was little or no runoff being generated by rainfall. However, the program was discontinued shortly after its inception due to the insufficient amount of shellfish found, the cause of which was attributed to poor water quality as a result of storm water runoff.

- c. Flood-prone areas: Substantial land areas within the Village have been designated by the Federal Emergency Management Agency (FEMA) as potential flood hazard areas. Within these designated areas, minimum federal criteria for regulating development within the flood plain, as prescribed by the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973, have been incorporated into local land use and development regulations (Chapter 40, Flood Damage Prevention Law).

A detailed "Flood Insurance Study" was published for the Village of Greenport on December 15, 1982. This study resulted in the preparation of a Flood Insurance Rate Map (FIRM), last revised October 16, 1984. Four (4) major areas in the Village are identified as being prone to a 100 year flood. (A flood that has a 1% chance of occurring each year and is expected to occur once on average during any 100 year period). These areas include the following: the Village's entire shoreline; Silver Lake and the immediate area around the Lake; a corridor that extends through the business area connecting the flood prone areas of Silver Lake and the Village's waterfront; and the western portion of Moore's Woods. Coastal high hazard areas (V-zones), where high velocity waves can occur during storms and floods, exist in the Village along Stirling Basin and Greenport Harbor. (See Map 3, Natural Characteristics). The Village adopted a Flood Damage Prevention Law in 1983 which incorporates the Flood Insurance Rate maps and regulations promulgated by the Federal Insurance Administration. This law was established to prevent damage to property through the regulation of all development in flood prone areas.

4. Vegetation and Wildlife

Principal vegetation throughout the residential portion of the Village of Greenport is typical of a residentially-developed area, that being landscaped lawns, planted shrubbery, and a variety of common trees such as maples and oaks. More dense vegetation and a more diverse variety of species can be found on some of the Village's vacant parcels and in the Moore's Woods watershed conservation area. Vegetation found in commercially developed areas of the Village's waterfront and business district is very sparse, but includes some maritime vegetation and street trees, respectively. The maritime shrubland areas are found at Sandy Beach, Stirling Creek and Fanning Point.



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

SCALE: 1" = 872'

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Wildlife in the developed portion of the Village is limited to those wildlife species typically found in developed suburban communities such as the gray squirrel, eastern cottontail, eastern chipmunk, white-footed mouse and various other small mammals. The watershed conservation and wetland areas of Moore's Woods and less developed areas of the surrounding Town of Southold support a wider and larger variety of wildlife.

D. DEVELOPMENTAL FACTORS

The developmental factors inventory summarized in this section includes consideration of the following components:

1. existing land use;
2. land use policy;
3. recreation facilities and public access opportunities;
4. historic properties;
5. dredging activity;
6. traffic and parking;
7. population and housing characteristics;
8. community services and facilities; and
9. municipal utilities.

1. Existing Land Use

Waterfront Area

The Village of Greenport waterfront extends from the west side of Young's Point around Stirling Basin and continues along through the Central Business District (CBD) to the west side of Fanning Point. For identification and discussion purposes, the Village waterfront area is divided into three waterfront areas as shown on Map 4, Existing Land Use. From Young's Point to Fanning Point the three waterfront areas are:

Waterfront Area 1 - from Young's Point along Stirling Basin to S.T. Preston and Son, Inc;

Waterfront Area 2 - from and inclusive of S. T. Preston and Son, Inc. along Greenport Harbor to and inclusive of the Long Island Rail Road property; and

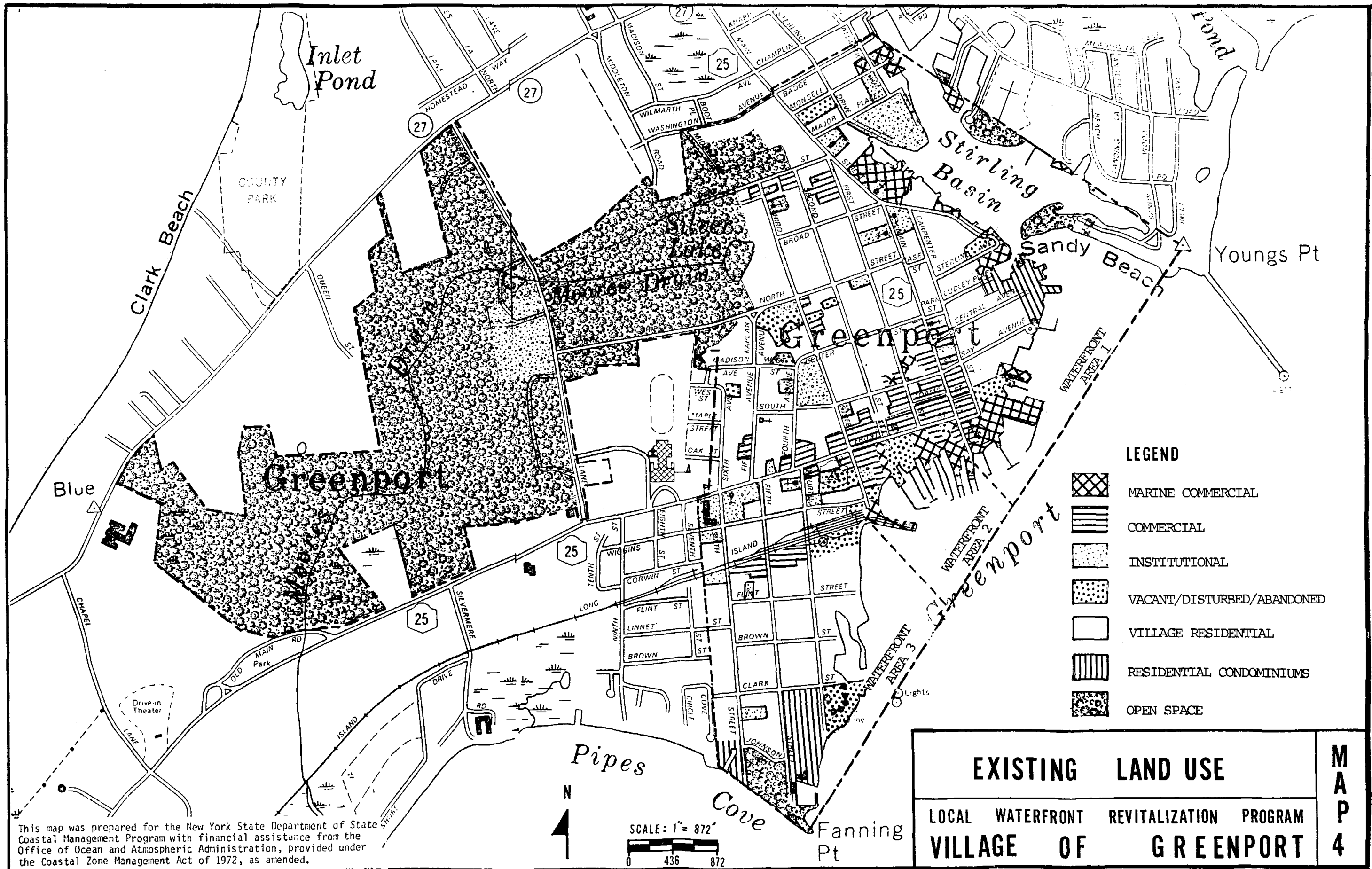
Waterfront Area 3 - from just south of the Long Island Rail Road property along Greenport Harbor to the west of Fanning Point.

Waterfront Area 1

Land use bordering on the east side of Stirling Basin within the boundaries of the Village of Greenport includes seasonal housing, a municipal park, cemetery, and marine commercial. The Sandy Beach sandspit runs northwest from Young's Point and contains both seasonal housing and Sandy Beach park. Both Sandy Beach and the nearby St. Agnes Cemetery are zoned for single family residential use. The cemetery is bordered by Brewers Yacht Yard to the southeast and Stirling Harbor Shipyard Marina to the northwest; both marinas are zoned for waterfront commercial use.

Land uses occurring on the west side of Stirling Basin include residential, marine commercial and institutional. The Kearnsport Marina and Pell's Fish market are bordered by residential property and are just north of the Eastern Long Island Hospital. Residential property is also located southwest of the hospital property. The remaining property on the west side of Stirling Basin contains the Townsend Manor Inn and Marina, Hanff's Boat Yard, private residences, The Coastal Dock Building Company, several small private recreational docks, and a bulkheaded vacant lot owned by Winter Harbor Fisheries, formerly owned by Marine Associates. This vacant grass covered parcel of land is bisected by Stirling Avenue and Stirling Street. The shoreline of this property contains 130 feet of maintained bulkhead, with tie-up pilings placed off-shore along its length. (See Map 5, Existing Underutilized Waterfront Sites). All of the property on the west side of Stirling Basin is zoned for waterfront commercial use, with the exception of the (1) Townsend Manor Inn, which is zoned for retail commercial use; (2) single family residentially zoned property between the Eastern Long Island Hospital and the Townsend Manor Inn; and (3) one and two family residentially zoned property between Hanff's Boat Yard and the Coastal Dock Building Company.

The harborfront area, from the mouth of Stirling Basin to S.T. Preston and Son, Inc., is zoned for waterfront commercial use with the exception of a small stretch of one and two family residentially zoned property. The Winter Harbor Fisheries shellfish processing plant is located at the mouth of Stirling Basin. Residential condominiums, developed on property zoned for waterfront commercial use, are located on the site of the former Sweet Shipyard fishery facility which separates the Winter Harbor Fisheries shellfish plant from the single family residences to the south. Cooper's Fish Processing Co. and the Greenport Yacht and Shipbuilding Co. lie south of the residential property, and between these two businesses is the deteriorated and abandoned Barstow Shipyard. The Barstow shipyard site (1.5 acres) is located east of Carpenter Street and south of Bay Avenue on Greenport Harbor. More than half of this site is developed with unused boat storage buildings. The remainder of this parcel is cluttered with abandoned, derelict vessels. The waterfront portion of this site consists of 100 feet of deteriorated bulkhead and half sunken vessels. (See Map 5, Existing Underutilized Waterfront Sites). Ownership of the Barstow site is uncertain; title to the property is claimed by several parties, including Suffolk County. Eleven major water-related businesses are located within this waterfront area.



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EXISTING LAND USE			
LOCAL	WATERFRONT	REVITALIZATION	PROGRAM
VILLAGE OF		GREENPORT	

**M
A
P
4**

Waterfront Area 2

All waterfront properties within this waterfront area are zoned for waterfront commercial use. The establishments located along this short, but busy stretch of waterfront include Claudios Restaurant and Marina, White's Bait Shop, Mitchell's Marina and Restaurant, North Ferry Co, and the Long Island Rail Road terminal and commercial fishing dock. Just north of the North Ferry Co. terminal, as the shoreline bends northeast, is a developed site that contains a building that has been transformed from a Bohack supermarket to a mini-mall. The former Bohack supermarket site now contains six or so small retail stores and a parking lot. Five major marine uses are located within this waterfront area.

The Mitchell property (3.5 acres) is located between Main and Third Streets and is bordered by Front Street and Greenport Harbor to the north and south, respectively. Existing development on this site includes a bar/restaurant and a large paved area that covers most of the site. The waterfront portion of this parcel contains 500 feet of shoreline, with 1,200 feet of deteriorating bulkhead, and six long wooden docks that are in poor condition. These dock spaces currently provide docking for charter fishing boats. The Greenport Post Office and the small building that formerly contained the East End Supply Company, which is for sale, border the Mitchell property to the west. Several small marine commercial businesses are located along the eastern edge.

The vacant portion of the Bohack property (.3 acre), is located between Third Street and Greenport Harbor. This site has approximately 200 feet of sandy shoreline between the Mitchell property and the Shelter Island Ferry terminal. A variety of commercial and marine commercial uses border this site.

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

Waterfront Area 3

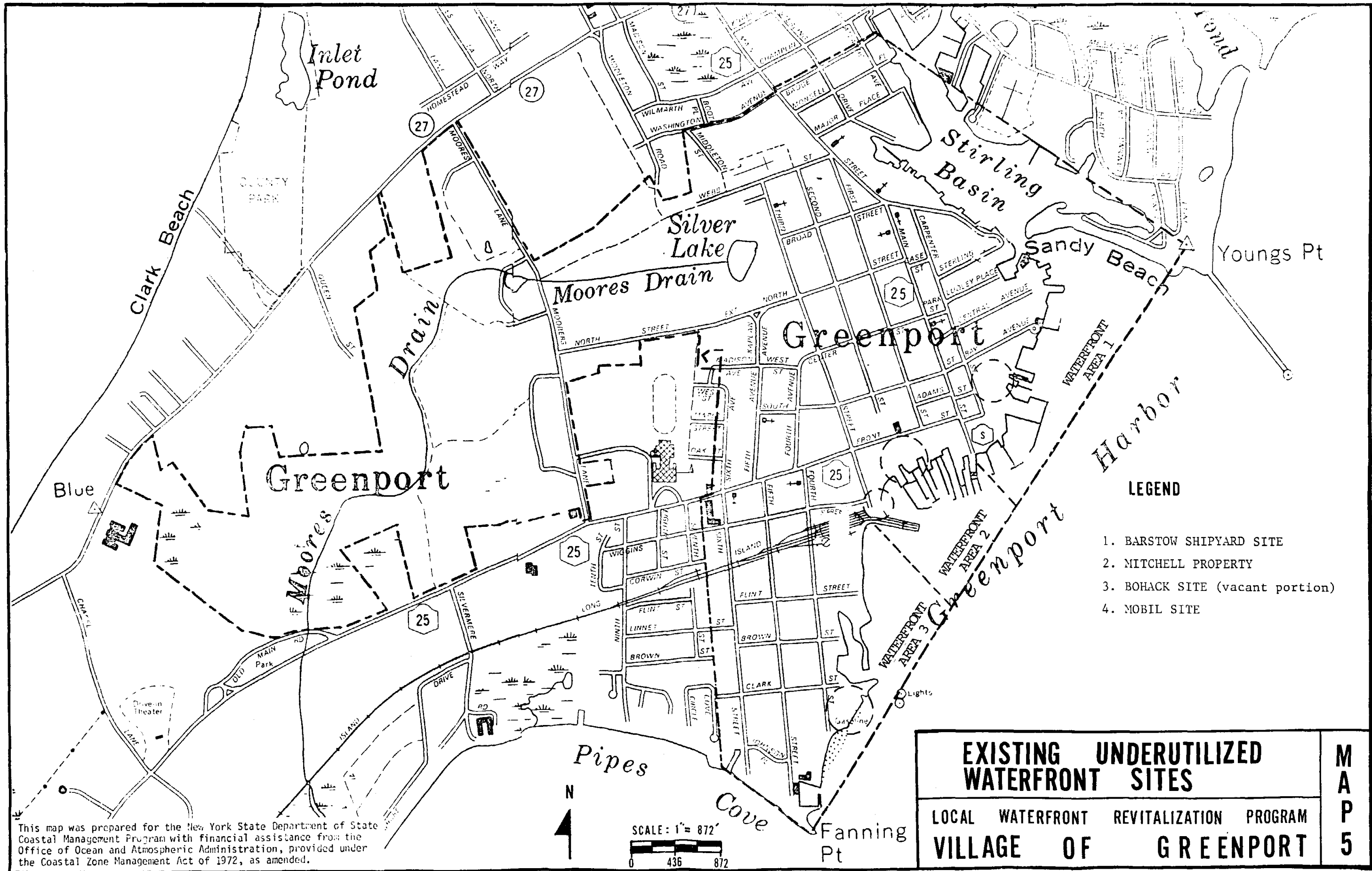
Residential land use dominates the shoreline south of the commercial fishing dock, with the exception of the abandoned Mobil Oil Co. storage terminal north of Fanning Point and the Village's Fifth Street Park property. The Mobil property (2.6 acres) was once used as a waterfront oil storage terminal. Although the terminal is no longer active, the structures remain. There is 600 feet of bulkheading at this site along the waterfront of Greenport Harbor. Residential areas are located to the northwest and west of this site (See Map 5, Existing Underutilized Waterfront Sites). The site of the former Old Oyster Factory Restaurant has been redeveloped for high-density residential use. This site is located at the eastern tip of Fanning Point, south of the abandoned oil terminal. On the west side of Fanning Point, the site of the old oyster shucking factory has also been redeveloped for high-density residential use. All of the property south of the railroad dock is zoned for one and two family residential use, with the exception of the two properties being converted to high-density residential use which are zoned for waterfront commercial use.

Existing Water-Dependent Uses

The following list provides the names and respective functions of the existing major water-dependent facilities on the Village of Greenport waterfront. The respective location of each water-dependent facility listed is shown on Map 6, Existing Water-Dependent Uses.

Waterfront Area 1

1. Brewers Yacht Yard - recreational marina with inside and outside storage facilities, also provides a full range of marine services, including boat sales and chartering;
2. Stirling Harbor Shipyard Marina - recreational boating oriented marina with inside and outside storage facilities, restaurant and bar;
3. Pell's Fish Market - retail seafood market and major seafood shipping facility. Pell's Fish Market is the main offloading point for local pound and gill net fishermen;
4. Kearnsport Marina - recreational boating marina and boat repair services;
5. Townsend Manor Inn and Marina -dockage for transient vessels, restaurant, hotel, lounge;
6. Hanff's Boat Yard - inside and outside storage, boat sales, complete engine and hull repair, boat building;



7. Coastal Dock Building Company - dock and marine construction services;
8. Winter Harbor Fisheries - shellfish processing plant;
9. Cooper's Fish Processing Co. - finfish processing plant;
10. Greenport Yacht & Shipbuilding Co., Inc. - three railways, inside and outside boat storage, complete engine and hull repairs, marine hardware;
11. S.T. Preston and Son, Inc. - dock space for transients, marine supplies;

Waterfront Area 2

12. Claudio's Restaurant and Marina, Mobil Docks - dock space for both recreational and commercial vessels, restaurant and lounge;
13. A.P. White Bait Shop - tackle, bait and charter boat reservations;
14. Mitchell's Marina and Restaurant - dockage, restaurant and lounge, construction of a luxury motel and marina are being considered;
15. North Ferry Co. - provides regular ferry service to and from Shelter Island.

In recent years, great increases in the number of recreational boats and demand for docking facilities to accommodate them have nearly eliminated the availability of dock space for commercial fishing vessels. In response to this need to provide dock space for commercial fishing vessels, the commercial fishing dock at the LIRR property was recently constructed with assistance from various government agencies. Currently the dock is available only to commercial fishing vessels having a minimum length of 50 feet and a maximum length of 150 feet. A maximum three day layover is permitted. Currently, the docking needs of local commercial fisherman with relatively small fishing vessels are not being met. As existing waterfront facilities and new waterfront development increasingly serve the needs of recreational boaters, new dock space must be established to accommodate locally operated small scale fishing vessels as well as charter and/or party fishing vessels, and tour boats. A case in point is the possible redevelopment of the Mitchell property which might displace two party fishing boats, a Connecticut tourboat, and several small locally operated commercial fishing boats. These vessels serve one of the goals of the Village which is to retain its commercial fishing heritage and character. No alternate sites have yet been found to accommodate these vessels.

Three water-dependent firms of the fifteen listed are actively engaged in the sale, packaging, and processing of commercial fish catches. They include Pells Fish Market, Cooper's Fish Processing and Winter Harbor Fisheries. The Greenport Yacht and Shipbuilding Company, with its ice

making plant and fuel facilities, has the potential to serve as a fish packaging and fueling area for commercial fishing boats. Cooper's Fish Processing and Winter Harbor Fisheries processing plants are the remaining major fish processing facilities on Long Island. This represents a sharp decline in the number of fish processing facilities which used to exist on the Greenport waterfront, as described earlier in this section. There has also been a similar decline in the number of water-dependent ship building and repair facilities. The remaining major facility which specializes in this craft is the Greenport Yacht and Shipbuilding Company. This site also has tremendous potential for expanded use of marine commercial activities.

Existing Underutilized Waterfront Properties

Not too long ago, Greenport's waterfront was considered to have an overabundance of underutilized commercial waterfront real estate available for redevelopment. As recently as the late 1970's, there were nine sites totaling 24.6 acres which were available for water-dependent redevelopment. Included in this category were the following sites: the oyster shucking factory, Old Oyster Factory Restaurant, the Mobil site, the LIRR, Bohack and Mitchell properties, Barstow Shipyard, Sweet Shipyard, and the Winter Harbor Fisheries (formerly Marine Associates) property.

The oyster shucking factory, Old Oyster Factory Restaurant, and Sweet Shipyard sites, which account for 10.5 acres, have been redeveloped for high-density residential use. The larger of the two-lot Bohack property has been recommitted to retail use. The remaining portion of the site, which constitutes about a third of an acre, remains vacant. In addition to the newly reconstructed commercial fishing dock, portions of the seven-acre LIRR property are planned for municipal support services. Cold storage facilities are expected to be constructed on the vacant parcel owned by Winter Harbor Fisheries in the near future. As a result of the above actions, waterfront properties that remain underutilized and uncommitted at this time are the Mobil site, a small portion of the Bohack property, site, the Mitchell property, and the Barstow shipyard site. These four sites have a combined area of approximately 8 acres. (See Map 5, Existing Underutilized Waterfront Sites.)

It is clear that non water-dependent uses, such as retail shops and high-density residential, are competing for the limited amount of remaining waterfront property. Unless strong zoning measures are taken to regulate this type of encroachment, this trend is likely to have a severe impact on the Village's boating and commercial fishing industry, and waterfront character.

Beyond the waterfront area described in the previous paragraphs, there is little vacant land that is privately owned suitable for new commercial or residential development. A brief description of the Village's other land use categories are provided below.

7. Coastal Dock Building Company - dock and marine construction services;
8. Winter Harbor Fisheries - shellfish processing plant;
9. Cooper's Fish Processing Co. - finfish processing plant;
10. Greenport Yacht & Shipbuilding Co., Inc. - three railways, inside and outside boat storage, complete engine and hull repairs, marine hardward;
11. S.T. Preston and Son, Inc. - dock space for transients, marine supplies;

Waterfront Area 2

12. Claudio's Restaurant and Marina, Mobil Docks - dock space for both recreational and commercial vessels, restaurant and lounge;
13. A.P. White Bait Shop - tackle, bait and charter boat reservations;
14. Mitchell's Marina and Restaurant - dockage, restaurant and lounge, construction of a luxury motel and marina are being considered;
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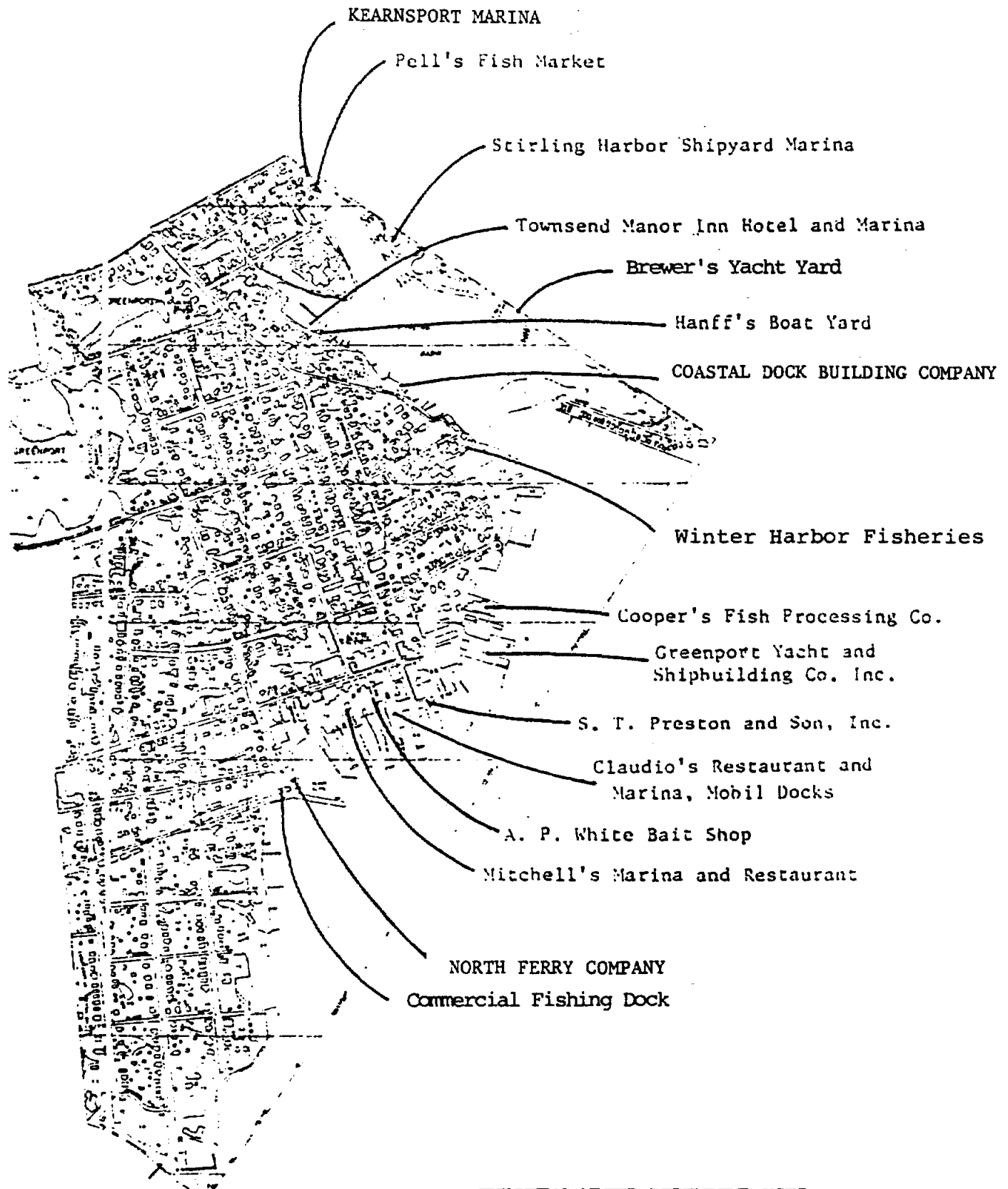
Existing Underutilized Waterfront Properties

Not too long ago, Greenport's waterfront was considered to have an overabundance of underutilized commercial waterfront real estate available for redevelopment. As recently as the late 1970's, there were nine sites totaling 24.6 acres which were available for water-dependent redevelopment. Included in this category were the following sites: the oyster shucking factory, Old Oyster Factory Restaurant, the Mobil site, the LIRR, Bohack and Mitchell properties, Barstow Shipyard, Sweet Shipyard, and the Winter Harbor Fisheries (formerly Marine Associates) property.

The oyster shucking factory, Old Oyster Factory Restaurant, and Sweet Shipyard sites, which account for 10.5 acres, have been redeveloped for high-density residential use. The larger of the two-lot Bohack property has been recommitted to retail use. The remaining portion of the site, which constitutes about a third of an acre, remains vacant. In addition to the newly reconstructed commercial fishing dock, portions of the seven-acre LIRR property are planned for municipal support services. Cold storage facilities are expected to be constructed on the vacant parcel owned by Winter Harbor Fisheries in the near future. As a result of the above actions, waterfront properties that remain underutilized and uncommitted at this time are the Mobil site, a small portion of the Bohack property, site, the Mitchell property, and the Barstow shipyard site. These four sites have a combined area of approximately 8 acres. (See Map 5, Existing Underutilized Waterfront Sites.)

It is clear that non water-dependent uses, such as retail shops and high-density residential, are competing for the limited amount of remaining waterfront property. Unless strong zoning measures are taken to regulate this type of encroachment, this trend is likely to have a severe impact on the Village's boating and commercial fishing industry, and waterfront character.

Beyond the waterfront area described in the previous paragraphs, there is little vacant land that is privately owned suitable for new commercial or residential development. A brief description of the Village's other land use categories are provided below.



EXISTING WATER-DEPENDENT USES
 Local Waterfront Revitalization Program
 VILLAGE OF GREENPORT

MAP 6

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

Central Business District

The Central Business District (CBD) includes the area bounded by Third, Center and Carpenter Streets and Greenport Harbor, with the exception of residential properties in the northwest section of this area. This area encompasses Waterfront Area 2. Most of the Village's retail commercial uses are established in this area and are generally concentrated along Front Street eastward from Fourth Street to Main and then north on Main to the vicinity of Park and Center Streets.

The establishment of a coordinated program of building rehabilitation, infill development, and public improvements is needed in the CBD in order to improve the visual quality and economic vitality of the Village. The preparation of a design and improvement guide for the CBD would greatly assist the Village in this effort. Such a design and improvement guide would stipulate specific design plans for building and street-scape improvements, as well as identify the location of needed pedestrian and visual corridors. The development of a modest pedestrian corridor system linking the CBD to the waterfront area would help to create much needed visual and pedestrian access to the Village's waterfront, and would greatly enhance the tourist experience for those visiting Greenport.

Residential Areas

Residential development patterns dominate the Village landscape beyond areas used for waterfront commercial, commercial and open space uses. Residential areas are located in the northeast and southeast portions of the Village.

Residential units throughout the Village are principally one- and two-family structures. These structures reflect the architectural diversity present throughout the nineteenth century development of the community, and they include fine examples from each of the following periods:

Greenport Vernacular	1820-1850
Greek Revival	1820-1860
Italianate	1840-1880
Second Empire	1850-1890
Queen Anne	1880-1900
Bungalow	1890-1940

Open Space Areas

The vast Moore's Woods property and other municipally owned properties that are used for park purposes comprise the considerable open space patterns in the Village. These areas are discussed more thoroughly in this section beginning on page II-22.

Institutional Uses

Principal institutional uses, other than municipal facilities which are discussed later in this section, include the 3.4 acre Green Hill Cemetery north of Webb Street, and various church and school properties. The most substantial of these is St. Agnes's Roman Catholic Church and School at Sixth and Front Streets.

2. Current Land Use Policy

The most significant statement of land use policy within the Village of Greenport is the Village's Zoning Law, Chapter 85 of the Code of the Village of Greenport. As illustrated by Map 7, Existing Zoning Patterns, the Zoning Law divides the Village into five zoning districts:

W-C	Waterfront Commercial District
R-1	One-Family Residence District
R-2	One- and Two-Family Residence District
C-R	Retail Commercial District
C-G	General Commercial District

The uses allowed in the W-C District include water-dependent commercial and recreational uses, and water-enhanced uses. Most of the land use in Waterfront Area 1 is traditional water-dependent commercial and recreational. Land use in Waterfront Area 2 is changing from traditional water-dependent commercial use to water-dependent recreational use. Land use in Waterfront Area 3 is primarily non water-related high-density residential.

All the properties zoned Waterfront Commercial in Waterfront Area 1, with the exception of the former Sweet Shipyard site that is in high-density residential use, are developed with water-dependent commercial and recreational uses. To protect and maintain water-dependent commercial and recreational uses, water-enhanced uses such as retail shops, restaurants and hotels, which are currently allowed in the Waterfront Commercial Zone of Waterfront Area 1, should be eliminated or better controlled. A zone should be created which only permits water-dependent uses and water-enhanced uses subject to special permit conditions. By making a zoning change of this type, the potential for encroachment by conflicting water-enhanced uses in water-dependent use areas is reduced or eliminated.

Unlike Waterfront Area 1, where there is only one water-enhanced use among the many water-dependent commercial and recreational uses, there are many water-enhanced uses within the Waterfront Commercial Zone of Waterfront Area 2. These consist mostly of retail shops and restaurants concentrated along the east side of Third Street, the south side of Front Street, and the west side of Main Street. The mix of water-dependent and water-enhanced uses in this area is desirable because of the sea-side resort ambience that is created by such a mix. However, the potential for water-enhanced uses to completely displace water-dependent uses should be eliminated. Making water-enhanced uses subject to special permit conditions would ensure that water-dependent uses are preserved and would provide greater control as to where these uses are located on the site. A

new zone, permitting water-enhanced uses, under special permit conditions, and water-dependent uses should be created.

The C-R District generally provides for retail, personal service, office, institutional, lodging, marina and docking facilities as permitted uses. Marina and docking facility use is inappropriate in the CR District since only one site zoned CR, the Townsend Manor Inn, is on the waterfront. All other parcels are located inland and do not have water frontage.

The Townsend Manor Inn should be incorporated into the Waterfront Commercial District because of its mix of water-dependent recreation and water-enhanced restaurant uses; these uses are compatible with the allowed water-dependent and water-enhanced uses in the Waterfront Commercial District.

The C-G District allows for the C-R permitted uses as well as non-personal service establishments, motor vehicle-related facilities, and light manufacturing and wholesale uses.

In general, the R-1 District limits permitted uses to single-family detached dwellings and municipal facilities, while the R-2 adds two-family dwellings to the list of permitted uses. Each residential district also provides for institutional uses and required utility uses by special permit. Minimum lot area within the R-1 District is 10,000 square feet; the R-2 District requires a minimum of 7,500 square feet for a single-family dwelling and 10,000 square feet for a two-family dwelling.

Close to 260 acres of Village-owned properties, including those used mostly for recreational purposes, have recently been zoned to the Park zoning classification. They had been inappropriately zoned for residential or commercial use. These properties include Moores Woods, Silver Lake, Sandy Beach Point, Third Street Park and Fifth Street Park. This rezoning will ensure that these properties will be used for public uses, particularly recreation.

3. Recreation Facilities and Public Access Opportunities

The Village of Greenport provides active and passive recreational opportunities at seven Village owned properties and at the jointly owned Village/Town boat ramp. The boat ramp facility, Fifth Street and Sandy Beach parks are located on the waterfront and provide public access to the shoreline. Roads within the Village and Town are adequate to provide access to all of the Village recreation facilities.

Waterfront

- Fifth Street Park, approximately 2 acres in size, is between Fifth and Sixth Streets between Johnson Place and Shelter Island Sound. This park includes playground/recreation facilities and an extensive community beach area. Significant rehabilitation and expansion of this site has been completed. Adequate parking facilities exist on this site.

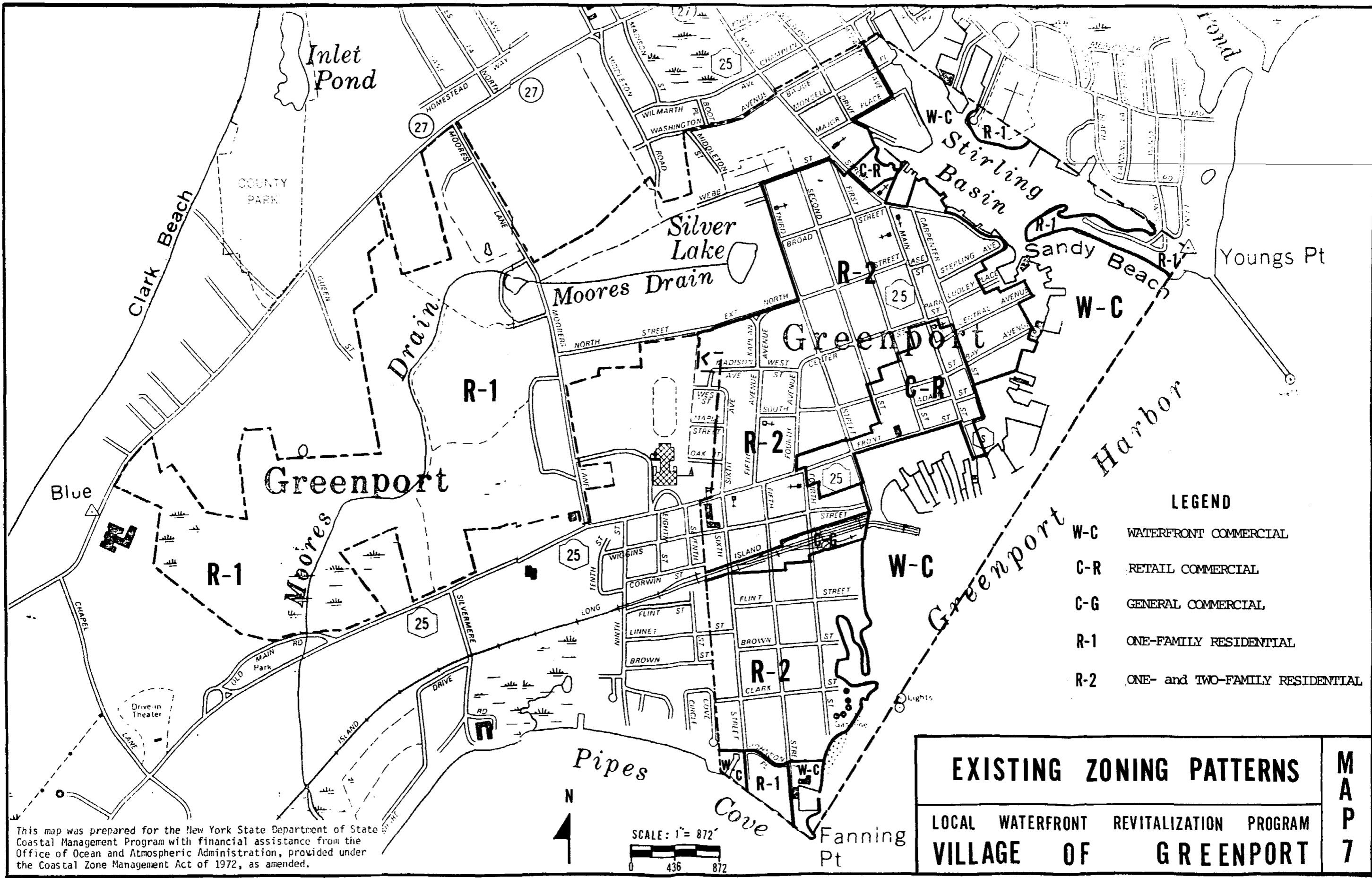
- The 1 acre Sandy Beach property is located on the west side of Young's Point. Recreational use of the property is limited to passive pursuits due to the small area of the site and the delicate nature of the dune land soils and beach grass vegetation serving to stabilize the landform and prevent erosion. No parking facilities are provided on this site nor are they desired or appropriate.
- The boat ramp located on the east side of Stirling Basin is jointly owned by the Village of Greenport and the Town of Southold. Adjacent to the boat ramp, located in the Town of Southold, is a parking area approximately ½ acre in size for those who use the boat ramp.

Inland

- The vast 240 acre Moore's Woods property which dominates the northwest portion of the Village. Use of this property is limited to passive recreation pursuits due to its importance as a watershed and the presence of the extensive Silver Lake fresh water wetland system.
- Curt Breeze Memorial Field (Polo Grounds) is a 12.6 acre community recreational facility located at the southwest corner of Moore's Lane within the Village of Greenport. The ballfields at this location receive intensive community use, and occasionally require reconditioning. Adequate parking facilities exist for this site.
- Third Street Park is approximately ½ acre in size, and is located at the corner of Third and Center Streets. It serves as an active a neighborhood playground/recreation site.
- Reeve Memorial Park, located between Main and First Streets, immediately south of Webb Street, and a "vest pocket park" on Adams Street are smaller, passive open spaces that might be characterized as "bench parks".

Opportunities for gaining increased pedestrian access to the waterfront for citizens of the Village and visitors can be achieved by utilizing small land areas at the end of Village streets. The following sites have been identified as having the potential to become waterfront mini-parks through very modest improvements:

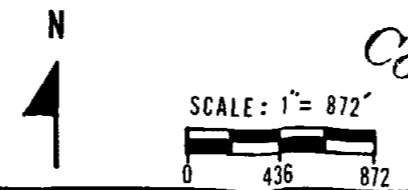
- the east end of Wiggins Street (privately-owned)
- the LIRR site immediately south of the existing fishing dock
- the end of Bay Avenue
- a portion of the narrow section between Stirling Street and Stirling Harbor (privately-owned)
- the area east of the south end of Fifth Street, in conjunction with the existing park



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- LEGEND**
- W-C WATERFRONT COMMERCIAL
 - C-R RETAIL COMMERCIAL
 - C-G GENERAL COMMERCIAL
 - R-1 ONE-FAMILY RESIDENTIAL
 - R-2 ONE- and TWO-FAMILY RESIDENTIAL

EXISTING ZONING PATTERNS	M A P 7
LOCAL WATERFRONT REVITALIZATION PROGRAM VILLAGE OF GREENPORT	



- Stirling Place extended at the end of Stirling Basin

Another opportunity to provide waterfront access for Village residents and the general public is the development of a pedestrian harborwalk from the railroad station to the vicinity of Claudio's Restaurant. To make this opportunity successful, prespective easement, easement acquisition, tax inducements, and zoning incentives could be used. Such a walkway could connect to Front Street thereby forming a circumventive walkway within the Village CBD. Such a walkway would allow visitors to observe Greenport's waterfront, observe views of picturesque Shelter Island Sound, and provide an alternate access route to the Village's commercial center for those exiting the North Ferry.

The Village would like to establish access to the waterfront at the privately-owned Mobil site. Ideally, the Village would like to acquire this site and transform it into a waterfront park for passive and active use. The use of the Mobil site as a municipal waterfront park would provide the public with an alternative waterfront site for water-related recreational activities. Currently, the only waterfront park in the Village which is suitable for active recreation is the heavily used Fifth Street Park. This site might also be used for marine-related education, science and research.

A wider variety of recreational opportunities is available to Greenport residents at nearby County and State park facilities. Peconic Park and Goldsmith's Inlet Park are both County-operated facilities located west of Greenport on Long Island Sound. Orient Beach State Park, located eight miles east of the Village, includes over 350 acres and offers picnicking, a bath house and bay bathing. Norman Klip Park at the end of Manhasset Avenue provides both bathing and small boat launching facilities.

4. Historic Resources

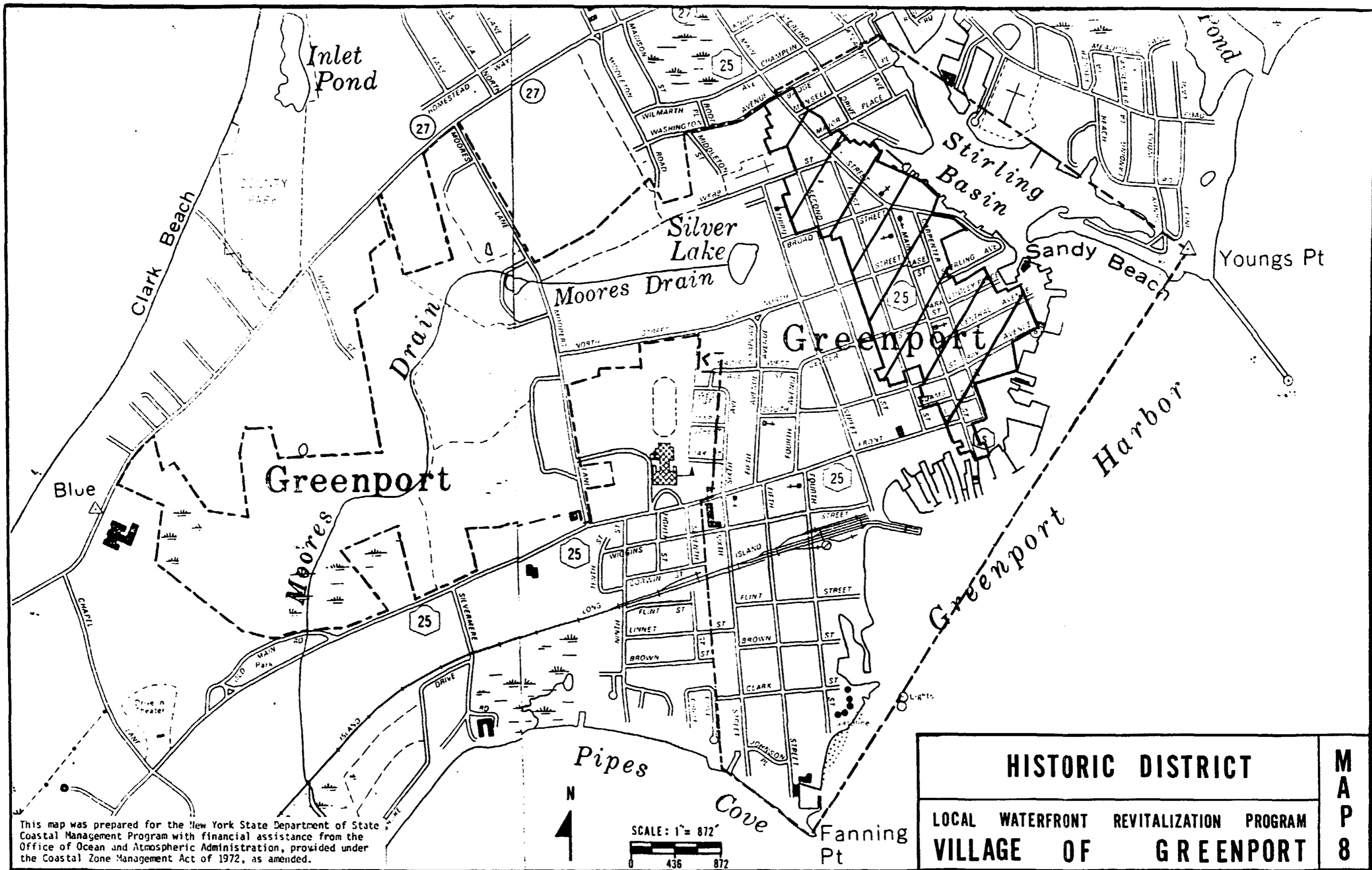
The following excerpt is taken from the National Register of Historic Places Inventory-Nomination Form of the Department of Interior National Park Service. This excerpt describes the historic resources within the established historic district which have been listed on State and Federal Registers of Historic Places. The description does not include all Village historic resources. However, as the only established district, it does represent the largest concentration of historic structures in the Village. In the near future, the Village intends to identify, in cooperation with the N.Y.S. Office of Parks, Recreation, and Historic Preservation, the historic resources outside of the historic district for possible nomination to the State and Federal Registers. Map 8 illustrates the boundary of the Village Historic District.

The Greenport Village Historic District consists of a dense concentration of (primarily wood frame) residential and commercial structures radiating out in a fan shape from the Village's Main Street waterfront business district (on the south). This large district comprises surrounding areas of nineteenth and early twentieth century development. The district includes all of Main, First and Carpenter Streets, the 600 block of Second Street, and structures on east-west streets that intersect with Main and Carpenter. The district is defined on the east and south by Greenport Harbor and on the north and west by adjacent residential and commercial areas comprised of altered historic or modern structures.

There are 264 buildings within the nominated district, with 254 contributing historic structures and ten non-contributing structures. The entire collection of historic resources represents all periods of settlement and growth in the Village. Stirling Street, just south of Stirling Bay, comprises the nucleus of Greenport's early settlement. Although somewhat altered, Stirling Street contains examples of simple frame Long Island residences dating from the mid-eighteenth century; examples include 190 Stirling Street (c. 1750) and 165 Stirling Street (c. 1760). Lower (south) Main Street is the most densely developed area within the district and contains primarily frame commercial structures dating from Greenport's rapid mid-to-late nineteenth century development. Some are primarily functional, exhibiting few stylistic details (102-106 Main, c. 1880; 111 Main, c. 1845; 112 Main, c. 1895; 118 Main, c. 1900; 138 Main, c. 1870). Other commercial structures are more ornate; examples in this group - 208 Main (c. 1860), 210-212 Main (c. 1880), 219 Main (c. 1850) - were constructed or remodelled in the Italianate style.

The middle section of Main Street (between Park and Broad Streets) and Carpenter Street retain dense collections of residences representing the various phases of nineteenth century Village development. Although many of these structures are simply designed, some illustrate popular American architectural styles including the Federal Period (635 Main Street), the Greek Revival (505 Main Street and 634 Carpenter Street), and the Italianate (433 Main Street).

Upper Main Street (south of Webb Street), First Street, and sections of Bay and Central Avenues contain large concentrations of mid-to-late nineteenth century, middle-class Village residences. Many of these primarily single family frame houses were modestly decorated in architectural styles fashionable during the last half of the nineteenth century. Simple and ornate variations of the Italianate and Second Empire styles are widely represented along First Street, and mid-nineteenth century Greek Revival residences can be found in each of the areas mentioned above.



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HISTORIC DISTRICT
LOCAL WATERFRONT REVITALIZATION PROGRAM
VILLAGE OF GREENPORT

M A P 8

Northern Main and Stirling Street in Greenport's Murray Hill neighborhood contain notable turn-of-the-century (1900) examples of the Queen Anne and Colonial Revival Styles including 802 Main (c. 1900), 809 Main (c. 1895), 817 Main (c. 1900), contrasting in scale and detail, with several largely intact early twentieth century bungalows at 171, 173, 182 Stirling Street. An intact vernacular bungalow also appears at 642 Carpenter Street. Notable examples of the colonial Revival style are found at 14 Broad Street (c. 1910) and 152 Central Avenue (1903).

Turn-of-the-century houses constructed for the working class, rather than for merchants, ship captains, or ship owners, are primarily located on the cross streets east and west of Carpenter. Included in this category are two duplexes at 126 - 128 and 135 - 137 Ludlam Place, both with simple Queen Anne style detailing, constructed by local architect/builder Jessee Reeve. In addition, examples of a mid-nineteenth century local residential building type consisting of a two-story, three-bay gable roofed house, often L-shaped in plan, are found throughout the district. This house type was frequently used by local builders and often incorporates simple Greek Revival and Italianate style details. Components of this group include : 912 Main, c. 185 (built by Hudson Corwin); 141 Central Avenue, c. 1890; and 617 and 621 Second Street, c. 1875 and 1870 respectively.

Generally, the Greenport Village Historic District is densely developed yet low in scale (two to three stories). The buildings which constitute the district represent the largest concentration of relatively unaltered historic resources within the Village. The structures which lie outside the nominated district to the west in both the commercial (Front Street) and residential areas have experienced extensive alteration and/or these areas contain new construction and do not possess sufficient architectural integrity to be included within the Greenport Village Historic District.

The Village's significant historic resources are a primary reason why tourism has increased steadily over the past few years, thereby supporting and stimulating the economy. Preservation of these resources is important if the Village is to maintain its attractiveness to residents and visitors alike.

The Village intends to create an historic preservation local law to protect not only the historic resources found within the historic district listed on the State and Federal Registers of Historic Places, but to protect the significant resources found throughout the Village.

Two, one-mile square sites shown on the New York State Historic Preservation Office Site File Map, and one, one-mile diameter site shown on the New York State Archeological Site Locations Overlay Map, are sites within or near the Village of Greenport having the potential of being archeologically significant. These figures are centered on points of high archeological sensitivity at locations of known archeological sites. Sites of archeological sensitivity may also exist outside the boundaries of these figures. Whether a proposed project is located within or outside these

figures, a field reconnaissance survey, conducted under the guidelines of the New York State Education Department, will be done before an assessment of a projects potential impact on archeological resources is determined. In addition, the State Office of Parks, Recreation, and Historic Preservation will also be consulted to determine whether significant archeological resources are present at the site and what measures are necessary to preserve these resources. All practicable means shall be used to preserve significant archeological resources.

5. Dredging Activity

Two locations in Village waters require dredging on a periodic basis. One location is the Federal Navigation Channel in Stirling Basin, particularly at the entrance to the Basin, and the other location is the commercial fishing dock at the LIRR property. From the time the Federal Navigation Channel was completed in 1939, Stirling Basin has been dredged three times, in 1959, 1963 and 1976. The amount of cubic yards dredged were 163,900, 129,200, and 12,000, respectively. Wetlands by the St. Agnes Cemetery were formerly used as a disposal site. The current disposal site is the back side of the inlet adjacent to Beach Lane. The dredge spoil material is used for beach nourishment. Dredging activity is required in this area to allow pleasure and commercial fishing vessels to pass freely in and out of Stirling Basin.

The other location where dredging has occurred, in the vicinity of the commercial fishing dock, was last dredged by Suffolk County in 1983. The purpose of dredging in this area is to ensure sufficient depths for large commercial fishing vessels to gain access to the newly constructed fishing dock. The quantity of dredge spoil amounted to 41,700 cubic yards and was disposed offshore between Greenport Harbor and Dering Harbor in Shelter Island Sound.

6. Traffic and Parking

Primarily due to tourism, the passenger ferries of Orient Point and Shelter Island, and the resulting vehicular use, high traffic volume is a major problem during the summer season in Greenport's CBD. Traffic circulation, parking and pedestrian improvements are urgently needed. Residents and particularly merchants of the Village have serious concerns about safe and convenient traffic circulation and the provision of adequate parking. Specific concerns include the following:

- a. The problem of all-day parking in front of business establishments by owners and employees.
- b. The need for additional off-street parking facilities with convenient access.
- c. Difficulty in meeting zoning requirements which require off-street vehicle parking spaces for each employee and for each 300 square feet of floor area in the commercial and waterfront districts.

- d. Traffic congestion, especially during summer months, on Front and Main Streets.
- e. The ability of Front and Main Streets to comfortably handle commercial traffic.
- f. An anticipated worsening of traffic conditions because of the projected 100 percent passenger increase in Cross Sound Ferry service from Orient Point to New London.
- g. Projected congestion in the vicinity of Wiggins and Third Streets due to the expected increase in Shelter Island Ferry traffic.

A traffic study will be conducted to further analyze these concerns and to offer possible solutions.

7. Population and Housing Characteristics

Population

According to the United States Bureau of the Census, the population of the Village in 1980 was 2,273. The 1987 population, according to the Southold Town Clerk's Office, was 2,475, an 8.8 percent increase over the 1980 population. This increase is attributed to the construction of condominiums on the Village's waterfront and the rehabilitation of Greenport's old housing stock.

Housing

In general, the housing stock in Greenport is good, but aging and in tight supply. The Village, through its successful rehabilitation efforts, has been providing necessary technical and financial resources to assist owners and to improve the condition of the housing stock. The Village has also been successful in the past few years in providing affordable housing for young families. Unfortunately, however, opportunities for young families and senior citizens are very limited at this point due to the tight supply, as previously mentioned, and high cost of housing.

8. Community Services and Facilities

Emergency Services

Emergency services are provided by the Village's own Police and Fire Departments. The Police Department is currently located in a small commercial structure at the southern end of Main Street, but will relocate to one of the terminal buildings on the LIRR property. The Department has a full-time force of three officers, and some part-time employees. The Fire Department is an exclusively volunteer organization which maintains two fire stations, a principal, modern facility on Third Street north of Center Street, and a secondary location on Flint Street, between Fifth and Sixth Streets. The Greenport Fire Department owns and maintains a full range of equipment, including pumps and ladders. The volunteer fire

department is also responsible for the operation of the Village's Rescue Squad which is staffed by volunteer EMT's and AEMT's with advanced life support capability.

Village Offices

All Village administrative offices are located in the Village Hall at the southeast corner of Third and South Streets. Though well-situated, this building, once owned by the New York Telephone Company, is only marginal for current office functions and is certainly inadequate for meetings of the Village Board, the Planning Board, or related bodies. The building also lacks suitable handicapped access, particularly to the second floor meeting room.

9. Municipal Utilities

The Village of Greenport is fortunate to have its own utility plants for water, sewage, and electricity. These utility plants not only provide services to the incorporated Village but, in varying degrees, to surrounding portions of the Town of Southold. Because of the availability of these services, there is an increasing demand for them by developers, as well as existing residents and businesses. There is concern that any further increases in these services to areas outside the Village will prevent Greenport from providing for its own planned development.

Water Supply

The public water system in the incorporated Village of Greenport was established in 1887 and has been expanded over the years to service not only the incorporated limits but also a considerable area within the surrounding Town of Southold. Approximately a third of the Town's population is served by the Village's water supply system. The population served in 1982 was 7,568 (2,365 service connections).

The water delivered by the Village's system is pumped from the underlying aquifer by a number of Village well fields located within the Village and Town of Southold. Unfortunately, contamination of the underlying aquifer in the Village of Greenport and throughout the entire north fork of Long Island has occurred, primarily from agricultural chemicals, including nitrates and pesticides. Due to over-pumpage from accelerated population growth, the relatively shallow, thin aquifer of the North Fork has also been adversely impacted by salt water intrusion.

To maintain the quality of potable water in the Village's water supply system, the Village works closely with the Suffolk County Department of Health Services and the New York State Department of Health. Monitoring systems are currently in place to regularly check the water quality from Village well fields. Other methods employed to insure that potable water is made available from the Village system include: the use of well filtration systems; chemical treatment; alternate use of Village wells; and drilling of new well fields.

Currently two pilot projects are underway to explore the feasibility of providing potable water through alternative means. One project is the development of an ion-exchange system to remove excessive nitrates from Village water supplies. The Environmental Protection Agency is providing the funding for this project and the Suffolk County Department of Health Services is providing design expertise. The other project is the development of a de-salinization facility designed to convert salt water into potable water. Financing for this project is being provided by the New York State Energy and Research Development Authority, the Suffolk County Department of Health Services, and the Village.

In order to meet immediate water supply needs anticipated as a result of the Village's revitalization efforts, the development of additional well fields is likely in the near future. There is also a need for an analysis of required, or desirable, improvements to the Village's water distribution system. Potential areas of concern are the long term need for enlargement of mains in the Fifth and Sixth Street area where high-density residential development is occurring; extension of a 10 inch water line along Second Street to Front Street to better service the waterfront; and extension of a 10-inch main from North Street to the Eastern Long Island Regional Hospital to provide for increased water service and fire protection requirements at that location.

A comprehensive water study, which will analyze the Village's existing ground water quality and quantity conditions, and provide recommendations to meet the Village's future groundwater needs, is currently being prepared. The Town of Southold is also preparing a ground water resources management program for the entire Town. The Village and the Town will maintain ongoing communication about their groundwater problems and needs and will coordinate their actions so groundwater resources are managed most effectively.

Sewage System

The Greenport sewage treatment plant is located on Moore's Lane at the western edge of the Village. The treatment plant is a secondary treatment facility, with aeration, clarification and chlorination additions. The plant is capable of removing 85% of suspended solids and reducing the bio-chemical oxygen demand by the same amount. The majority of the sewage treated at the plant is human waste. The effluent from the plant is chlorinated and discharged into Long Island Sound.

In 1986 a scavenger waste facility was built in the Village next to the Village's existing sewage treatment plant. This facility is owned by the Town of Southold, but is operated and maintained by the Village of Greenport. Sewage waste pumped from septic tanks in the Town of Southold is treated in this system on a daily basis. After the sewage is treated in the scavenger waste system, it is treated again in the Village's treatment plant and discharged through the Village's outfall pipe into Long Island Sound. It is anticipated that this sewage treatment process will ultimately improve the quality of ground water and surface water resources in the Village and Town.

The sewage treatment plant services 869 customers within the Village, 45 outside its incorporated boundaries, and the treated sewage from the scavenger waste facility. Present average daily flow is 250,000 to 400,000 gallons, depending upon season.

The existing plant, however, is not sufficiently sized to fully handle the increased sewage loads from projected new development within the Village and the Town. Development and population increases within the Village are projected to add at least 140,000 gallons per day to the sewage load within the next ten years. Development contributing to increased sewage loads include: the high-density residential projects occurring at Fanning Point; the potential hotel/conference center project; the installation of marina pumpout stations, hospital expansion, other commercial development and moderate population increases throughout the Village and Town.

The Village is working with County and State officials to resolve recently identified discharge problems related to the Village's sewage system and to establish a plan for upgrading the plant.

Municipal Electric System

The Village's public-owned electric utility was established in 1899 through purchase of the Greenport Electric Light and Power Company which had operated since 1887. The system presently services 1,688 customers divided into 1,366 residential accounts, 245 commercial accounts, 7 industrial accounts and 50 classified as "other". Population served is approximately 3,000.

Over the course of its history, the Greenport power plant has generated electricity in several ways. From its inception in 1887 until the installation of the first diesel engine in 1927, the plant was wholly reliant on steam to generate power. Today, electricity for the Village of Greenport is purchased from the Power Authority of the State of New York (PASNY), which results in rates to users approximately 45 percent less than those served by the Long Island Lighting Company (LILCO). The Village's firm purchase contract for low-cost PASNY hydro-power became effective in April 1978 and expires in 1996.

PASNY power is supplied to the Village's electric utility plant by a single 5.0 megawatt tie line from LILCO's substation on Route 25 west of Greenport. A problem of any nature on this tie line could result in total loss of PASNY commercial power to the Village. Plans for future system improvement include the installation of a second tie line from LILCO's primary line on County Route 48.

Projected growth within the incorporated Village will likely increase peak electrical requirements. As with water and sewer, detailed study and careful planning with regard to future electrical requirements is warranted.