

Hampton Bays Hamlet Mixed Use Planned Development District Study



REPORT
October 30, 2002



Prepared by:
Town of Southampton
Department of Land Management
Planning Division

Prepared for:
Town Board
Town of Southampton, NY

Hampton Bays Hamlet Mixed Use Planned Development District Study

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Cover photograph of Main Street, Hampton Bays 1935 courtesy of Richard Casabianca

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INTRODUCTION

In the past Hampton Bays residents have expressed a desire for a community that works for its residents, a pleasant community to live in with a vibrant downtown and having a sense of place. However, this means different things to different people. It's been said that "Nice communities don't just happen", they require a conscientious effort, a vision, and the commitment to follow through on that vision.

The two "Rosko" properties, located north of Montauk Highway, south of Sunrise Highway, west of Squiretown Road and east of Cemetery Road, contain 36.19 acres of undeveloped land adjacent to and in close proximity to the downtown hamlet business district of Hampton Bays. (Figure I – 1999 aerial photograph of the study area) As a relatively large undeveloped block of land these properties provide one of the *last opportunities to achieve desirable elements and components of a downtown hamlet center that are presently non-existent and / or not permitted by the current zoning of the properties and surrounding area.*

The Town Board's recognition of the uniqueness of this property and the unique opportunities that it provides for the Hamlet of Hampton Bays, created the impetus and desire to prepare this report. The objective of this report is to provide a basis for an evaluation of these opportunities within the context of and consistent with the principals of "Smart Growth". In very basic terms smart growth can be defined as:

*"Anticipating and providing for sensible growth, balancing jobs and economic development with the preservation of the natural environment and the historical community fabric."*¹

A further objective of this report is to present a consensus for the creation and definition of a vision that will constitute an *ACTION PLAN* for the development of the "Rosko" Properties. The Action Plan will serve to implement the goals and objectives of the Town's 1999 Hampton Bays Hamlet Center Strategy Plan, the 1999 Comprehensive Plan Update and other planning reports adopted over the past two decades. Although the "Rosko" properties were not specifically part of the Hampton Bays Hamlet Strategy Plan, they were referenced in that plan because of their proximity to the hamlet center.

This report consists of an analysis of several development concept plans for the subject properties, referred to as the Primary Study Area, and the surrounding properties, referred to as the Secondary Study Area, which are intended to assist the Town Board in determining the appropriate land uses and zoning for the Primary Study area. If the Town Board so chooses, this report will also be the basis for the legislation necessary to establish a Planned Development District for the subject area.

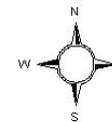
¹ **Smart Growth Policy Plan for Suffolk County**, Suffolk County Planning Department, October 2000, page 3 (see also Appendix Item 1 – Smart Growth Principals)

Hampton Bays Hamlet Mixed Use Planned Development District

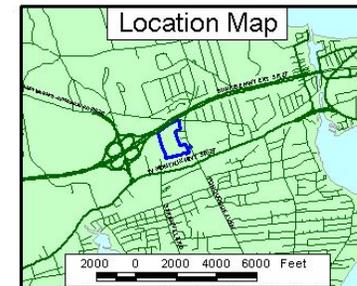


Figure I

-  Primary Study Area
-  Secondary study area
-  Tax Parcels



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Authorization to Prepare Hampton Bays Hamlet Mixed Use Planned Development District

The Town Board, by resolution dated January 9, 2001², authorized the Department of Land Management to prepare a Hampton Bays Hamlet Mixed Use Planned Development District for the area located north of the Long Island Rail Road, west of Squiretown Road, east of Cemetery Lane and south of Sunrise Highway.

The general Goals of this report as defined and outlined in the above referenced Town Board resolution are as follows:

- *“Prepare plans and guidelines for the central area that will set the stage for new hamlet open space and streetscape improvements, improving image, activity and function.*
- *Provide guidelines for proposed private development, maximizing public benefits and minimizing impacts.*
- *Partnership activity involving public, private and civic/ not-for-profit sector participants will be critical to future implementation.*
- *Examine alternative land uses and zoning regulations that will establish an agreed framework for new development to achieve the above objectives.”*

Planned Development District Enabling Code

The Town Board of the Town of Southampton, by Local Law No. 46-1995, adopted Article XXVI, Planned Development District (PDD), of the Town Code of the Town of Southampton. The purpose and goals which the Town Board intended to achieve by this legislation include: preservation and conservation of open space and natural resources; encourage the most efficient use of land; preservation of a sense of place of hamlets; elimination of inefficient infrastructure; development of mixed use communities; provide for flexible standards to facilitate innovative and creative land use-planning; encourage comprehensive planning and design; provide for the transfer of development rights or Pine Barrens credits; and provide reasonable incentives to encourage private participation and compliance. Section 330-243 of the Town Code of the Town of Southampton enables the Town Board to rezone land from that of the underlying zoning district to a PDD upon its own motion to achieve one or more of the above goals.

Planned Development District

Multi Use Planned Development (MUPD) is *“intended to provide a flexible mixture of usage among residential, commercial services and institutional uses while maximizing the preservation of natural vegetation and resources. The commercial uses provided in this district should provide convenient services to the residential uses therein. Clustering, open space preservation, elimination of sprawling complexes and developments, and the most efficient utilization of transportation systems, utilities and public services are intended to be achieved by the MUPD.*

² See Appendix 2 for complete text of Town Board resolution

Section 330-240.E. (1) through (17) of the Town Code establishes various long-term goals and objectives that Planned Development Districts are intended to achieve. Of these seventeen goals and objectives, the following fifteen should be achieved by the Hampton Bays Hamlet Mixed Use PDD. The number of the goal corresponds to the numbering in Section 330-240.E.

- (1) Preservation and conservation of open space, natural resources, diverse ecological communities, species diversity, and groundwater quality and quantity.
- (2) Connection of open space systems and maximization of open space corridors and to establish and maintain open space and open space corridors for active and passive uses.
- (4) Increase consideration of and coordination with school districts, utilities and governmental services.
- (5) Encourage the most efficient and purposeful use of all remaining vacant land.
- (6) Preservation and improvement of existing smaller communities.
- (7) Preservation of a sense of place in communities and the creation and reestablishment of small hamlet communities and atmosphere, which foster the sharing of amenities and the utilization of local services.
- (8) Creation of planned residential communities providing an array of housing meeting the social and economic needs of the residents of the hamlets, the Town and the region.
- (9) Reduction in the effective cost of governmental and other public services.
- (10) Elimination of excessive and inefficient infrastructure and the minimization of infrastructure development and maintenance costs and maximization of efficiency and coordination of existing and planned transportation facilities and networks.
- (12) Development of communities wherein, collectively, the mix of uses, aesthetically, physically, socially and economically encourages the creation and/or preservation of a sense of place, pride and values.
- (13) Provide flexible but definitive standards to facilitate innovative and creative land use planning and development techniques not possible under conventional zoning ordinances.
- (14) Encourage the development, rehabilitation and improvement of identifiable and unique historic and architecturally significant areas and communities, "main streets" and centers of residential, commercial and industrial activities.
- (15) Encourage comprehensive and innovative planning and design of the highest quality, utilizing and incorporating a variety of land uses.
- (16) Provide reasonable incentives and standards to encourage private participation in and compliance with the comprehensive goals of this article.
- (17) Assure that lands set aside for receiving or sending areas are consistent and harmonious with the Town's comprehensive land use objectives and locate areas permitted to be developed in such a manner as to maximize the continuity and connection of open spaces, preserves and wildlife corridors.

The Advisory Committee

The Town Board resolution of January 2001 authorizing the preparation of this report, provided for the creation of an Advisory Committee³ to assist the Department of Land Management in the preparation of this report. Through a consensus building process the goal of the Committee was to reach agreement among the “stakeholder groups” on a plan that would meet the short and long-term needs of the Hampton Bays Community.

The Advisory Committee chose two Co-Chairs; John Zuccarelli, the representative for Hampton Bays Beautification Association and Kevin McDonald, the representative for the Hampton Bays Civic Association. This Committee met on numerous occasions to discuss the recommendations and ideas of the Committee and to review presentations by the Project Planners from the Town’s Planning Division, David A. Wilcox, Jr. Principal Planner and Kyle Collins, Planning Director, AICP.

The Committee also assisted in organizing a Design Charrette to solicit input from the community groups and citizens of the Hampton Bays Hamlet. This Charrette was held at the Hampton Bays High School on November 17, 2001. The following land uses and development concepts surfaced as a result of this process:

- Pedestrian access to Main Street (Secondary Study Area)
- Municipal Parking (Secondary Study Area)
- Retail Rateables with 2nd story apartments (Secondary Study Area)
- Village Green (Secondary Study Area, 2 – 3 acres)
- Hampton Bays School expansion (26 acres)
- Cemetery expansion (5 acres)
- Hampton Bays Water District well field (5-10 acres)
- Land banking all or part (Town acquires and makes decision in the future for its use)
- Access Road (from Squiretown Road to Cemetery Road providing access to the subject site as well as the rear of the existing village business district)
- Open Space (natural) (15 – 26 acres)
- Large Passive Park (developed) (10 – 15 acres)
- Hotel / Conference Center (100 room) (10 acres)
- Senior Housing (60-70 market rate units for 55 yrs and older) (10 acres)

³ See Appendix 3 for list of member organization to the Committee and their representatives

DESCRIPTION OF STUDY AREAS

Primary Study Area

Location and Size

The two properties making up the primary study area contain 36.2 acres of undeveloped land directly north of and in close proximity to the downtown Hampton Bays hamlet central business district⁴. The two properties consist of Suffolk County Tax Parcels 900-225-1-1 & 21. The larger of the two parcels (225-1-1) owned by Mary Lee Bishop, John E. Rosko, Eileen Skretch and Leon F. Rosko is 32.7 acres with sole frontage on Sunrise Highway and Old Riverhead Road. The smaller of the two parcels (225-1-21) owned by Mary Lee Bishop, John E. Rosko, Eileen Skretch and Leon F. Rosko is 3.5 acres with sole access and frontage on Squiretown Road.

The subject parcels are bounded fully along its southerly property line by the “rear” of VB (Village Business) zoned properties having frontage on Main Street (Montauk Highway /NYS - 27), which consist of a mix of commercial and residential uses. The properties on the west are residentially zoned (R-40) and consist of two residentially developed lots and a 13.8-acre cemetery. The subject site is bounded on the north by Sunrise Highway (NYS - 27) and approximately 180 feet of frontage on the northwesterly dead-end stub of Old Riverhead Road. The east boundary of the subject site has approximately 115 feet of frontage along Squiretown Road, with the remainder bordered by residentially zoned (R-40) and utilized properties. (Figures II and III - Zoning and Land Use Maps)

Existing Zoning

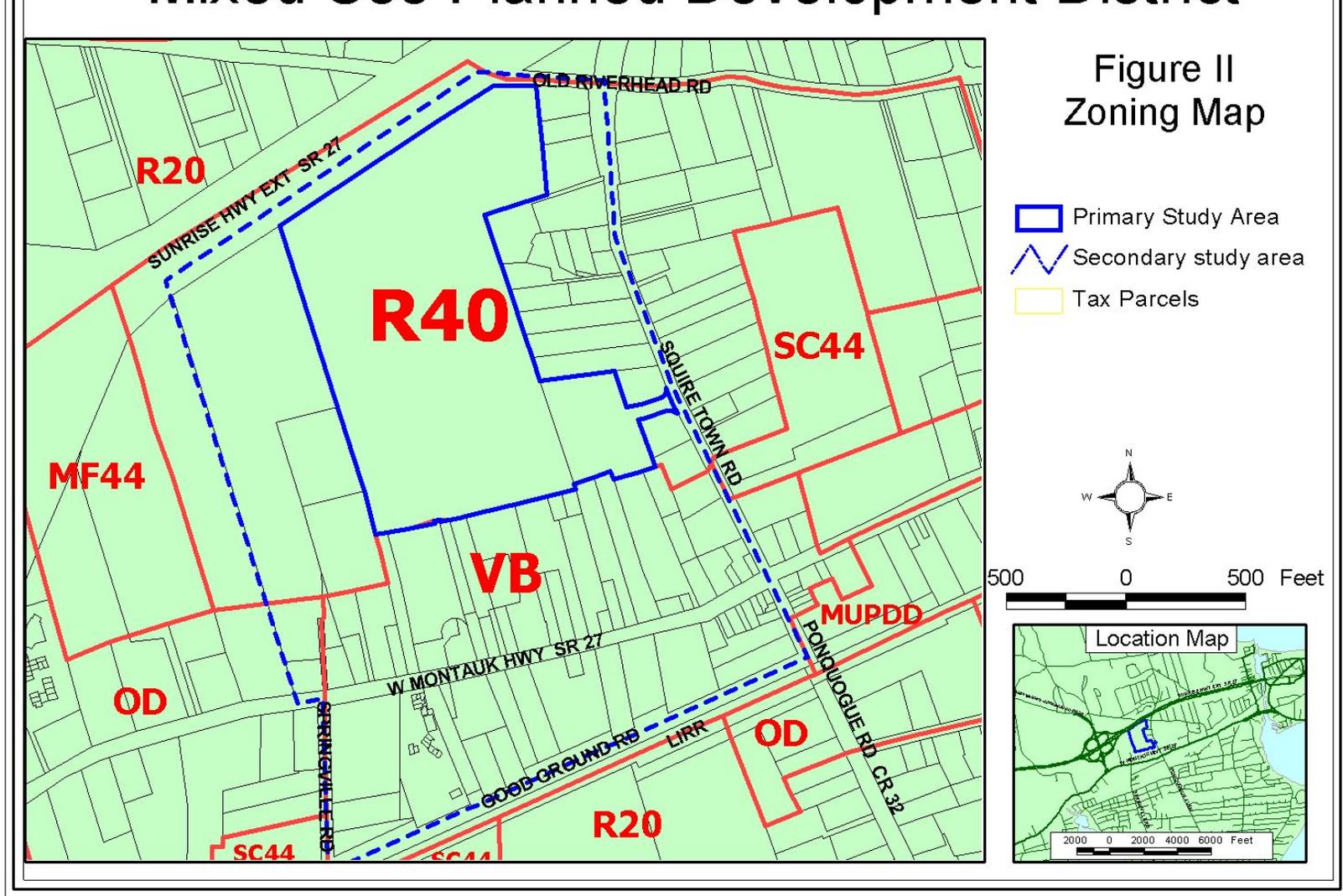
The Primary Study Area is zoned R-40 (Residential). This zoning category allows for detached, single-family residential homes on lots having a minimum 40,000 square feet of area. Pursuant to this zoning the expected number of lots on the combined 36.2-acre site is 25.

This Primary Study Area is also designated by the Central Pine Barrens Comprehensive Land Use Plan of May 1996 and by the Town’s Zoning Code as a Residential Receiving Area District (RRAD). This designation allows the properties, as of right, to be the recipient or landing site for Pine Barrens Credits or development rights, resulting in increased residential development, beyond the yield that is permitted by the underlying zoning. In this district, a single pine barren credit or development right allows for an increase in residential development yield equal to one dwelling unit. Residential densities up to 1 unit / half acre are permitted, as of right, without any zoning change approval, provided the increased residential development yield is achieved with the transfer of Pine Barren Credits or the transfer of development rights.

⁴ See Appendix 4 for Survey dated March 15, 2001

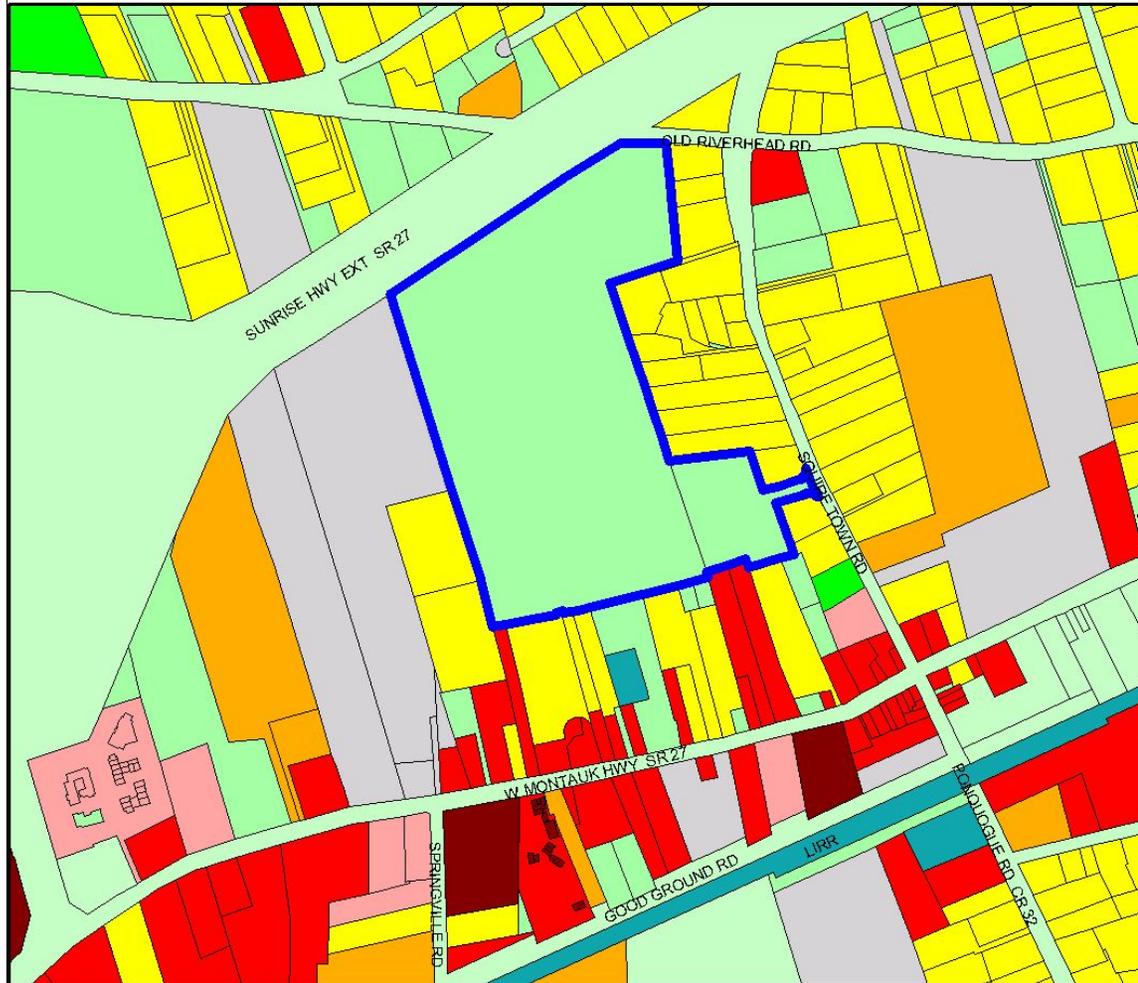
Residential densities greater than 1 unit / half acre may be permitted if the development incorporates a sewage plant. Accordingly, at a density of 1 unit / half acre, the overall yield could not exceed 72 units, unless a sewage treatment plant were incorporated.

Hampton Bays Hamlet Mixed Use Planned Development District

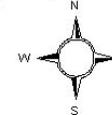


Hampton Bays Hamlet Mixed Use Planned Development District

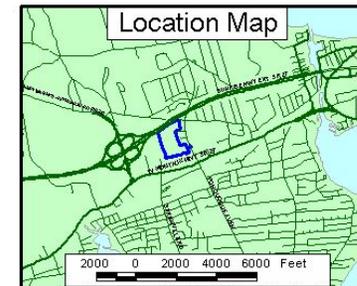
Figure III Land Use Map



- Primary Study Area
- Tax Parcels
- Existing Land Use
 - No Data
 - Vacant Lands
 - Agricultural Lands
 - Public or Preserved Lands
 - Underwater Lands
 - Single Family Residential
 - Multi Family Residential
 - Commercial
 - Commercial - Retail
 - Commercial - Office
 - Recreation/Entertainment
 - Community Services
 - Industrial
 - Transportation and Utilities



600 0 600 Feet



With a base yield of 25 lots achievable by the underlying R-40 zoning district, yield of 25 lots achievable by the underlying R-40 zoning district, the maximum number of Pine Barren Credits or transferred development rights that could be “landed” on the Primary Study Area is 47, without provisions for sewage treatment.

Vegetation, Topography and Soil / Subsurface Conditions

The Primary Study Area currently consists of a Pitch-Pine / Oak forest. The topography of the southern 1/3 of the area is gently rolling with a relatively level area in the center, at the base of a shallow amphitheater feature, which rises up slightly to the west, north and east. (Figure IV – Topography Map) Steeper sloped areas are found in the central and northern sections of this study area. A slightly defined ridge along the entire western boundary of the primary study area is approximately 10 feet higher than the adjacent properties to the west. A shallow drainage swale running north and south is most defined in the northeast corner of the area.

As identified in the USDA Soil Survey of Suffolk County, New York, the soils throughout the Primary Study Area consist of Carver and Plymouth sands, having a capability unit of VIIs-1, with majority of the slopes ranging from 3-15 percent. An approximately 135 foot wide corridor of more steeply sloping Carver and Plymouth sands located along a swale feature in the northeast corner of the subject site exhibits slopes ranging from 15 - 35 percent, which totals approximately 3.6 acres. A smaller area approximately 1.3-acres, also in the northeast corner of the subject site contains Plymouth loamy sand, having a capability unit of IVs-1, with slopes ranging from 5 - 15 percent. Both soil types (Carver and Plymouth sands and the Plymouth loamy sand) have coarse textured sub-soils and are well drained and exhibit only slight to moderate limitations for construction on the less steep areas. Severe limitations for construction exist on the steeper areas of these soils for lawns, landscaping, paths and trails due to the sandy surface layers of these soils, regardless of the slopes. (see Figure V – Soils Map)

Base the information available at the time of the preparation of this report the study area is not known to contain any site-specific nuisance or hazard. Field inspections of the subject property resulted no visual signs of any toxic ground contamination. The area is presently vacant and is not known to have been used for any purpose other than small isolated "sand burrow pits". These areas are now fully re-vegetated and are identifiable only by their topography. It is recommended that if the Town is to take possession of all or part of the subject property that a complete Phase I Environmental Assessment be conducted.

Hampton Bays Hamlet Mixed Use Planned Development District

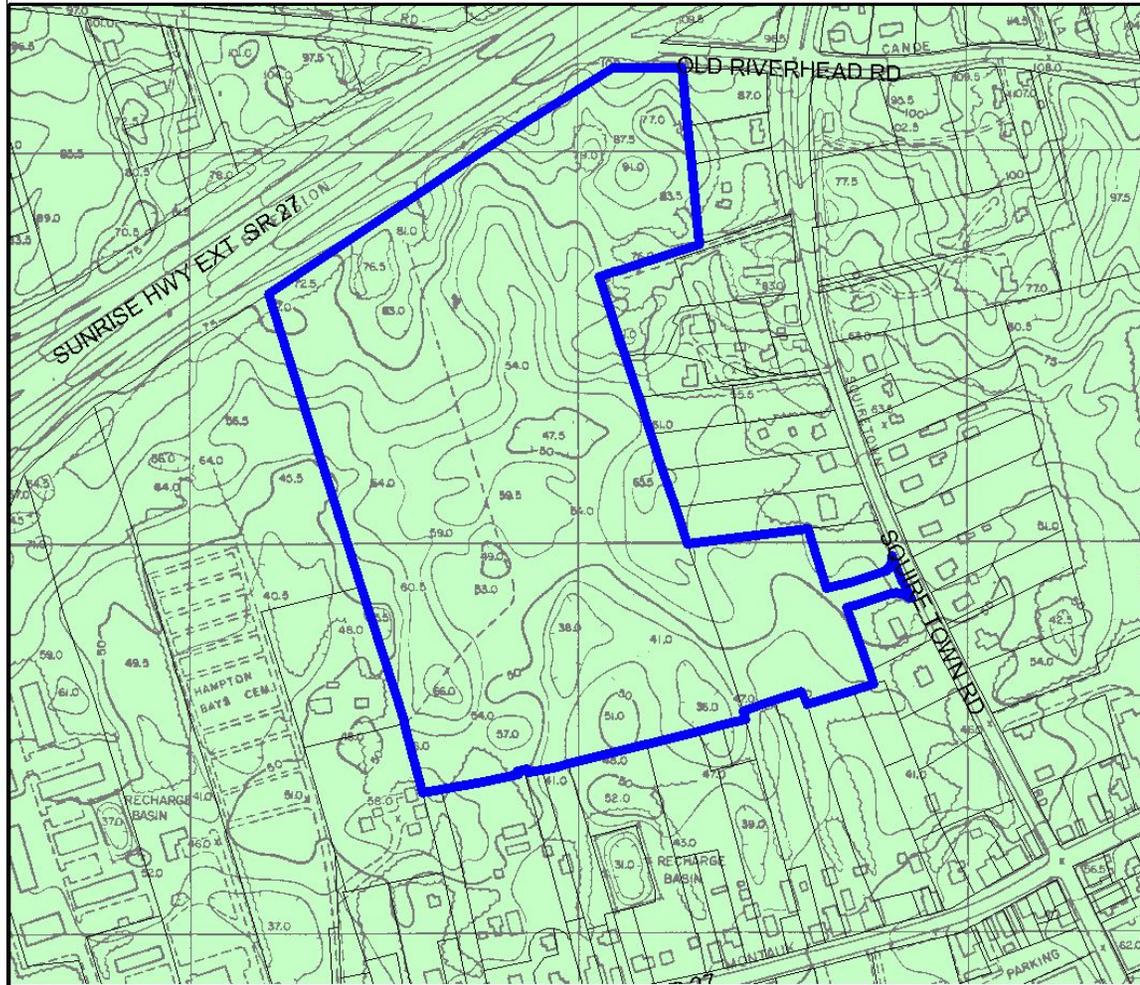
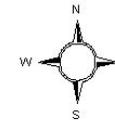
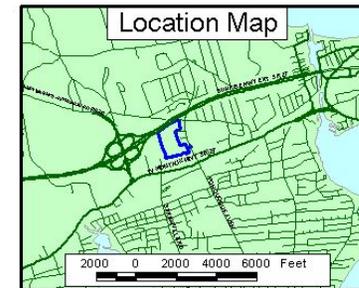


Figure IV
Topography Map

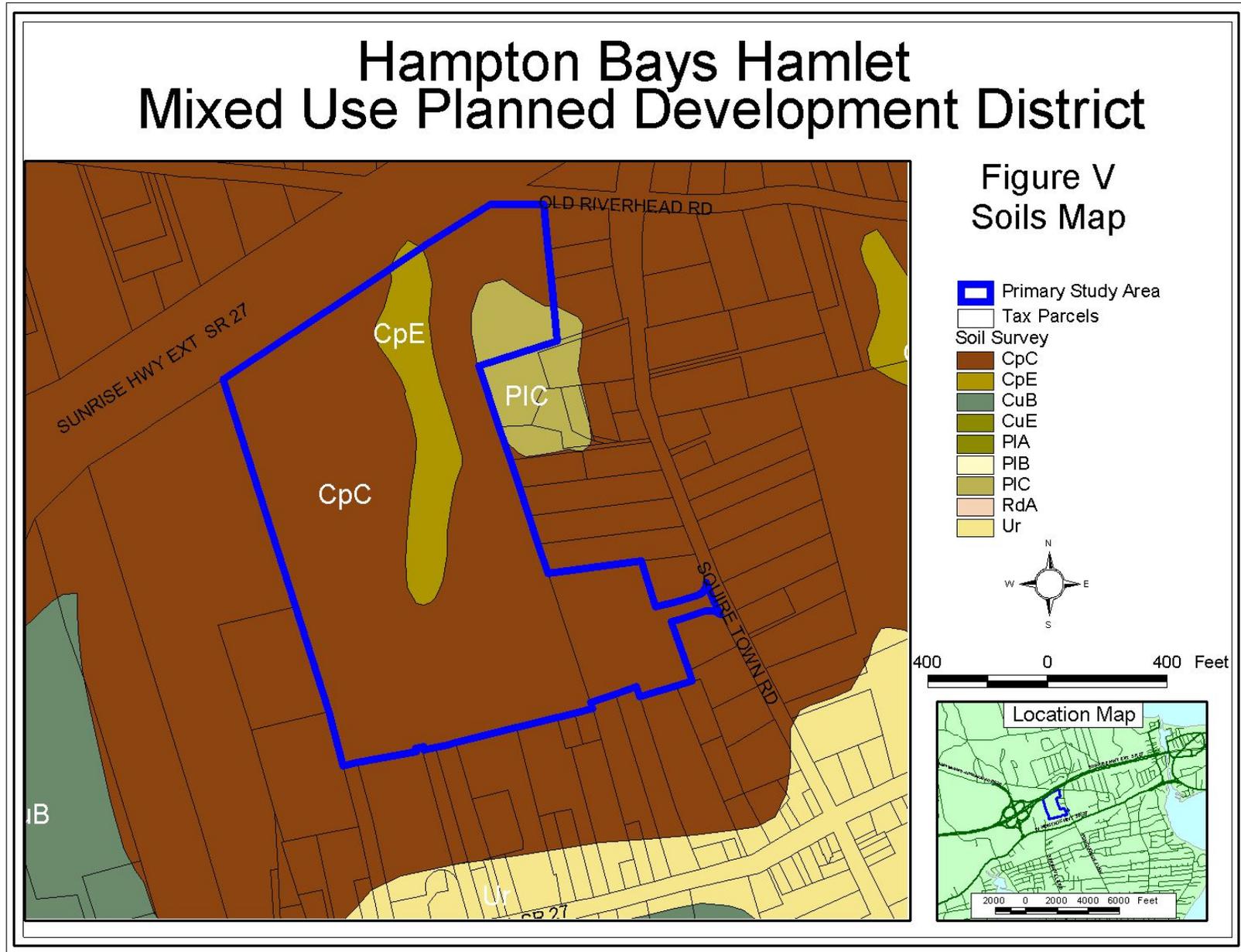
-  Primary Study Area
-  Tax Parcels



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Hampton Bays Hamlet Mixed Use Planned Development District



Secondary Study Area

Location and Size

The Secondary Study Area is the adjacent surrounding area to Primary Study, including the Hampton Bays central business district having a total area of approximately 85 acres. This area is bounded on the north by Sunrise Highway, east by Squiretown Road to the north of Main Street (Montauk Highway) and Ponquogue Avenue to the south of Main Street, south by the Long Island Rail Road, and west by Springville Road to south of Main Street, and by an 8.6 acre tract owned by the Hampton Bays Methodist Church, which runs north from Main Street to Sunrise Highway.

The 1999 Southampton Town – Hampton Bays Hamlet Center Strategy Plan describes the area along Main Street within the Secondary Study Area as follows:

"On the north side, the predominant form is that of renovated homes, set back from the street by front lawns, which house retail and office uses.

The overriding character of the Hampton Bays hamlet center—both the central area and the eastern, central and western approaches—is a low-rise, residential scale. Even with attached buildings in the central area and where new construction has occurred along the highway, the scale is a two to two and a half story height”

Existing Zoning

The portion of the Secondary Study Area located south of the Primary Study Area is zoned VB (Village Business). This zone is located along the north and south side of Main Street between Ponquogue Avenue and Springville Road. Development within this zone includes a mixture of commercial, office and residential uses typical of a central business district. The properties to the east of the Primary Study Area, along Squiretown Road, many of which are improved with dwellings, are zoned R-40 (Residential). The properties to the west of the Primary Study Area, including the cemetery and two residentially improved lots are also zoned R-40. A very small portion of the Secondary Study Area, consisting of the property containing the Hampton Bays Methodist Church and part of the cemetery, located on the north side of Main Street and west side of Cemetery Road, is zoned OD (Office District). Regional and Local Accessibility of Study Areas.

Highway Access

Two major east-west highways, each of which carries commercial traffic, serve the east end of Long Island: the Sunrise Highway (NYS-27) and the Long Island Expressway (I-495). The Sunrise Highway is the major east - west highway that connects Long Island's south shore communities and is the only major highway serving the South Fork. It is a 4 lane, limited access, divided highway and is the key component of the transportation system servicing the Town of Southampton. This

highway is also the closest major highway to lesser roads that provide more direct access the site, such as Main Street / Montauk Highway (NYS 27A). Although Sunrise Highway abuts the primary study area on the north there is no direct access to the Primary Study Area.

The Long Island Expressway (LIE) is an interstate highway and the major east - west highway that connects Long Island with New York City and points beyond to the west. The LIE, exit 70, is approximately 13 miles to the west. This exit provides direct access to County Road 111, which is a 4 lane, limited access, divided highway that links the LIE with Sunrise Highway.

Airport Access

The project site is approximately 11 miles east of Suffolk County Gabreski Airport, a local airport, with easy access to Sunrise Highway. This airport does not provide commercially scheduled flights but does accommodate charter flights. Islip - McArthur Airport, the nearest regional airport is located approximately 32 miles to the west with easy access to Sunrise Highway and the LIE. This airport provides regularly scheduled commercial flights. The two major airports on Long Island, LaGuardia Airport and John F. Kennedy International Airport are approximately 75 miles to the west with easy access to the LIE and Southern State Parkway / Sunrise Highway, respectively.

Railroad Access

The Hampton Bays station on the Long Island Railroad is located approximately .3 miles to the south along Good Ground Road, a short walk or short shuttle pick up from the primary study area.

Availability of Utilities

The site is located in the Hampton Bays Water District. Public water mains presently exist along Montauk Highway and Squiretown Road, which is directly adjacent to the subject site. Electric, telephone and cable television services are also available from Squiretown Road.

DEMOGRAPHICS OF HAMPTON BAYS

Population

Hampton Bays had 12,236 people according to the 2000 census, a gain of approximately 55% since the 1990 census count. In 1990, Hampton Bays had 7,893 people representing a gain of approximately 9% over the previous decade. The in-migration of people of working age and their families probably accounts for the majority of this increase in population. The rate of increase in the population of Hampton Bays was 2.5 times greater than the rate of increase in population of the Town between 1990 and 2000. The increase in population in Hampton Bays represented 44.6% of the Towns total increase in population.

Hampton Bays - Population

Subject	1990		2000		Change	
	Number	Percent	Number	Percent	Number	Percent
Total population	7,893		12,236	100	4,343	55.0%
Under 5 years	446	5.7%	762	6.2%	316	70.9%
5 to 17 years	1,119	14.2%	1778	14.5%	659	58.9%
18 to 24 years	669	8.5%	955	7.8%	286	42.8%
25 to 44 years	2,371	30.0%	3,809	31.1%	1,438	60.6%
45 to 54 years	873	11.1%	1,686	13.8%	813	93.1%
55 to 59 years	344	4.4%	673	5.5%	329	95.6%
60 to 64 years	449	5.7%	560	4.6%	111	24.7%
65 to 74 years	807	10.2%	1,019	8.3%	212	26.3%
75 to 84 years	642	8.1%	723	5.9%	81	12.6%
85 years and over	173	2.2%	271	2.2%	98	56.6%
65 years and over	1,622	20.5%	2,013	16.5%	391	24.1%
Under 18 years	1,565	19.8%	2,540	20.8%	975	62.3%

Town of Southampton - Population

Subject	1990		2000		Change	
	Number	Percent	Number	Percent	Number	Percent
Total population	44,976		54,712	100	9,736	21.6%
Under 5 years	2594	5.8%	3,104	5.7%	510	19.7%
5 to 17 years	6,307	14.0%	8,461	15.5%	2,154	34.2%
18 to 24 years	4141	9.2%	4,233	7.7%	92	2.2%
25 to 44 years	13,644	30.3%	15,613	28.5%	1,969	14.4%
45 to 54 years	4985	11.1%	8,346	15.3%	3,361	67.4%
55 to 59 years	2184	4.9%	3,195	5.8%	1,011	46.3%
60 to 64 years	2520	5.6%	2,677	4.9%	157	6.2%
65 to 74 years	4715	10.5%	4,683	8.6%	-32	-0.7%
75 to 84 years	3057	6.8%	3,187	5.8%	130	4.3%
85 years and over	829	1.8%	1,213	2.2%	384	46.3%
65 years and over	8,601	19.1%	9,083	16.6%	482	5.6%
Under 18 years	8,901	19.8%	11,565	21.1%	2,664	29.9%

Housing Characteristics

The increase population over the last decade is directly related to both the increase in the number of housing units, and the conversion of seasonal housing to year round housing. The number of total housing units in Hampton Bays in 2000 was 6,857 dwellings representing a 31.5% increase since 1990. The number of occupied (year round) housing units was 4,877, representing a 48.9% increase since 1990. In 1990 30.6%, or 1,597 of all housing units were seasonal, in 2000 24.5%, or 1,685 of all housing were seasonal.

Hampton Bays Housing Characteristics

Subject	1990		2000		Change	
	Number	Percent	Number	Percent	Number	Percent
HOUSING OCCUPANCY						
Total housing units	5,227	100%	6,875	100%	1,648	31.5%
Occupied housing units	3,276	62.7%	4,877	70.9%	1,601	48.9%
Vacant housing units	1,951	37.3%	1,998	29.1%	47	2.4%
For seasonal, recreational, or occasional use	1,597	30.6%	1,685	24.5%	88	5.5%
Homeowner vacancy rate (percent)	4.6	(X)	1.2	(X)	(X)	(X)
Rental vacancy rate (percent)	12.3	(X)	4.4	(X)	(X)	(X)
HOUSING TENURE						
Occupied housing units	3,276	100.0%	4,877	100.0%	1,601	48.9%
Owner-occupied housing units	2,359	72.0%	3,426	70.2%	1,067	45.2%
Renter-occupied housing units	917	28.0%	1,451	29.8%	534	58.2%
Average household size of owner-occupied unit	2.42	(X)	2.43	(X)	0.01	0.4%
Average household size of renter-occupied unit	2.22	(X)	2.58	(X)	0.36	16.2%

RECOMMENDATIONS OF PLANNING DOCUMENTS

This section of the report outlines the recommendations of past planning documents as they relate to the subject study areas.

1970 Southampton Town - Master Plan

The 1970 Master Plan recommends the installation of north service road in the area of the subject study area as follows:

“The north service road links Springville Road and Squiretown Road providing a complete circumferential road around the center when Good Ground Road is taken into account. It is proposed to maintain the village street front character while emphasizing a contemporary shopping center standard of development along the circumferential road at the center’s perimeter. Thus, with the construction of off-street parking between the circumferential road and the buildings it would be possible for people in this planning area to reach a store without relying on Montauk Highway or possibly only crossing the highway at a signalized section.” (See Figure VI)

1983 Suffolk County Planning Department - Hampton Bays Commercial Center Plan

Although the Primary Study Area was outside the scope of the County’s study area, the plan made the following references to the subject area of the Hampton Bays Hamlet PDD Report:

*“There is a great deal of vacant land adjacent to the CBD which would be excellent for apartment use, generating pedestrian movement and bringing new vitality to Hampton Bays. The current dependency of CBD merchants on seasonal consumers can be modified and stabilized by the provision of more apartments in the immediate vicinity of the retail uses.”*⁵

*“Parts of the low density (R-40) zone to the north and the R-20 zone immediately south of the village business district should be placed in a higher density category to concentrate additional housing within walking distance of the business uses. This will help to strength the district and tie it closer to the shopping center.”*⁶

⁵ Commercial Center Plan, Central Business District – Hampton Bays, prepared by Suffolk County Planning Department, page 51

⁶ ib id, page 52

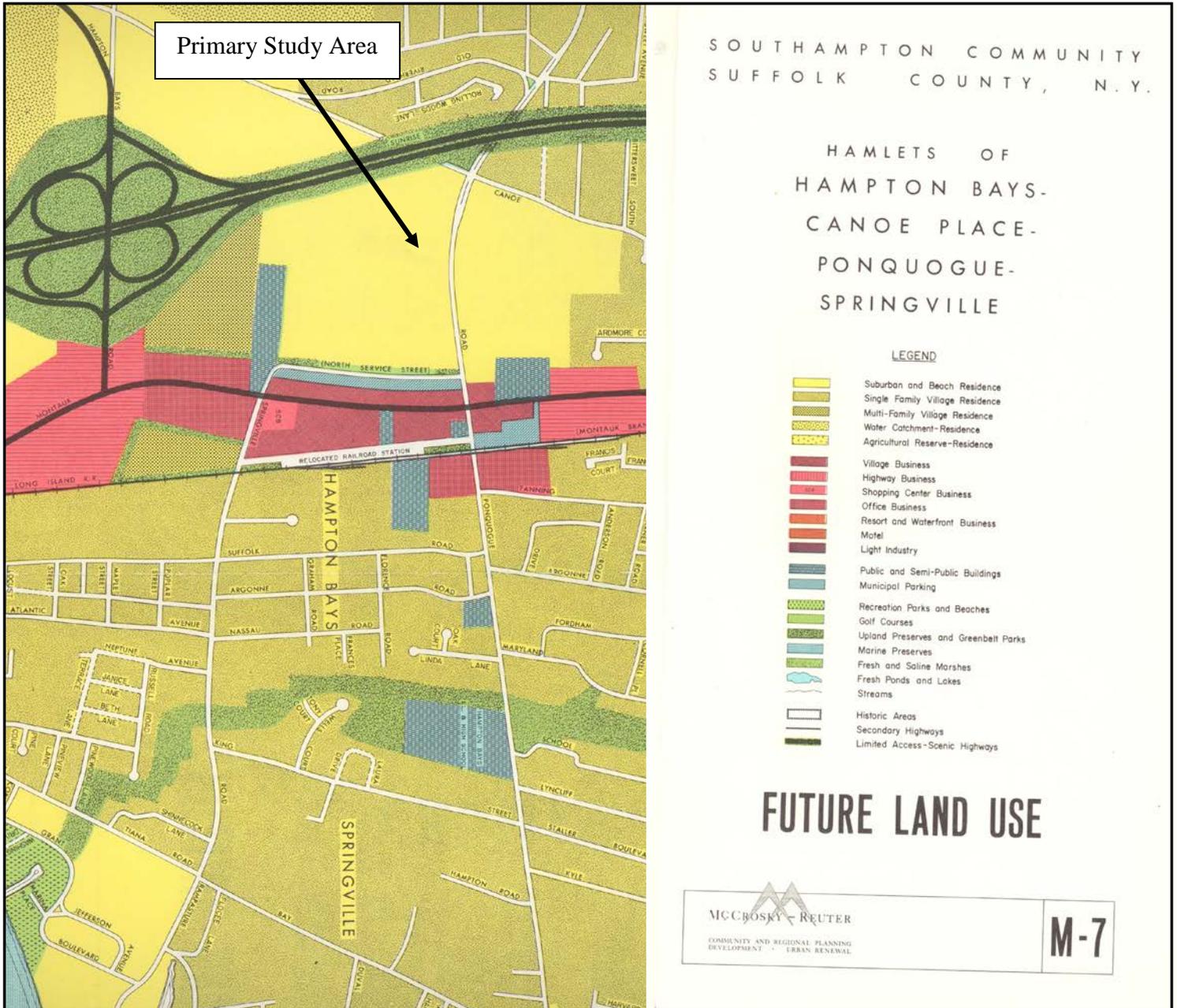


Figure VI 1970 Master Plan

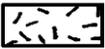
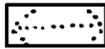
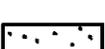
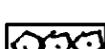
1998-2001 Southampton Town - Community Preservation Project Plan

The Community Preservation Project Plan (CPPP), designates the Primary Study Area as a "*Village and Hamlet Greens, Parks, Recreation and Open Space Target Area*". The study area constitutes one of three locations in the Hampton Bays Hamlet that are similarly targeted for preservation for these uses. The CPPP, in prioritizing the alternative means for achieving the preservation of properties in this target area ranks the following strategies as being primary: Transfer of Development Rights; Planned Development Districts; Fee Title Acquisition and Private Conservation Initiatives. The secondary means for achieving the preservation of these target areas is through the site plan approval and approval of Planned Residential Subdivisions, which incorporate elements of open space and recreation.

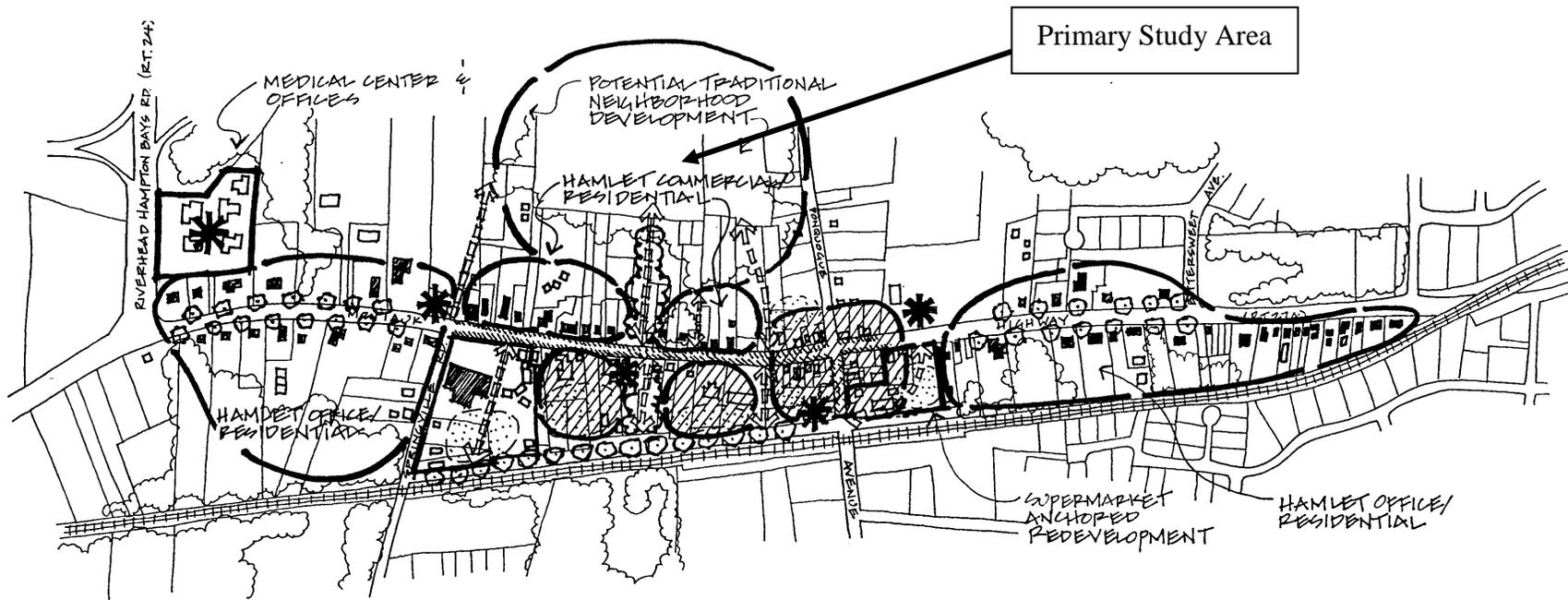
1999 Town of Southampton - Comprehensive Plan Update

The following recommendations outlined in the Comprehensive Plan Update are relevant for the Primary Study Area and the Secondary Study Area: (See Figure VII)

- Intensify development in the traditional hamlet center, including redevelopment and infill development. (Editors note: as opposed to sprawl development out along the highway corridor) (Primary/Secondary Study Area recommendation)
- Promote relocation of the Town Justice Court and / or Hampton Bays Nutritional / Community Center to the hamlet center, ideally on the proposed hamlet green. Retain the post office also in the hamlet center. (Secondary Study Area recommendation)
- Allow mixed-use development of a variety of scales, in connection with either preservation of the existing residential and historic scale of development, and/or the provision of access and design improvements. (Secondary Study Area recommendation)
- Promote open space amenities in the center, with a priority on a pocket park at the current Post Office and a hamlet green between Montauk Highway and Good Ground Road in the vicinity of the train station (several alternatives are indicated on the map). (Secondary Study Area recommendation)
- Employ PDD designation to promote "Traditional Neighborhood Development" to the north of the hamlet center, featuring cluster housing (perhaps emphasizing senior housing), with direct access to the hamlet center, and open space amenities, including a possible extension of the proposed hamlet green. (Primary Study Area recommendation)
- Promote a grid in the hamlet center, with new access roads between Montauk Highway and the transportation center as well as potential development north of the center. (Primary/Secondary Study Area recommendation)

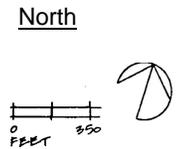
	Business Area		Assets		Streetscape Planting Priority
	Open Space/Parks		Traffic Lights		Transition Areas
	Traffic Calming		Greenway/ Bicycle Routes		
	Shared Parking		Tree Planting Priority		

LEGEND



Southampton Tomorrow
 Recommended Land
 Use/
 Hamlet Design
 Concept
Hampton Bays - East
 Half

Figure VII



- Engage local business people, property-owners, civic leaders and residents in a planning process to more fully articulate the urban design, access, land use, amenity and other requirements to be incorporated into the PDD and zoning plans. (Primary and Secondary Study Areas)

1999 Southampton Town - Hampton Bays Hamlet Center Strategy Plan

The Primary Study Area, although not within the boundaries of the Hampton Bays Hamlet Center Strategy Plan (HBHCSP), are located adjacent to the area described as the "*Hamlet Center Sector*" in the HBHCSP. The southern portion of the Primary Study Area is shown on Figure 7 of the HBHCSP. (Figure VIII)

The HBHCSP makes specific reference and recommendations for the Primary Study Area:

- Partial acquisition for open space under the Town's Community Preservation Project Plan
- Development as a traditional neighborhood with associated open space preservation
- Linkage to the hamlet center by new road connections to Montauk Highway coordinated with landscaped sidewalks to establish an interconnected pedestrian network.

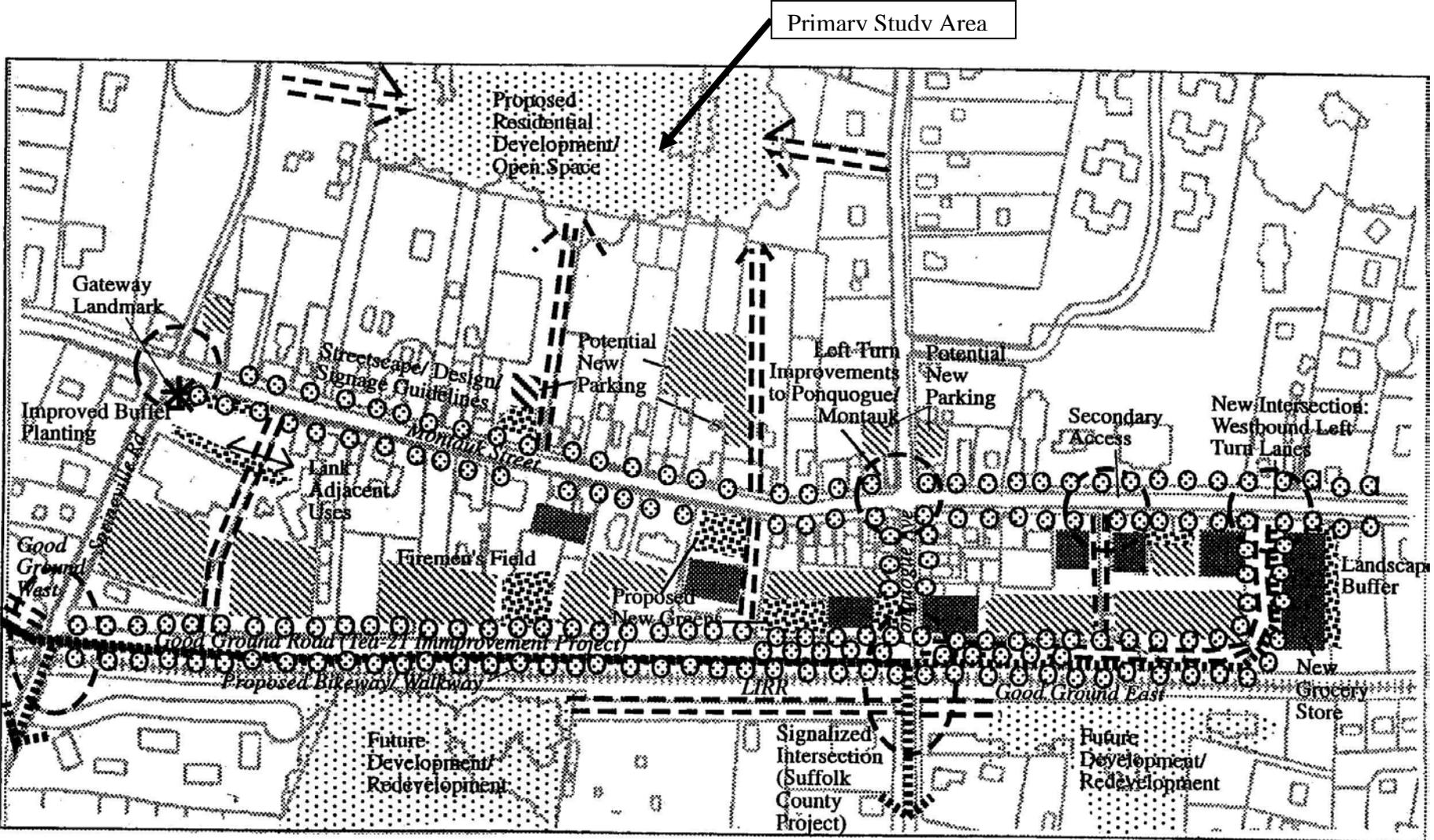
The HBHCSP more specifically recommends that:

*"Future growth on the north side of Montauk Highway (Main Street) should include infill commercial/ retail development. Construction of associated parking areas behind these shops and creation of carefully-located cross-walks can improve accessibility to these shops for both motorists and pedestrians, better linking development north and south of Montauk Highway (Main Street)."*⁷

*"Because of this working and seasonal position, Hampton Bays is also an affordable community with housing for all income ranges. In fact, it has 'paid its dues' in terms of subsidized developments and lower-priced houses, a fact recognized in the recent Comprehensive Plan Update, which proposes to exempt Hampton Bays from requirements to provide additional affordable housing."*⁸

⁷ Hampton Bays Hamlet Center Strategy, page 8, Executive Summary, Block 3

⁸ Hampton Bays Hamlet Center Strategy, page 15, Hampton Bays Hamlet Center: Issues and Opportunities



HAMLET CENTER / HAMPTON BAYS CENTER PDD STRATEGY / BEAUTIFICATION ACTIONS

Figure VIII 1999 Hampton Bays Hamlet Strategy Plan

The Strategy Plan, however, does not substantiate that there is a higher concentration or incidence of subsidized developments and lower priced houses in Hampton Bays. The statement in the Strategy Plan appears to be based on a standard for affordable housing development recommended by the Comprehensive Plan, which states:

"Furthermore, while affordable housing may be scarce in most areas of the town, it can be found in some areas, such as Hampton Bays and Riverside / Flanders. A formula should be adopted to confine density incentives for new mixed-income housing to those areas where affordable housing is relatively scarce. A logical standard would be that density bonuses only apply in census tracts (which are similar in boundary to hamlets) where the median housing values exceed those of the town in total. This would exempt Hampton Bays and Riverside / Flanders from density bonus. (Refer to Section 330-9 of the Zoning Code)"⁹

The Strategy Plan also recommends that:

"The distinctive density of the hamlet core should be maintained and enhanced as a central focus for Hampton Bays, but in other areas, maintenance of this residential quality is the best way to continue the traditional look and feel of the community."¹⁰

The Strategy Plan notes the importance of the Hamlet Center with its potential for commercial development and the Primary Study Area as integral partners in the preservation of the Central Pine Barrens and their underlying water supply. The Primary Study Area, in fact, have been established and designated "as of right" Residential Receiving Area Districts (RRAD's) for receiving development right and Pine Barren Credit transfers. These properties were so designated in accordance with the recommendations of the Central Pine Barrens Comprehensive Land Use Plan, pursuant to the Town's adoption of Article XXV of the Zoning Code - Residential Receiving Area District, on September 26, 1995 by Local Law No. 46-1995, and no further view or authorization is needed for their designation.¹¹

The preservation of these water shed areas, located north and west of the hamlet center, is vital to the Hampton Bays Water District mission to provide an adequate supply of quality drinking water to the residents of Hampton Bays. The transfer of development rights and pine barren credits from the Central Pine Barrens and specifically from within the Hampton Bays Water District water catchment areas, to the Primary Study Area and to commercially zoned properties in the hamlet center a key element for the preservation of these areas.¹²

The Strategy Plan suggests and envisions the consideration of Planned Development Districts within the Hamlet Center as a means for creating receiving areas

⁹ Southampton Tomorrow, page 167, Implementation Strategies

¹⁰ Hampton Bays Hamlet Center Strategy, page 18, Character By Sector

¹¹ Central Pine Barrens Comprehensive Land Use Plan, page 104, Figure 6-7 (p.3) and Southampton Town Code Section 330-234(A)

¹² Hampton Bays Hamlet Center Strategy, page 19, Character By Sector - Environmental Context

for the transfer of development rights from the Central Pine Barrens and the resultant preservation of this area.

"The Planned Development Districts referred to above are recommendations of the Comprehensive Plan Update as incentive zones as allowed by New York State law. They also serve as 'receiving sites' for development rights transfers, which make possible the ongoing environmental preservation of the Central Pine Barrens.

The public sector, as part of the Hamlet Center Strategy, is taking the initiative in establishing conceptual plans for integrated development in these multi-ownership districts—defining objectives, criteria, and incentives for implementation. These plans are being developed with extensive community input to define the nature and scope of proposed development.

The private sector— local landowners and real estate developers—then will respond with development within this community-approved framework and its associated development criteria and zoning regulations."¹³

The HBHCSP identifies the following issues for the *Hamlet Center Sector*¹⁴. Those issues that could be addressed by an MUPDD for the subject Study Areas are underlined:

Parking

- parking plentiful but not necessarily in right place
- walkways between lots and to the backs of stores do not exist or are in varying degrees of disrepair
- some businesses have invested in sidewalks and made it easier for people to walk from back lots
- potential parking expansion sites available north of Montauk Highway, along Good Ground Road

Pedestrian links east to west

- sidewalk paving varies in quality/ maintenance/ materials, giving a jumbled visual impression
- linkages between lots and businesses are another part of the problem
- making it easier to get from one parking lot to another is also important

Auto/ pedestrian links between Montauk Highway and Good Ground Road

- additional roadway links will have obvious traffic circulation benefits
- such improvements add access and visibility—and therefore value—to adjacent properties

Need/ desire for 'town green(s)'

- provide focus for civic identity, pride, activity
- new green(s) will add value to adjacent properties

Potential elements in an expanded hamlet center

¹³ Hampton Bays Hamlet Center Strategy, page 19, Proposed Planned Development Districts (PDD's)

¹⁴ Hampton Bays Hamlet Center Strategy, Definition of Issues - Hamlet Center Issues, page 22

A series of recently proposed program elements can be an integral part of new development in Hampton Bays:

- A new and expanded Post Office- cited by the postmaster as well as local users as necessary to increase capacity and efficiency, a new facility could almost triple the existing size to 12,000 sf.
- Nutrition/ senior center- currently somewhat isolated in the Jackson Avenue complex, if located near other complementary services, this 4000+ sf facility could be a welcome activity generator for the hamlet center.
- Potential for recreation building or court complex- these other, previously-proposed public sector facilities will be the focus for longer-term sighting and construction decisions. They would be useful, complementary additions to central area.
- Private sector uses- there is potential in the central area for additional shops, restaurants, offices and even residential development of appropriate scale and design.

The HBHCSP identifies three "basic development approaches" for the Hampton Bays Hamlet Center. They are Beautification, Capital Improvement and Planned Development Districts. Applying these three themes to a coordinated development strategy for the Hampton Bays Hamlet Center, the HBHCSP recommends a *"series of small scale interventions and improvements, instituted over time as conditions warrant and subject to ongoing testing and feedback."*

In the Hamlet Center Sector the HBHCSP suggests the creation of an *"interconnected system of roads and parking related to existing and new uses."*¹⁵ The HBHCSP recommends the construction of an extension of Good Ground Road to Montauk Highway west of Springville Road and east of Ponquogue Avenue, which would provide options for local drivers coming from the east and west to avoid the core intersection of Ponquogue Avenue and Montauk Highway. This would minimize the congestion causing traffic movements (such as left turns) at this intersection. These extensions would also provide convenient access routes to parking and shops from the rear.¹⁶ It suggests that such an extension could be either a *"public road or a series of cross-access drives between defined parking areas, designed to public road standards."*¹⁷ With the completion of the Hampton Bays Town Center, the extension of Good Ground Road, east to Montauk Highway, will be achieved.

Likewise a similar access in the northwest quadrant of the Hamlet Center, as part of an MUPDD for the Primary and Secondary Study Areas, would achieve similar benefits. A connection from Squiretown Road west to Montauk Highway, at the intersection with Springville road, would assist westbound travelers southbound on Squiretown Road and northbound travelers eastbound on Montauk Highway, in avoiding the core intersection.

¹⁵ HBHCSP, page 26

¹⁶ HBHCSP, page 26 - 27

¹⁷ HBHCSP, page 27

The HBHCSP suggests that an extension of Good Ground Road, east through the Hampton Bays Town Center project *"should be designed not simply as a travel land through a parking lot, but as a traditional town or hamlet street, with sidewalks, curbs and gutters, providing pedestrian amenity and ADA-compliant access for elderly and disabled. It would use landscaping and tree planting and minimize curb cuts and intersections, in order to create an attractive pedestrian as well as auto-related environment. Stop signs and paved crosswalks will ensure reasonable speed for entering autos, providing safe and convenient access for shoppers with grocery carets, and an adjacent pick-up lane will allow direct loading."*¹⁸

The same recommendations should apply for a similar access way through the northwest quadrant, linking Squiretown Road with Montauk Highway at the controlled intersection with Springville Road. Likewise, such an access road could be *"either a public right of way or a privately built and maintained road, built to public roadway standards..."* as recommended by the HBHCSP for the extension of Good Ground Road east of Ponquogue Avenue and west of Springville Road. The creation of such an access way serves to implement the HBHCSP's recommendation to *"Add new linkages to better distribute traffic."*¹⁹

The HBHCSP notes the concern about the Good Ground Road extensions being used as a bypass for regional through traffic and therefore recommends that such an extension to the west of Springville Road, not be designed to intersect with Montauk Highway at RTE 24. It suggests that the westerly extension should intersect Montauk Highway opposite the entrance to Sterns (now Macy's) in order *"that it serves local resident traffic rather than Route 24 - generated eastbound through traffic."*²⁰ An access road between Squiretown Road and Montauk Highway does not generate the same concern because it would not lend itself to through traffic.

The HBHCSP recommends a series of new cross streets *"At intervals on the long stretch between Springville and Ponquogue and within the proposed Hampton Bays Center Planned Development District to the east of Ponquogue Avenue intersections. Unless warranted by use and controlled by intersection design or signalization, these cross streets should not allow left turns onto or off of Montauk Highway."*²¹ The inclusion of the cross streets can be accommodated with a MUPDD for the in the subject PDD.

Other recommendations are that improvements to Montauk Highway be kept within the existing pavement limits; that on street parking on Montauk Highway be retained; that median areas be constructed along Montauk Highway to prevent left turn movements and reduce conflict. None of these objectives would be precluded by any development on the Rosko Property MUPDD site.

The objective of the HBHCSP recommendations for shared parking and interconnected parking areas is *"to minimize auto trips within the center and reduce the need for excess parking spaces by maximizing the attractiveness and efficiency of both vehicular connections and pedestrian linkages."*²²

¹⁸ HBHCSP, page 27

¹⁹ HBHCSP, page 27

²⁰ HBHCSP, page 27

²¹ HBHCSP, page 28

²² HBHCSP, page 28-29

The HBHSCP further states that *"From the point of view of auto connections, providing the means wherever possible to travel from one lot to another without exiting onto a major roadway is an important traffic mitigation objective. Where possible, this will allow uses that have varying hours of operation to share their parking resources. Assuming pedestrian connections are designed as attractive and functional linkages, this should alleviate concerns regarding adjacent uses 'competing' for proprietary parking spaces. Such an approach will obviously require a high degree of public-private cooperation, perhaps facilitated by business groups and public officials, to create formal or informal cross-access agreements. Where such conditions exist, the Town has the option to reduce parking requirements for specific developments"*²³

SUMMARY OF GOALS AND OBJECTIVES

The goals and objectives for the Hampton Bays Hamlet Mixed Use Planned Development District are intended to incorporate and build on the general goals for Planned Development Districts as outlined on pages 3 and 4, the general goals of the Town Board resolution (see Appendix 1), the principals of smart growth as outlined in Appendix 2, as well as the specific goals and objectives of the planning reports referenced above and summarized as follows:

Primary Study Area

1. Provide a location for a traditional passive 'greens' or more actively programmed recreation / assembly spaces - as focal points for community identity and pride. (1998 CPPP, 1999 CPU, 1999 HBHSCP)
2. Provide market rate (non-affordable), high density, "traditional" neighborhood housing for seniors, within walking distance of the hamlet center in order to bring vitality and a more year round economy to the central business district. The higher density development should be achieved with the use of a Planned Development District (PDD) consistent with the existing designation as a Residential Receiving Area District (RRAD) (1983 SCCBDP, 1999 CPUD, 1999 HBHSCP)
3. Provide a circumferential hamlet loop road, for local traffic, which will improve traffic circulation by providing alternative travel routes within the central business district. The loop road should avoid the creation of a bypass for through traffic, which should remain on Main Street. (1970 MP, 1999 CPUD, 1999 HBHSCP)
4. Encourage and engage the private sector – landowners, business owners, civic leaders, residents and real estate developers - to respond with development within a community-approved framework and its associated development criteria and zoning regulations. (1999 CPUD, 1999 HBHSCP)

Secondary Study Area

1. Construction of municipal parking areas behind businesses on the north side of "Main Street" with vehicular access from a circumferential road and Main Street and with numerous pedestrian access points to Main Street. This will facilitate pedestrian movements within the central business district, linking the north and south sides of

²³ HBHSCP, page 29

- Main Street and minimize the need to drive on Main Street for local shopping. (1970 MP, 1999 HBHCSP)
2. Encourage mixed use infill, commercial/ retail and second floor residential development on the north side of Main Street for the underutilized VB-Zoned properties on the north side of "Main Street" with the construction of a circumferential hamlet loop road and vehicular access points off of Main Street. (1970 MP, 1999 CPUD, 1999 HBHCSP)
 3. Maintain and enhance the distinctive density and maintain the mixed use character of the of the hamlet core on the north side of Main Street, to preserve the traditional look and feel of the community. (1970 MP, 1999 HBHCSP)

ANALYSIS OF LAND USE DEVELOPMENT OPTIONS

Utilizing the development themes that came out of the Community Design Charette, the Advisory Committee achieved a consensus that the following uses and development concepts should be analyzed in this report:

- Access Road (from Squiretown Road to Cemetery Road providing access to the Primary Study Area, as well as the rear of the existing village business district which is located adjacent to, and directly south of the Primary Study Area)
- Open Space (natural) (24 – 26 acres)
- Large Passive Park (developed) (6 – 8 acres)
- Hotel / Conference Center (100 room) (10 acres)
- Senior Housing (60-70 market rate units for 55 yrs and older) (10 acres)

The analysis conducted in this section is structured to identify how each of the development options address or achieve the goals and objectives outlined in the previous section. In order to illustrate how the development options outlined below correspond to the goals as enumerated in the previous section, a "PS Goal" number refers to a Primary Study Area goal and an "SS Goal" number refers to a Secondary Study Area goal.

Residential Development Permitted As of Right by Current Zoning (R-40 and RRAD)

As outlined in the Existing Zoning section of this report, the subject site could yield a 25 lot residential subdivision, with a minimum lot size of 40,000 square feet. (Figure IX) Further, given that the subject site is designated as a Residential Receiving Area District (RRAD) by both the Central Pine Barrens Plan and the Town's Zoning Code, the subject site could have an overall yield of 72 dwelling units, as-of-right, subject to the transfer 47 Pine Barren Credits to the site.

Achievement of Goals

Development of the Primary Study Area pursuant the underlying R-40 zoning is unlikely to achieve any of the goals for the Primary Study Area as summarized in the previous section, and would not be consistent with any of the principals of smart growth outlined in Appendix I.

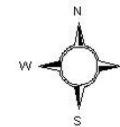
Although the high density development element of PS Goal 2 and the circumferential loop road element of PS Goal 3 could be achieved with development of the site pursuant to its existing designation as a RRAD, it would be speculative whether or not the design would result in a “traditional neighborhood” and whether it would be restricted to senior citizens. Furthermore, this option would make it difficult to achieve the amount of open space and park elements of PS Goal 1. It is also unlikely that this option would satisfy the community approval element of PS Goal 4. Development of the site as a RRAD, without any other elements would, however, be consistent with the Smart Growth Principal of inter-municipal or regional plan consistency with respect to the Central Pine Barrens Plan.

Hampton Bays Hamlet Mixed Use Planned Development District

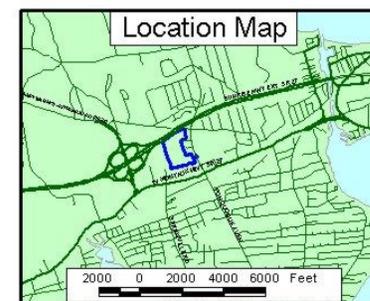


Figure IX
R-40 Subdivision
25 Lots

-  Primary Study Area
-  Secondary study area
-  Tax Parcels



500 0 500 Feet



Tax Base Implications

The current tax revenue generated by the 36.2 acre Primary Study Area, as vacant property, is \$6,150.00. The portion attributable to the school district taxes is \$2,214.00.

An analysis by the Town Assessor's Office has determined that development of the Primary Study Area, pursuant to the existing R-40 zoning with 25 single family lots, averaging 40,000 square feet each with a 2,000 square foot dwelling, would result in a tax revenue of \$196,920.00. The portion attributable to the school district taxes would be \$70,891.00. This translates to an average school tax revenue of \$2,835.00 / lot. Even if each dwelling had only one school age child, the school tax revenue does not even begin to approach the actual spending per student in the Hampton Bays School District, which was \$11,001.00 for the period 2000-2001 as reported by the New York State Department of Education.

If the Primary Study Area were developed pursuant to the RRAD designation, with 72 single-family lots, averaging 17,500 square feet each with 2,000 square foot dwellings, the Town Assessor's Office reports that the total tax revenue would be \$567,131.00, of which \$204,167.00 or \$2,835.00 per lot would be attributable to the school district taxes. Again, far short of the actual spending per student

Given these data, the following conclusions are drawn:

- a) The annual cost to the school district, using 2000-2001 cost to educate figures, and assuming only one student per home, would be approximately \$275,025.00 to educate 25 children from 25 new homes. (25 students x \$11,001.00) To educate 72 children from 72 new homes would be approximately \$792,072.00 (72 students x \$11,001.00).
- b) The anticipated school tax revenue from 25 new homes would be approximately \$70,891.00 (25 homes x \$2,836.00) and \$204,167.00 from 72 new homes (72 x \$2,836.00)
- c) The annual deficit for the school district budget would be **(\$587,905.00)** (\$792,072.00 - \$204,167.00) if the Primary Study Area were developed with 72 single family, market rate homes.
- d) The annual deficit for the school district budget would be **(\$204,134.00)** (\$275,025.00 - \$70,891.00) if the Primary Study Area were developed with 25 single family, market rate homes.

Park / Open Space with Access Road

Description of Option

This option envisions approximately 6 - 8 acres of the combined 36 acre site devoted to a public park, (large hamlet green) consisting of turfed, open areas for informal uses and possibly with structures and improvements for active uses such as a gazebo for outdoor concerts, play ground equipment, ice skating pond, etc. For comparison purposes, Agawam Park in the Village of Southampton is 3 acres, of which 1.5 acres is open lawn area.

The majority of the combined acreage, approximately 24 - 26 acres, would be devoted in perpetuity to a public park which maintains its woodland character and provides buffers to the adjoining residential areas and the Sunrise Highway. (Figure X – Conceptual Plan: Park/Open Space Option) This woodland park would be developed like a “central park”, with marginal enhancements and improvements for passive recreation, walking, hiking, jogging and cycling, etc. The design elements, features and amenities of both the woodland park and the turfed, open area hamlet green park would be designed in greater detail by a specialist in park design with assistance and input from community groups. The remaining approximately 4 acres of the overall site would be devoted to street improvements that provide parking for the hamlet green park and the large open space park with vehicular access from Squiretown Road. This street would also be designed to provide access to potential future municipal parking areas on the north side of Main Street and would accommodate infill development along the inaccessible “rear” portion of the village business district that is presently under developed. Pedestrian linkages to the hamlet business center along the north and south sides of Main Street is critical to the development of the site with a large open space park and a hamlet green and its functionality as an anchor for the hamlet center. Although the hamlet green would be relatively close to Main Street, it will not be overly visible or accessible given the existing development along the north side of Main Street. A number of dispersed pedestrian access corridors to Main Street, between Squiretown Road and Cemetery Road are required to “draw” the public to this area. The Hampton Bays Fire District property, located approximately midpoint along this portion of Main Street should be utilized as the primary pedestrian access way. With proper planning this property could also provide a central visual axis from Main Street to the hamlet green. These pedestrian corridors will also be critical to any future municipal parking areas and infill village business development.

This option is not only an alternative unto itself, but it is also an element within both the senior housing option and the inn / conference / convention facility option. This option could be achieved with acquisition under the Community Preservation Program or an Open Space Bond Act . Acquisition via either of these means would need to be structured in such a way that it does not preclude the construction of the access street from Squiretown Road, which would have a secondary purpose to provide access to a potential future municipal parking lot and infill village business development along the north side of Main Street.

Achievement of Goals

This option would achieve Goals 1, 3, and 4 for the Primary Study Area.

Tax Base Implications

Implementation of this option for the Primary Study Area would result in a loss of \$6,150.00 of tax revenue, based on the current taxes generated by the property. The loss of potential tax revenue could be as great as \$567,131.00, based on the potential for the site to be developed as a RRAD with 72 single-family lots. However, provided that the annual costs associated with the purchase of the subject property and the development of the access road and park improvement, as well as the operating and maintenance cost of proposed park is lower than \$204,134.00, which is the annual deficit for the school district budget associated with the 25 lot

residential subdivision, this is a less expensive option than an housing development under the current zoning.

Further, parks and open space have an indirect impact on the tax base that need to be consider as part of this analysis. The following “Public” benefits that may accrue from providing parks and open space are as follows²⁴:

- Economic Development in terms of attracting tourist, enhancing real estate values, attracting business, and attracting retirees;
- Alleviating Social Problems in terms of healthy lifestyles and environmental stress; and
- Environmental Stewardship of the natural environment.

Although it is difficult to quantify these public benefits, the benefits are real in terms of increased revenues, as well as, to the quality of life to the surrounding community.

The infill development envisioned in the portion of the Secondary Study Area north of Main Street would need to be achieved via a Planned Development District, in order to ensure its feasibility. It is not likely that such a coordinated and interdependent plan could be achieved through piecemeal development of each land parcel in this area. This Planned Development District should allow infill development consisting of a mix of village business, community and municipal services and residential development. As depicted on Figures XII and XIV, the potential development is comparable in size to the Hampton Bays Town Center (90,000 square feet). Information from the Town Assessors Office indicates that the tax revenue for such a development would be approximately \$280,000. The school district share of this revenue would be approximately \$115,452.00.

²⁴ Crompton, John L. 2001 “Parks and Economic Development”, Planning Advisory Service Report #502, Chicago, IL: American Planning Association.

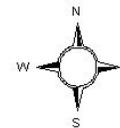
Hampton Bays Hamlet Mixed Use Planned Development District

**Figure X
CONCEPTUAL PLAN
Park/Open Space Option**

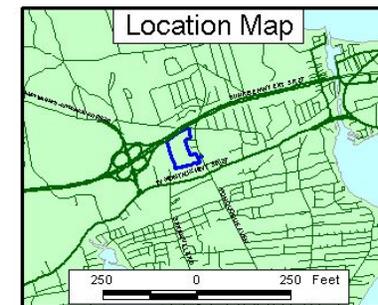


-  Primary Study Area
-  Tax Parcels

- Proposed Land Use**
-  Hamlet Green Area (6 Acres)
-  Open Space Conservation Area (28 Acres)
-  Infill Development & Municipal Parking Area
-  Pedestrian Access
-  Vehicle Access



400 0 400 Feet



Senior Housing with Park / Open Space and Access Road

Description of Option

This option envisions 70-units of market rate, “senior”, attached town houses, designed in a “new town” or “traditional neighborhood” approach. The “community” could consist of two-story attached townhouses with 1 and 2 bedrooms units having no greater than 1200 square feet. These attached houses would be in rows of 5 or more units with a continuous street face close to the right-of-way (0 to 12 feet from the sidewalk) with private yard behind. Sidewalks would be required, and on-street parking should be permit, and all off-street parking would be required to the rear of the subject buildings. The rows of attached houses would be used to shape the town hamlet green. An example of the concept envisioned for this option is a project constructed in Dekalb County, Georgia called East Lake Commons. East Lake Commons is 67-unit “conservation community” occupying just half of an 18-acre infill site, with the remaining nine (9) acres permanently conserved as village green, gardening areas, playing fields, and woodland habitat with nature trails. (Figure XI - Townhouse and Traditional Design Concepts)

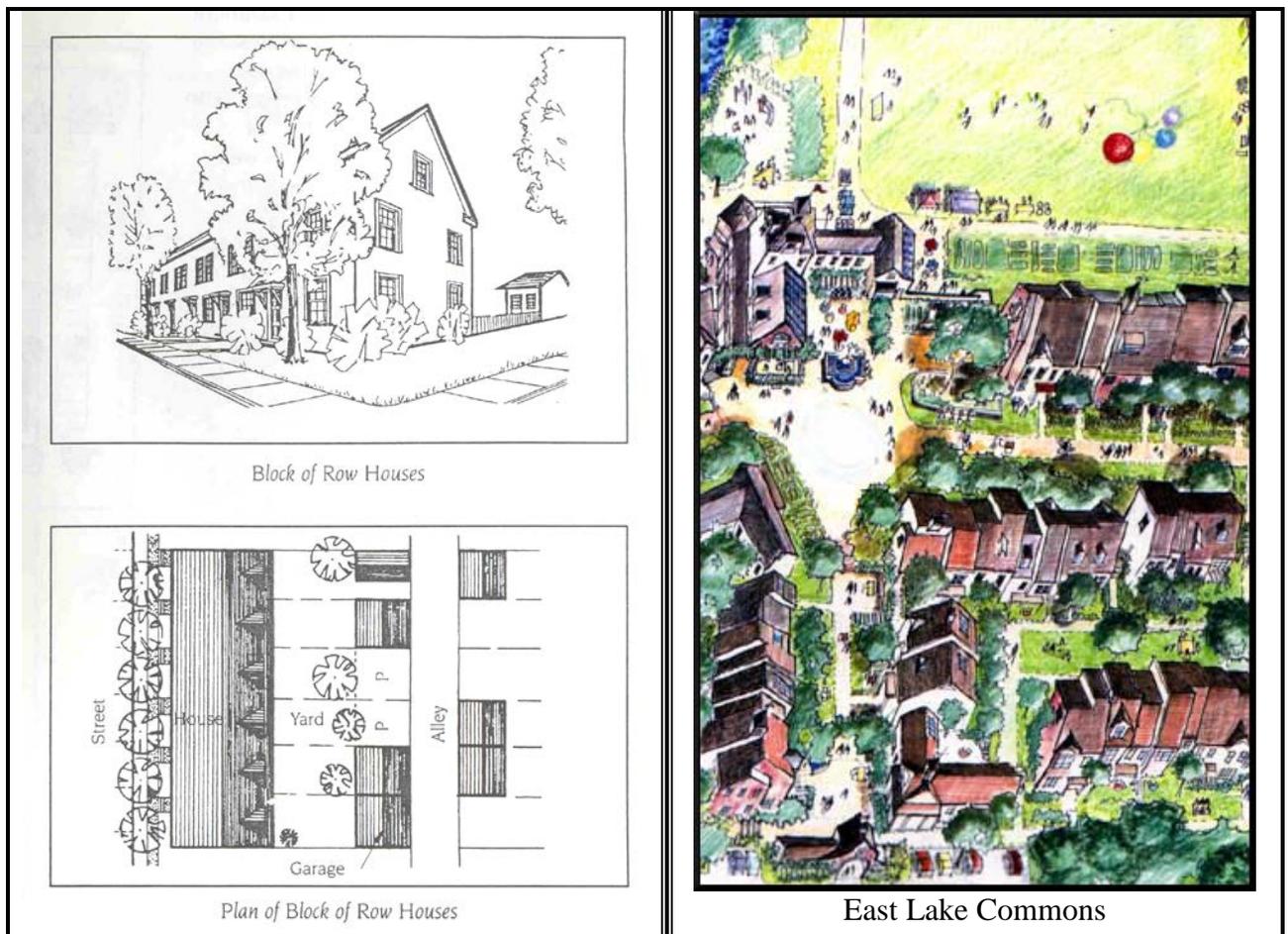


Figure XI Townhouse and Traditional Design Concepts

Pedestrian access between the central business district and the housing and park areas would be integral to the plan. The town houses could be constructed along a primary north-south boulevard to the north of the hamlet green and a secondary east-west corridor of the proposed new access road, to the east at the south end of the Primary Study Area. Occupancy would be restricted to age 55 and older with no children under age 18. The amount of land available for the town house development is approximately 23 acres, of which six (6) acres would actually be developed with the remaining 17 acres (74%) would be left as undisturbed woodland, buffering the development from neighboring residential areas and maintaining some of the woodland character of the site. A 150 foot wide woodland buffer along the west side of the property would allow for the maintenance of a topographic ridge in this location and would avoid excess clearing associated with re-grading. The 6 acre developable area would be devoted to buildings, parking, access roads and recreational amenities. The topography of the locations for the housing development is relatively level. (See Figure XII Concept Plan – Senior Housing Option)

Achievement of Goals

This option achieves Goals 1, 2, 3 and 4 for the Primary Study Area and Goal 2 of the Secondary Study Area.

Tax Base Implications

The Town Assessor's Office advises that a \$200,000.00 market rate, townhouse condominium would be treated as having a market value of approximately \$75,000.00 to \$100,000.00, because of special assessment rules that pertain to condominiums. Therefore, using an adjusted market value of \$100,000.00, the property taxes generated by 70 units is approximately \$280,000.00. Of this, the portion attributable to School District taxes is \$169,654.00. As an age restricted, 55 and older development, this type of development is likely to have minimal impact on the service demands of the School District and would represent a benefit in School District revenue of \$167,440.00.

Figure XII

Conceptual Plan Senior Housing Option



Hampton Bays Mixed Use Plan Development District Study



Town of Southampton
Planning Division

June 6, 2002

Hotel/Convention Center with Park / Open Space and Access Road

Description of Option

This option envisions a 100-room Hotel/Convention Center designed in the tradition of a shingle style, Victorian, seaside inn, reminiscent of many such facilities in Hampton Bays and along Long Island's south shore in the late 1880. (See Figure XIII) Between 1880 and 1900 17 hotels, or board houses as they were more frequently called, were constructed in Hampton Bays area.²⁵

The facility would provide a range of accommodations for 15 - 50 person conferences during the week (representing 80 percent of the conference demand) and larger conferences for 50 - 300 persons (representing 20 percent of the demand). During the weekend, the Hotel/Convention Center would provide overnight accommodations primarily for weekend travelers.

Dining would be provided by one-60 seat casual restaurant serving meals all day and one-40 seat lobby lounge. Room service should be available for most of the day. Conference / Convention and banquet space totaling 7,500 square feet including a 4,500 square foot ball room and a 3,000 square foot, large meeting and multi purpose room would round out the facility. Pre-function space of approximately 1,500 square feet, shared between the ballroom and the meeting room, would be provided.

Recreational facilities would include a European type spa with health and relaxation amenities such as whirlpool, hot tub, fully equipped exercise room, saunas, showers and other similar amenities in addition to three tennis courts, an indoor/outdoor swimming pool and fitness and recreational trails.

The amount of land available for the Hotel/Convention Center is approximately 23 acres, of which 17 acres (74%) must remain as undisturbed woodland buffering the LCC from neighboring residential areas and maintaining some of the woodland character of the site. Public access to this 17 acre undisturbed area should be maintained through the requirement of a conservation and trail easement filed with the Suffolk County Clerks office or outright dedication of the fee title to the Town, in exchange for the PDD classification. The 6-acre developable portion would be located just north of proposed hamlet green. This 6-acre area would be devoted to buildings, parking and access, recreational amenities, gardens and grounds. The topography of the location for the LCC facility is relatively level and is located at the base of a shallow, amphitheater feature, with the terrain rising up slightly on the west, north and east. Further, the topography is such that the a Shingle style Victorian Inn will be overlook the proposed Hamlet Green, and is intended to enhance and compliment proposed park facility. (See Figure XIV Concept Plan – Hotel/Convention Center Option)

²⁵ Good Ground Remembered, Helen Wetterau, 1983



Figure XIII

Traditional Turn of the Century
Shingle Style Victorian Seaside Inn

Figure XIV
Conceptual Plan
Hotel / Convention Center Option



Hampton Bays Mixed Use
Plan Development District Study



Town of Southampton
Planning Division

June 6, 2002

Achievements of Goals

This option achieves Goals 1, 2, 3 and 4 for the Primary Study Area and Goal 2 of the Secondary Study Area.

Tax Base Implications

Based on figures from the Town Assessor's Office, development of the Primary Study Area as a 100 room Hotel/Convention Center would generate total property tax revenues \$339,309.00 of which \$122,151.00 would be attributable to the School District. This would represent a net gain of approximately \$120,000.00 to the School District, with no direct impact on the service levels of the District. A 150-room facility would generate approximately \$490,787.00 of total property tax revenue, with \$176,683.00 attributable to the School District, a net increase of \$174,468.00.

Feasibility

The suitability of a site for a Hotel/Convention Center is directly impacted by the particular characteristics of the land. Important characteristics such as size, configuration, topography, vegetation, soil conditions, access, visibility, availability of utilities and surrounding land uses are important considerations affecting the viability and consequently the desirability of a particular site.

The size, topography and vegetation cover of the subject site appear to be suitable for a Hotel/Convention Center.

The accessibility of a Hotel/Convention Center to regional and local transportation routes and demand generators is an important factor in its feasibility. The subject site is greatly accessible from a variety of local, county, state and interstate highways, as well as railroad. Although the envisioned Hotel/Convention Center is not expected to receive direct airport-related demand in the form of airline crews or delayed passengers, many arriving passengers would be expected to rent automobiles to reach demand generators located within the market area for the envisioned Hotel/Convention Center.

Based on a basic analysis of the size, topography, access, visibility and the availability of utilities to the primary study area we note the following advantages and disadvantages .

Advantages:

- ❑ Location in a Hampton community
- ❑ Location in an established downtown business area with a core of commercial uses
- ❑ Easy access to public ocean and bay beaches
- ❑ Easy access to boating and water related activities

- ❑ Good access to a mix of destination attractions both on the North and South Forks (museums, parks and natural areas, wineries, aquarium, farms, outlet shopping, public golf, historic attractions)
- ❑ Excellent access by rail road from points west on Long Island and Manhattan
- ❑ Availability of all necessary utilities

Disadvantages:

- ❑ Limited visibility of the site from all directions and major roads
- ❑ No direct access off a major highway
- ❑ Distance from major population and commercial centers

Facility Summary

Facility serving 15-50 person conferences during week (which represents 80 percent of the conference demand, the other 20 percent demand would be for larger conferences from 50 to 300 persons) and operates as an Inn for weekend travelers.

NO. OF GUEST ROOMS	<i>100 rooms</i>
PARKING	<i>130 spaces</i>
FOOD & BEV FACILITIES	<i>2 facilities</i>
Casual Restaurant (all-day service)	<i>60 seats - 1100 s.f.</i>
Lobby Lounge	<i>40 seats - 700 s.f.</i>
 MEETING SPACE SQUARE FOOTAGE	
Main Ballroom:	<i>4,500 square feet</i>
<i>(300 per. conference / 250 per. banquet capacity)</i>	
❑ Multi-purpose room, easily adaptable for theme functions or exhibits	
❑ Divisible into between two and four sections	
Large Meeting or Multi Purpose Room	<i>3,000 square feet</i>
<i>(200 per. conference / 150 per. Banquet capacity)</i>	
❑ Divisible into between 2 and 4 sections	
Total Meeting Space Square Footage:	<i>7,500 squared feet</i>
Pre-Function Square Footage:	<i>1,500 square feet</i>
 RECREATIONAL FACILITIES	
Tennis Courts:	<i>3</i>
Indoor / Outdoor swimming pool:	<i>1</i>
European Health Spa	<i>8,000 square feet</i>
State of the Art Fitness Center	
Cardiovascular Training Area	
Message and Therapy Rooms	
Beauty Salon	
Steam Room	

Whirlpools
Saunas
Boutique

COMPETITION SUMMARY

Recent new reports based on surveys from Island Metro Publications indicate that occupancy rates of 79 % for 2001 for all the east end hotels for the summer months. Assuming that the summer months total 130 days, the total room-nights available at the 6 competitive properties are 64,740 room nights. With an occupancy rate of 79%, the number of room nights captured by the 6 competitive hotels is 51,144 room nights.

Looking at the occupancy rates for the entire 2001 year of 45% for the east end, the number of room nights captured by the 6 competitive hotels was 80,676 room nights

Meeting and Group	16,135	20%
<u>Leisure</u>		<u>63,941</u>
<u>80%</u>		
Total	80,676	100%

ADVISORY COMMITTEE RECOMMENDATIONS

The Advisory Committee organizations were requested to meet with their respective memberships to present and discuss the three alternatives outlined herein, for the purpose of identifying each organizations preferred option. Written position statements from each organization were requested. The organizations were also asked to offer suggestions for the mechanisms or sources of funding for the achievement of the organizations preferred option. Finally, if an organization's preference for the Primary Study Area was total preservation, they were requested to present a "fall back" recommendation that the Town Board could resort to should acquisition be unachievable.

Hampton Bays Chamber of Commerce

The Chamber of Commerce sent a survey to their membership. The majority of those replying to the survey indicated that they would like "To have the Town of Southampton obtain the Roscoe (sic) Property using money from the CPF, and create a "Central Park" concept for the parcel, with the intent of use by the entire community. The second choice would be to obtain the Roscoe (sic) Property using money from the CPF, and set aside 8-16 acres for the development of 'upscale condos' (not limited to senior occupancy), & hotel / conference center."

Hampton Bays Civic Association, Inc.

The Civic Association indicated that a vote of the Membership and the Board of Directors supports a recommendation "that the Rosko parcel be preserved in its entirety and acquired by the CPF for a hamlet park." They did not offer a secondary preference.

Hampton Bays Citizen Advisory Committee

The Citizen Advisory Committee "strongly recommends complete and outright purchase of the Rosko property with Community Preservation Funds. This is has (sic) been our long held first preference and priority." The secondary "fall back" position is "limited development of covenanted senior housing on the land, provided it is confined to the upper northeastern portion of the property that abuts Sunrise Highway." The CAC indicates that any senior housing should not exceed 8 acres and must be well buffered from view by natural lands to the project's south. A minimum of 28 acres of combined public park and open space is recommended for the remainder of the property, with legal mechanisms to ensure that it remains public parkland, in perpetuity, should it remain in private ownership.

Hampton Bays Historical and Preservation Society

The Hampton Bays Historical and Preservation Society discussed the future use for the Rosko property and recommends that the property be acquired with CPF, with a large portion of the property left in its natural state with biking and hiking trails and the remainder developed as an active area for people to gather for picnics, concerts and other activities, possibly including a skating rink or pond. The Society did not offer a secondary preference.

Hampton Bays Beautification, Inc.

The Hampton Bays Beautification Association, Inc. indicated that the following two resolutions were adopted at their August 2002 meeting.

1. “The primary position of HBBA is that the thirty-six acres should be purchased with Community Preservation Funds. The Rosko property should then be developed as a ten-twelve acre park and the remaining property should become a nature preserve.”
2. “If the Town of Southampton cannot purchase the property with Community Preservation Funds, the secondary position of HBBA is that a PDD be developed in the following manner: a) Six-eight acres be used to develop no more than seventy townhouses for persons over 55. b) These townhouses must be placed in the Northeast portion of the Rosko property. c) A ten-twelve acre town park should be developed by a professional park planner. d) The remaining sixteen-twenty acres be developed as a nature preserve with paths for nature walks, hiking and jogging.”

Hampton Bays School District

The School District reported that although they explored and evaluated the Rosko property for a possible location for new school, they have concluded that the Rosko properties “probably offered more value to the community if used to improve the tax base.” They indicated that without considering any specific commercial/residential uses, a use that “combines a town common / park with some commercial use to increase the tax base best reflects their thoughts.”

TRAFFIC ANALYSIS

Forthcoming

SUMMARY

This report concludes with three different alternatives for the development of the Primary Study Area: Senior Housing; Hotel - Convention Center and Park - Open Space, for the Town Board's consideration in determining the appropriate use of the subject properties. All three alternatives achieve various goals and objectives of current planning documents for the Hampton Bays hamlet.

A consistent theme to each of these options is the provision of an access road off of Squiretown Road that will provide vehicular access to the Primary Study Area as well as the areas north of Main Street in the Secondary Study Area. This access road will facilitate infill development of the rear portions of the currently zoned Village Business properties on the north side of Main Street which are presently underutilized due primarily to their inaccessibility. Provision of this access road is also necessary to establish a municipal parking lot which is central to the maintenance and vitality of the entire central business district.

Both the Senior Housing and the Hotel – Convention Center options would be achieved through a site and project specific Planned Development District (PDD) that would include the provision for the hamlet green, ownership of which would be dedicated to the Town for development as a public park. A PDD for either of these options would also require the provision of a considerable area of open space encircling and buffering the developments. The open space in either of these development, however, would not be to the full extent that could be achieved through total preservation under the Park – Open Space option. The advantages of either the Senior Housing and Hotel – Convention Center options over the Park – Open Space option is that the achievement of the hamlet green and open space as well as the access road would be at the expense of the private sector, as a condition of a PDD zoning designation.

The Park – Open Space option would be achieved through some form of acquisition by the Town. The advantage of the Park – Open Space option is the total preservation of the last remaining large tract of undeveloped woodland in the heart of the Hampton Bays hamlet. A consensus was achieved among the member organization of the Advisory Committee to support this option.

APPENDIX ITEM NO. 1

APPENDIX 1

SMART GROWTH PRINCIPALS ²⁶

1. Use of collaborative, community - based process to develop codes.
2. Intermunicipal or regional consistency of plan recommendations.
3. Designation of priority growth areas and priority preservation / conservation areas.
4. Identification of incentives, such as infrastructure investments, tax and financing programs or progressive land use regulations, to help direct development into priority areas.
5. Encouragement of compact, mixed-use development and redevelopment such as infill projects in already settled areas.
6. Promotion of diverse and affordable housing in proximity to places of employment, recreation and commercial activity.
7. Adoption of policies and measures to preserve open spaces, parkland and important resources.
8. Adoption of policies and measures to retain farms timberland, farm and timberland services and infrastructure to support these working landscapes.

²⁶ **Special Considerations for Town Plans**, David Church, AICP; **TALK OF THE TOWNS AND TOPICS**; July / August 2001, Vol. 15, No. 4; Association of Towns of the State of New York

APPENDIX ITEM NO. 2 - Town Board Resolution January 9, 2001

**HAMPTON BAYS HAMLET MIXED USE
PLANNED DEVELOPMENT DISTRICT**

WHEREAS, in March 1999, the Town Board of the Town of Southampton adopted the 1999 Comprehensive Plan Update; and

WHEREAS, a goal of the 1999 Comprehensive Plan Update is to look at each hamlet and village center independently with the participation of that center's business, resident and civic communities; and

WHEREAS, based on a series of workshops and public hearings, the Town Board of the Town of Southampton adopted the Hampton Bays Hamlet Center Strategy on November 23, 1999; and

WHEREAS, through the Hamlet Center Strategy, the Town Board of the Town of Southampton and the Civic Association, the Beautification Committee, the Chamber of Commerce, and business groups created a mutually-agreed-upon vision for Hampton Bays; and

WHEREAS, in defining a vision for their community, Hampton Bays citizens have established the parameters for future growth and preservation; and

WHEREAS, the large 'Roscoe tract' north of Montauk Street is recommended for at least partial acquisition for the development of a hamlet green/parks and recreation under the Town's Community Preservation Project Plan; and

WHEREAS, this area also recognized in the Comprehensive Plan Update as an appropriate site for traditional neighborhood development, possibly making possible associated open space preservation which should be linked to the hamlet center by new road connections; and

WHEREAS, pursuant to § 330-240 of the Town Zoning Law, the primary purpose of Planned Development Districts is to facilitate increased flexibility to achieve more desirable development through the use of more creative and imaginative design of residential and mixed-use areas than is presently achievable under conventional land use techniques and zoning regulations and to preserve, adapt and improve existing open space, land uses and communities, consistent with the recommendations of the town's Comprehensive Plan; and

WHEREAS, pursuant to § 330-240. D of the Town Zoning Law, a planned development district may be established as a method of providing incentives or bonuses for development providing substantial community benefits or amenities that are consistent

with the recommendations of the Central Pine Barrens Comprehensive Land Use Plan and/or the town's Comprehensive Plan; and

WHEREAS, the purpose of creating the Hampton Bays Hamlet Mixed Use Planned Development District is to take advantage of the Town's ability to establish pro-active plans for multiple-ownership parcels that can build on beautification and capital improvement initiatives, such as:

- Prepare plans and guidelines for the central area that will set the stage for new hamlet open space and streetscape improvements, improving image, activity and function.
- Provide guidelines for proposed private development, maximizing public benefits and minimizing impacts.
- Partnership activity involving public, private and civic/ not-for-profit sector participants will be critical to future implementation.
- Examine alternative land uses and zoning regulations that will establish an agreed framework for new development to achieve the above objectives.

WHEREAS, a major recommendation of the 1999 Comprehensive Plan Update is the creation of more open spaces in the form of traditional passive 'greens' or more actively programmed recreation/ assembly spaces as focal points for community identity and pride; and

WHEREAS, a new hamlet green and related streetscape development in the central area can be the catalyst for new public and private development initiatives; and

WHEREAS, the preparation of this plan cannot be implemented through town actions alone and a partnership effort, involving public sector staff and officials, private businesses, landowners, and civic participants, is key to its success; and

WHEREAS, Hampton Bays has a history of such partnership activity and volunteer groups such as the Civic Association, the Beautification Committee, the Chamber of Commerce, business groups and others have traditionally shared roles and responsibilities for the hamlet's appearance and upkeep; and

WHEREAS, the current Advisory Committee, which is made up of these organizations as well as Town participants, represents the opportunity to institutionalize such relationships as an ongoing organization and in both improving and maintaining the image and function of the hamlet center, is most important of all - these local institutions represent the real users of Hampton Bays, the residents, property owners and business people who make the community work; and

WHEREAS, based on the community input, a strategic series of tasks to implement the study's recommendations will be defined and prioritized with respect to potential participants, roles, responsibilities and schedule; and

WHEREAS, the private sector, local landowners and real estate developers then will respond with development within this community-approved framework and its associated development criteria and zoning regulations; and

WHEREAS, a goal of the Hampton Bays Hamlet MUPDD is to encourage public, private and civic development in response to the need for community-based open space; and

WHEREAS, by lending value to adjacent sites, such new open spaces will become catalysts for a variety of public, private, or civic development opportunities:

WHEREAS, the intent of the plan for the ‘Hampton Bays Hamlet’ Planned Development District (PDD) is to define a framework for new development that uses public-private infrastructure investment to set the stage for the kind of development desired by Hampton Bays.

NOW, THEREFORE, BE IT RESOLVED, that the Town Board of the Town of Southampton hereby directs the Department of Land Management to prepare the Hampton Bays Hamlet Mixed Use Planned Development District (PDD) for the area located north of LIRR, west of Squiretown Road, east of Cemetery Lane and south of the Sunrise Highway; and

BE IT FURTHER RESOLVED, that the Department of Land Management will take the initiative in establishing conceptual plans for integrated development in this multi-ownership district, defining objectives, criteria, and incentives for implementation with extensive community input to define the nature and scope of proposed development; and

BE IT FURTHER RESOLVED, that the scope and vision of the PDD shall include, but not be limited to the following objectives:

- Consolidate a series of large and vacant parcels that can be established as necessary by the Town as a ‘Planned Development District’ (PDD) before development activity actually begins;
- Examine various types of land uses that are desired by the residents of Hampton Bays and that achieve hamlet and town-wide goals and objectives;
- Review alternative zoning and regulatory criteria that establish rules for new development in the various sectors, including new zoning districts especially designed for the proposed PDD area and new regulations governing specific land uses, development intensity, and dimensional requirements;

- Examine the application of additional density not only to further the preservation of the Central Pine Barrens, but also to act as an incentive to shape development to meet the goals of the PDD and the Comprehensive Plan;
- Integrate and link hamlet center with other adjacent development;
- Incorporate a hamlet green and other open space opportunities with linkages to the existing downtown hamlet center and any proposed land uses;
- Examine design and beautification guidelines for the plan, defining both public sector and private or voluntary improvements that can be made to improve the image and function of the community;
- Incorporate a traffic study with the goal of improving pedestrian and traffic flow and safety in the hamlet core; and
- Develop an implementation framework for the plan, looking at potential participants, the sorts of tradeoffs - incentives and benefits - that can make the plan happen, and a phasing strategy that suggests what actions by who will lead to desired responses; and

BE IT FURTHER RESOLVED, that the Town Board of the Town of Southampton further directs the Department of Land Management to solicit proposals from qualified traffic engineers to undertake a traffic analysis as part of this PDD; and

BE IT FURTHER RESOLVED, that an Advisory Committee composed of one representative of each of the following committees be created to assist the Town in the preparation of the PDD:

- Town Supervisor (or his designee)
- Town Planning and Development Administrator (or his designee)
- Planning Board Chairman (or his designee)
- Hampton Bays Fire District
- Hampton Bays Ambulance
- Hampton Bays Chamber of Commerce
- Hampton Bays Civic Association
- Hampton Bays Citizen Advisory Committee
- Hampton Bays Business Association
- Hampton Bays Historical Society
- Hampton Bays Beautification

APPENDIX ITEM NO. 3 - Advisory Committee Representation

ADVISORY COMMITTEE REPRESENTATION

Linda Kabot, designee	Supervisor Cannuscio (through 12-31-01)
Robert Ross, designee	Supervisor Heaney (from 01-01-02)
Jeff Murphree, AICP	Town Planning and Development Administrator
Rosalie Tutino, designee	Planning Board Chairman Finnerty designee
Rosalie Tutino, designee	Planning Board Chairwoman Lofaro designee
Joseph Lach	Hampton Bays Fire District
Edward Wilson	Hampton Bays Ambulance
Stan Glinka / Jeri Barr	Hampton Bays Chamber of Commerce
Kevin McDonald	Hampton Bays Civic Association
Richard Casabianca	Hampton Bays Citizen Advisory Committee
George Moore	Hampton Bays Business Association
Sherry Lane	Hampton Bays Historical Society
John Zuccarelli	Hampton Bays Beautification

AT LARGE MEMBERS INVITED TO ATTEND

Dr. Bruce McKenna	Hampton Bays School District
Vincent Gaudiello	Hampton Bays Water District