

**SUPPLEMENTAL DRAFT GENERIC
ENVIRONMENTAL IMPACT STATEMENT**

**HAMPTON BAYS DOWNTOWN
OVERLAY DISTRICT**

Zoning Map and Code Amendments

Hamlet of Hampton Bays, Town of Southampton
Suffolk County, New York

Prepared for:

Town of Southampton Town Board
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NP&V Project No. 18056

May 2019

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The SDGEIS is available for public review on the Town of Southampton website:

<https://www.southamptontownny.gov/1030/Hampton-Bays-Downtown-Overlay-District>

Or at the Town Clerk's Office: 116 Hampton Road, Southampton, NY

Date the SDGEIS was accepted by the Lead Agency on: **May 14, 2019**

Written comments on the SDGEIS are to be submitted to the Lead Agency by: **June 21, 2019 (at a minimum)**

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September 6, 2018
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EXECUTIVE SUMMARY

SUMMARY

This Supplemental Draft Generic Environmental Impact Statement (“Supplemental DGEIS”) has been prepared in accordance with Section 8-0109 of the New York State Environmental Conservation Law (State Environmental Quality Review Act or “SEQRA”); the implementing standards and procedures of “SEQR” set forth at Title 6 NYCRR Part 617; and other applicable regulatory standards and guidelines of environmental review and planning and zoning practice.

The purpose of this document is to provide a thorough inventory of existing conditions, identify and critically examine potential adverse environmental impacts from the “Proposed Action,” and determine reasonable and appropriate impact prevention and mitigation strategies to ensure that potential environmental impacts are mitigated to the maximum extent practicable, as required by SEQRA.

The Proposed Action involves the adoption of amendments to the Town’s Zoning Code and Zoning Map to create the physical boundaries; list of permissible land uses, dimensional standards and requirements; and form-based design guidelines for the Hampton Bays Downtown Overlay District, and its three subzones; hereafter, “HBDOD” or “HBDOD-1” (“Central Downtown Zone”), “HBDOD 2” (“Transition Zone”) or “HBDOD 3” (“Edge Zone”). The best and most practical approach to identifying potential impacts from the Proposed Action and determining the most reasonable and effective means and measures by which to prevent or mitigate environmental impacts to the maximum extent practicable under “SEQRA” and its implementing regulations, was determined by the Southampton Town Board (Lead Agency) to be through the preparation of a Supplemental GEIS.¹ The Proposed Action and the contents of this Supplemental DGEIS were therefore reviewed for consistency with the 2010 “Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout” study, its GEIS and its duly adopted 2013 SEQRA Findings Statement, which included an inventory and assessment of the land comprising the proposed HBDOD and variety of recommendations and impact mitigations. The current review builds off of this previous work to provide a solid foundation and ensure a thorough environmental assessment of applicable issues and concerns.

Once this Supplemental DGEIS is accepted by the Town Board as adequate for public review, one or more public hearings will be held to receive questions and comments from the public and involved and interested agencies on the proposed Zoning Map and Code amendments, the future implementation of these amendments, and the details, conclusions and identified mitigation strategies provided in the Supplemental DGEIS. A written comment period will also be provided during the public outreach component of the review process to offer another option for providing input and comply with the strictures of SEQRA. Once the public outreach phase is concluded and the comment period is closed, a Supplemental Final GEIS (“Supplemental FGEIS”) will be prepared. The Supplemental FGEIS will record and assess the public and agency input received, and contain written responses to all substantive and related written and verbal questions and comments. Based on this review and analysis, any necessary changes to the Proposed Action or

¹The previous GEIS is hereby incorporated into this SGEIS by reference and is available for review at the Town’s website at: <http://www.southamptontownny.gov/400/GEIS-Adopted-Nov-2013>

additional mitigations will be identified. Once the Supplemental FGEIS is accepted by the Town Board as adequate for public consideration, a minimum ten-day review period will be established, and upon completion of this review period, a SEQRA Findings Statement including requirements, standards and thresholds for future actions will be drafted. The Findings Statement will certify that the SEQRA process and applicable timeframes have been adhered to and will outline the findings and conclusions of the environmental review so that the Town Board may render its final determination of environmental significance regarding the proposed HBDOD zoning and the soundness and suitability of its regulatory framework. Once the Findings Statement is adopted, the Town may move forward to revise the proposed Zoning Map and/or Zoning Ordinance, as necessary, and/or render a final decision on the adoption and codification of the zone changes and Code amendments.

Description of the Proposed Action

The proposed zoning amendments and design guidelines are based in part on recommendations from the “Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout,” its GEIS, the 2013 Findings Statement for that action, the 2017 Pattern Book for the Hampton Bays Downtown Overlay District, and other previous referenced plans but focuses on the standards and requirements that must be established to guide future growth and redevelopment toward the fulfillment of the community’s long range goals and vision for its future.

The proposed HBDOD form-based zoning code provides the mechanisms to guide redevelopment in the Downtown including: the most appropriate land uses for this area; diverse housing opportunities; enhanced physical form and spatial characteristics; appropriate development densities; pleasing architecture and landscaping; functional parking arrangements; increased street and pedestrian connectivity; essential capital infrastructure, civic space, and public amenities; energy and water conservation; and other smart growth considerations to create a more traditional transit oriented small-town central business district. To achieve these goals, the proposed HBDOD zoning ordinance sets forth new standards for a new overlay district containing three subzones referred to hereafter as Hampton Bays Downtown Overlay Zones 1, 2 and 3 (“HBDOD 1, HBDOD 2, and HBDOD 3”) (See **Figure 3-3** for a geographic depiction of the boundaries and relative locations and sizes of the HBDOD zones). Each zone supports and is compatible with the others but serves its own vital functions based on location and adjacent land uses and zones in the Downtown. A brief overview of the purpose and intent of the three zones is provided below along with lists of the permissible land uses, dimensional standards and design requirements for each zone. A full copy of the draft HBDOD zoning code is provided in **Appendix B** and additional details and analyses are provided in **Section 3.1**.

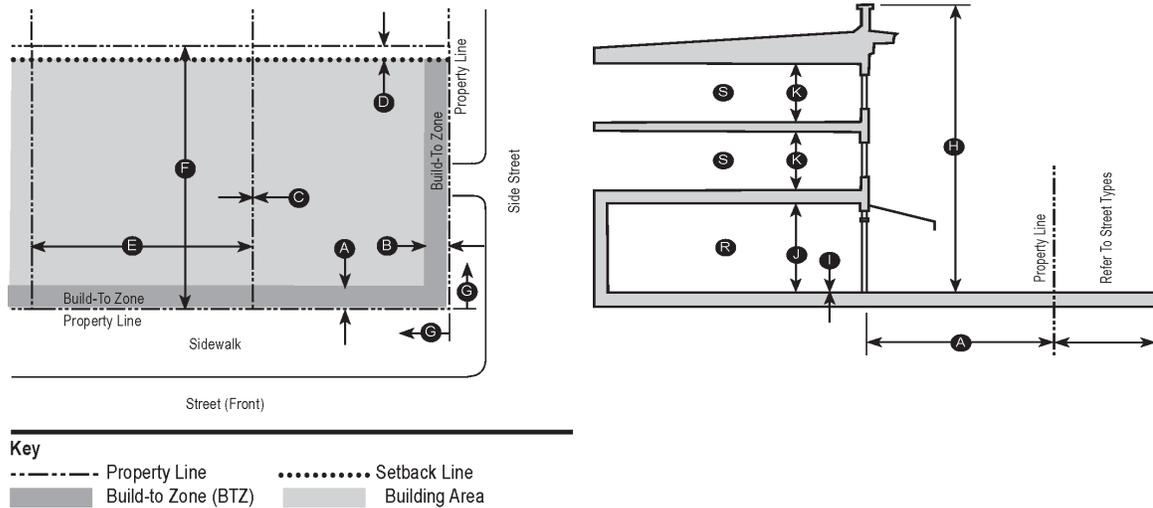
HBDOD 1 (“Central Downtown Zone”)

The primary intent of this zone is to serve as the core mixed-use pedestrian-friendly shopping center in the Hampton Bays central business district. Emphasis is placed on optimizing the physical characteristics of the built environment for increased storefront shopping opportunities, pedestrian access, enhanced walkability and resident, patron, and business owner convenience. Residential dwelling units may be established above commercial spaces and shopfronts which

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are required on the ground-floor; however, stand-alone multifamily residential buildings are not permitted. While much of the development contained within this zone was originally designed to accommodate the automobile, the intent is to facilitate a transition of individual parcels over time, each contributing to a vibrant Downtown ambiance and walkability.

Development form and pattern will be characterized by a network of side streets and service alleys, wide sidewalks, tree lined streets and commercial shopfronts served by on-street parking, with parking lots and garages hidden behind buildings within the center of Downtown blocks where possible. To maximize pedestrian activity and District vitality, this zone features buildings that are located close to and along sidewalks, plentiful shade for pedestrians, and parking lots that are screened from public view. Mixed-use buildings are permitted in this zone. A summary of the proposed dimensional design standards and a visual depiction of the envisioned building form for future development in the HBDOD 1 zone are provided below.



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**DIMENSIONAL STANDARDS AND BUILDING FORM
(HBDOD 1 Central Downtown Zone)**

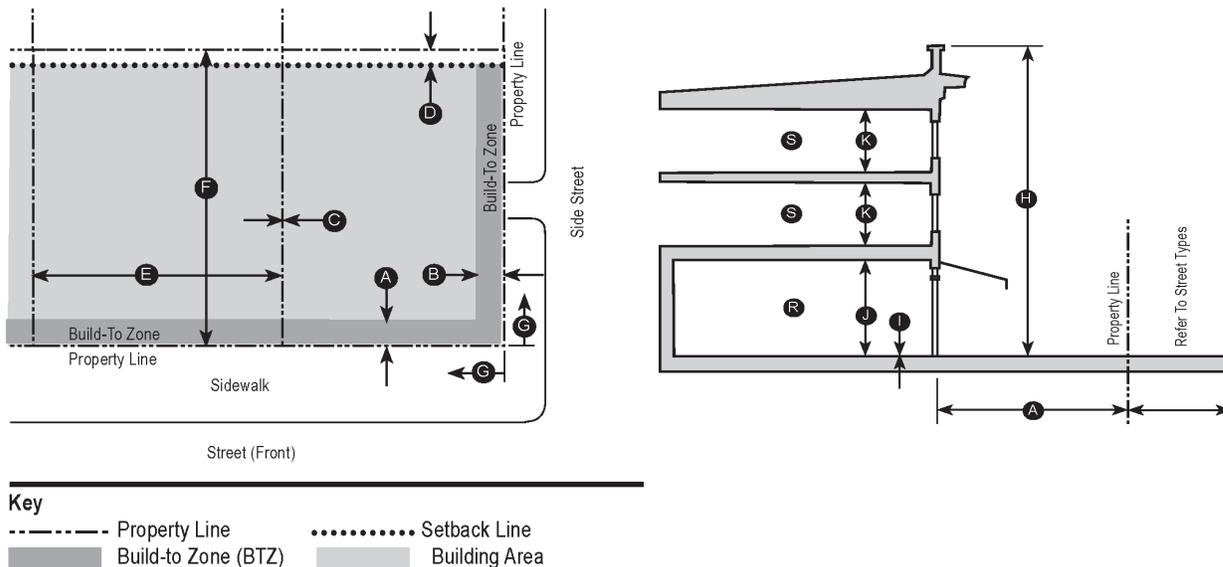
Building Placement & Front Yard Design (HBDOD 1/CDD)			Building Form (HBDOD 1/CDD)		
Build-to zone (Distance from Property Line)			Height (See § 330-422.D.(6))		
Front	10' min., 15' max.	A	Main Building	35' max. ¹	H
Side Street	10' min., 15' max.	B		2.5 Stories max. ²	H
Building Facade at BTZ			Ground-Floor Finish Level 6" max. above sidewalk		
Front	80% min		I		
Side Street	30% min. preferred		Ground-Floor Commercial 10' min. clear; 12'+ Ceiling preferred.		
<i>Corner Properties: Both street facades must be built in the build-to zone for the first 30' from the corner of the building.</i>			Upper-Floor(s) Ceiling 8' min. clear		
Setback (Minimum Distance from Property Line)			K		
Side	0' min. or 15' if provided	C	1. Different standards for flat roofs vs. sloped roofs (See § 330-422.D.(6))		
Rear	35' min.	D	2. 3.5 story heights may be permitted for a maximum of 60% of the street frontage, only along those street frontages indicated on the Regulating Plan (see § 330-422.D.(6)).		
Lot Configuration			Allowed Building Types (See § 330-424.D)		
Width	20' min.	E	▪ Commercial Block ▪ Liner Building		
Depth	N.A.	F	▪ Live-Work Unit (Good Ground Road Only)		
Greenspace	10% min.		Allowed Frontage Types (See § 330-424.E.)		
Footprint			▪ Shopfront ▪ Forecourt		
Depth, ground-floor commercial space	Main Building, 40' min.		Allowed Use Types (See § 330-422.C)		
			Ground Floor	Office, Personal Services, Retail, or Recreation, Education and Public Assembly	R
			Upper Floor(s)	Residential, Office, or Personal Services	S

HBDOD 2 (“Transition Zone”)

The primary intent of this zone is to provide a commercial area which also acts as a transition to the surrounding residential neighborhoods. Characterized primarily by two-story buildings, this district permits office uses, with some mixed-use residential and limited retail uses, in order to lessen potential impacts on nearby residences. Multifamily residential dwellings are permitted in this zone as a principle use; however, townhouse/rowhouse buildings are not permitted along Montauk Highway. The frontage buildout requirement is less than that of the HBOD 1 Central Downtown Zone. The diagram below depicts the general building form and site arrangement of future development in this zone under the proposed Code. A summary of the proposed HBDOD 2 dimensional standards is also provided in the table below.



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**DIMENSIONAL STANDARDS AND BUILDING FORM
(HBDOD 2 Transition Zone)**

Building Placement & Front Yard Design (HBDOD 2/TD)			Building Form (HBDOD 2/TD)		
Build-to zone (Distance from Property Line)			Height (See § 330-422.D.(6))		
Front	10' min., 15' max.	A	Main Building	35' max. ¹	H
Side Street	10' min., 15' max.	B		2.5 Stories max. ²	H
Building Facade at BTZ			Ground-Floor Finish Level	6" max. above sidewalk	I
Front	50% min., 80% max.		Ground-Floor Commercial Ceiling	10' min. clear; 12'+ preferred.	J
Side Street	30% min. preferred		Upper-Floor(s) Ceiling	8' min. clear	K
<i>Corner Properties: Both street facades must be built in the build-to zone for the first 30' from the corner of the building.</i>			1. Different standards for flat roofs vs. sloped roofs (See § 330-422.D.(6))		
Setback (Minimum Distance from Property Line)			2. 3.5 story heights may be permitted for a maximum of 60% of the street frontage, only along those street frontages indicated on the Regulating plan (see § 330-422.D(6))		
Side	0' min. or 15' if provided	C	Allowed Building Types (See § 330-424.A)		
Rear	35' min.	D	<ul style="list-style-type: none"> ▪ Commercial Block ▪ Liner Building ▪ Live-Work Unit (Good Ground Road Only) ▪ Townhouse/Rowhouse (Not Permitted on Montauk Highway or Springville Road) 		
Lot Configuration			Allowed Frontage Types (See § 330-424.E.)		
Width	20' min.	E	<ul style="list-style-type: none"> ▪ Shopfront ▪ Porch ▪ Forecourt ▪ Stoop 		
Depth	N.A.	F	Allowed Use Types (See § 330-422.C)		
Greenspace	10% min.				
Footprint					
Depth, ground-floor commercial space	Main Building, 40' min.				

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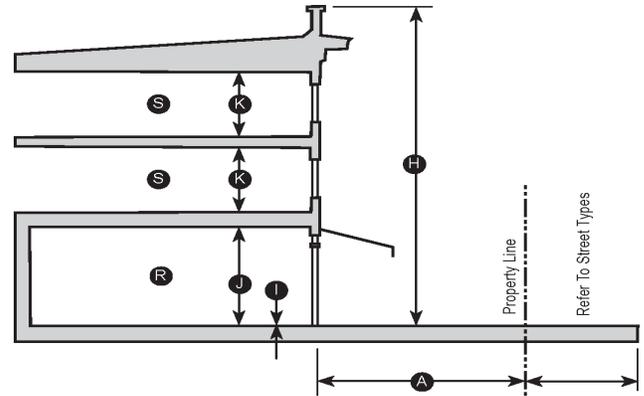
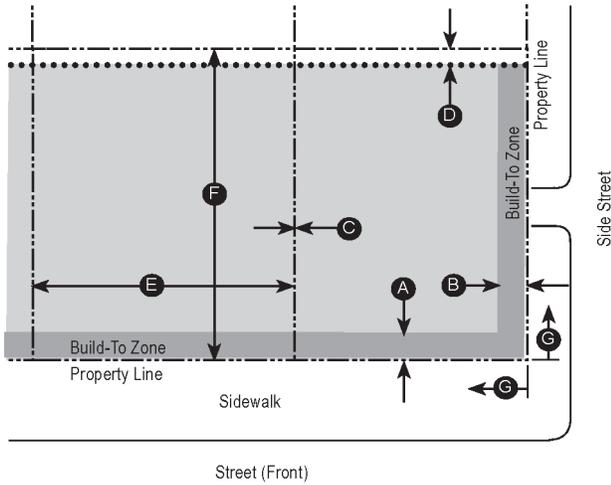
	Ground Floor ¹	Service, Retail, or Recreation, Education and Public Assembly	R
	Upper Floor(s)	Residential or Service	S
	1. Mixed Use Buildings; residential permitted on first floor of multifamily buildings.		

HBDOD 3 (“Edge Zone”)

The primary intent of this zone is to provide a buffer to the residential neighborhoods on the outskirts of the DOD. This zone allows three-story buildings, that are primarily residential in nature, but does permit some limited supportive commercial uses as part of future development. Uses that are permitted in this zone include duplex/triples/fourplex residential buildings as principle uses; service, retail, recreation, education and public assembly on the ground floor; and residential or service on upper floor(s). The diagram below depicts the general building form and arrangement of future development under the proposed HBDOD 3. A summary of HBDOD 2 dimensional standards is provided below



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Key
 - - - - - Property Line Setback Line
 ■ Build-to Zone (BTZ) ■ Building Area

**DIMENSIONAL STANDARDS AND BUILDING FORM
(HBDOD 3 Edge Zone)**

Building Placement & Front Yard Design (HBDOD 3/ED)			Building Form (HBDOD 3/ED)		
Build-to zone (Distance from Property Line)			Height (See § 330-422.D.(6))		
Front	30' min., 40' max.	A	Main Building	32' max. ¹	H
Side Street	30' min.	B		2.5 Stories max. ²	H
Building Facade at BTZ			Ground-Floor Finish	18" min.	I
Front	50% min		Level above sidewalk		
Side Street	30% min. preferred		Ground-Floor	9' min. clear; 10' preferred.	J
<i>Corner Properties: Both street facades must be built in the build-to zone for the first 30' from the corner of the building.</i>			Commercial Ceiling		J
Setback (Minimum Distance from Property Line)			Upper-Floor(s) Ceiling	8' min. clear	K
Side	15' min.	C	Allowed Building Types (See § 330-424.A)		
Rear	30' min.	D	▪ Single Family	▪ Duplex/Triplex/Fourplex	
Lot Configuration			Allowed Frontage Types (See § 330-424.E.)		
Width	75' min.	E	▪ Porch	▪ Stoop	
Lot Area	10,000 sq. ft. min.	F	▪ Shopfront		
Greenspace	10% min.		Allowed Use Types (See § 330-422.C)		
Footprint			Ground Floor	Residential, Service, Retail, or Recreation, Education and Public Assembly	R
Depth, ground-floor commercial space	Main Building, 40' min.		Upper Floor(s)	Residential or Service	S

Public Parkland and Open Space

A portion of the proposed HBDOD, which consists of parks and open space, is not included in the HBDOD 1, HBDOD 2 or HBDOD 3, and therefore stands alone. This area which has frontage on both Montauk Highway and Squiretown Road consists of four contiguous tax lots, totaling 3.29± acres that are owned by the Town of Southampton, and includes an existing hamlet green and the Town of Southampton's Community Preservation Department offices. The hamlet green extends to the north and contains a trail that leads to the heart of Good Ground Park which is outside but adjacent to the HBDOD.

In addition to the proposed *Regulating Plan* (§330-422), *District Standards* (§330-423), and *Form Standards* (§330-424) discussed above, the proposed Code contains sections addressing the following key issues:

- *Architectural Standards* (§330-425): Key to the continued viability of the Hamlet of Hampton Bays are the pedestrian scale and unique character of the existing buildings. The architectural styles described in the Pattern Book and illustrated in the draft HBDOD Code are intended to maintain the scale and character of Main Street while allowing for differences in building heights, massing, scales and materials that are critical to reinforcing the sense that the entire Downtown Overlay District is an extension of the Hamlet center as it evolves over time. As material and massing decisions are made, each building's relationship to public streets, open spaces and surrounding architecture shall be taken into consideration to ensure a sympathetic design to neighboring structures and spaces. The architectural rules of thumb and additional guidelines of the Pattern Book shall be followed for all architecture proposed within the Overlay District, even if the underlying Village Business (VB) zoning is being utilized. Architectural styles, facades, roofs, building massing, exterior materials and detailing is addressed.
- *Parking Standards* (§330-427): The parking requirements that are proposed apply to all commercial and residential properties applying for a permit for building construction, renovation, addition, site plan alteration or change of use. It does not apply to on-street parking provided in the public right-of-way. The proposed Code includes specific parking requirements (number of spaces) by use, requirements for cross accesses, pedestrian ways to parking areas and parking locations, allowances for parking reductions for uses that have staggered-hours of peak parking demand and for shared parking, requirements for parking lot landscaping, bicycle parking, transit parking and bus pull-offs, and service and loading docks.
- *Civic Space and Private Open Space Standards* (§330-428): This section of the proposed Code seeks to ensure that adequate public and private open space is provided to promote public health, enjoyment, recreation and social interaction. The proposed Code includes requirements for minimum civic and private open space standards, provides options for the type of open space to be provided, open space design standards, criteria for fees in-lieu of space, and open space maintenance.
- *Landscaping Standards* (§330-429): This section of the draft Code seeks to provide coordinated landscape treatments along streetscape edges and internal parking lots to

promote a desired identity for the Downtown Overlay District. Each individual landscape will complement the overall character of the environment, ultimately supporting the creation of a harmonious and orderly streetscape and pedestrian experience. The landscaping section of the Code addresses applicability and required approvals, general requirements, submission of landscaping plans, front yard landscaping requirements and other miscellaneous considerations.

- *Sustainable Development Standards (§330-430)*: This section of the draft Code addresses long-range sustainability aspects of future development and redevelopment by including requirements for projects to:
 - Connect to approved wastewater treatment facilities that provide for advanced nitrogen treatment capabilities;
 - Limit fertilizer dependent vegetation to no more than 15% of the site;
 - Reduce impacts to water resources by creating water efficiency standards for indoor water use in new buildings (buildings must use on average 20 percent less water than baseline buildings).
 - Reduce outdoor potable water consumption by 50% from calculated midsummer baseline case (use of plant species density and microclimate factor, irrigation efficiency and water reuse);
 - Reduction of the Heat Island for 50 percent of the non-roof site hardscape by providing increased shade and permeable cover or installation of vegetated (green) roofs or use roofing materials with a low solar reflectance index (SRI) of 75% of roof;
 - Provisions for open space requirements (either 10% of the development as public open space or 5% of the development site as private open space);
 - Pretreatment of stormwater runoff using “green infrastructure” practices such as raingardens, green roofs or similar Best Management Practices in accordance with the New York State Stormwater Management Design Manual.
 - Provide provisions to reduce Green House Gas (GHG) emissions through incorporation of passive solar designs or renewal energy production, bicycle parking and storage facilities and provisions to encourage pedestrian activity.
- *Outdoor Lighting Standards (§330-431)*: The purpose of this section of the draft Code is to ensure that future development operates in accordance with existing Article XXIX, “Outdoor Lighting,” of the Southampton Town Zoning Code. The existing Code provides comprehensive regulations and guidelines that seek to:
 - Preserve the rural character, aesthetic value, and the unique quality of life enjoyed by Southampton Town residents by preserving and enhancing the ability to view the night sky;
 - Advance sound environmental policies which will benefit residents and serve as a positive example;
 - Provide proper direction and use of light in order to minimize light trespass, glare, and energy wasted on unnecessary and indiscriminate illumination;
 - Eliminate the need for commercial establishments to compete for visual attention by escalating outdoor lighting levels;
 - Reduce excessive illumination which can have a detrimental effect on flora and fauna that depend on the natural cycle of day and night for survival; and

- Prevention of nuisances caused by unnecessary light intensity, glare, and light trespass.
- *Signage (§330-432)*: The purpose of this section of the draft Code is to provide minimum standards and requirements to address potential negative externalities related to signage while improving Downtown aesthetic qualities, reducing glare, enhancing wayfinding, providing appropriate identification of land uses and restrictions, and enhancing district function. The proposed sign controls address the type, number, location and materials used for signage.
- *Streets (§330-433)*: This section of the draft Code provides standards for improved connectivity and walkability within the HBDOD by defining street types and associated minimum standards. The combination and character of the traveled way, public frontage, and private frontage define the character of the public realm and are addressed. The street type is a classification assigned to a street (Street Type A, B and C) that determines the width of the public frontage as distance of a build-to-line from the face of curb, regulates the width of the pedestrian clearway and the type of the associated permitted private frontages. Dimensional flexibility is permitted for street types to account for varying ROW widths; however, the Code requires that they be designed to have all the basic functional characteristics, including roadway width, on-street parking, sidewalks, multi-use paths, street trees, landscaped areas shown for their type and they generally meet the Street Section Components referenced in the graphic and table provided in the Code.
- *Community Benefit Units (§330-436)*: This section of the proposed Code notes that in accordance with the requirements of the Long Island Workforce Housing Act and Chapter 216 of the Town Code, 20 percent of the total number of new housing units within the HBDOD area, approved under this article shall be designated as community benefit units (“CBU”). The distribution of CBU’s must be evenly distributed between moderate, and middle-income households, i.e., 50 percent of the units for moderate income, and 50 percent of the units for middle income, with the first unit being reserved for a middle-income household. The Code also allows the distribution of affordable units to be amended, subject to Planning Board approval, after the housing needs of income eligible participants are formally determined, pursuant to Chapter 216 of the Town Code. The location, number, size and type of community benefit units must be determined and distributed in accordance with the final generic environmental impact statement (FGEIS) and findings statement.
- *Community Benefit Policies (§330-438)*: To ensure the fulfillment of the community benefit goals of the Town, all development within the HBDOD that is approved under this proposed article must comply with the requirements of any adopted community benefits policies in effect as of the date such policies have been adopted or modified by resolution of the Town Board. These policies include: a community benefit program, a construction jobs policy, an operations jobs policy, and a local contracting policy (collectively, the community benefits policies). No building permit may be issued under this article until the community benefits policies have been adopted and are in effect. Compliance with the terms of these policies are to be made a condition of any site plan approval within the HBDOD after adoption of such policies, and such compliance will be monitored and enforced as set forth in the community benefits policies and as conditions

of approval of a site plan under this article. Where such conditions have been imposed on site plan approvals, no building permit, certificate of occupancy, or business license or business license renewal would be issued unless the applicant demonstrates compliance with these policies. In furtherance of the objectives of this section, applicants who receive site plan approval under this Article XXXII must pay fees, determined by the Town Board.

The preceding creates a comprehensive regulatory framework containing the standards and guidelines necessary to meet the community's long-range goals. In addition, the proposed Code provides the administrative, submission, process, and administrative review requirements for future actions. The detailed standards and specifications of proposed Article XXXII, "Hampton Bay Downtown Overlay District" are available for review in the draft Code amendments provided in **Appendix B**. The Regulating Plan shows the proposed geographic boundaries and extent of the HBDOD and its subzones.

Study Area

The proposed HBDOD boundaries are coincident with those of the existing Village Business ("VB") zoning district for Downtown Hampton Bays. The 54.85-acre± (0.086-square mile) VB/HBDOD includes land located north of the Long Island Railroad and Good Ground Road, south of Good Ground Park, east of Springville Road and Cemetery Road, and west of the Hampton Bays Town Center and St. Rosalie's Catholic Church in Hampton Bays. See **Location Map (Figure 1-1)** and the **Aerial Photograph (Figure 1-2)** (*All figures are provided at the end of the text portion of this Supplemental DGEIS following Section 7.0*).

The area comprising the proposed HBDOD is located within the following planning, zoning, environmental and community services districts:

- Village Business (VB) Zoning District
- Hampton Bays Union Free School District
- Town of Southampton Police District
- Hampton Bays Volunteer Fire District
- Hampton Bays Volunteer Ambulance District
- Hampton Bays Water District
- Suffolk County Groundwater Management Zones ("GMZs") III and IV

The Downtown serves as the central business district of the Hampton Bays community with traditional mixed commercial/small retail, personal service, restaurant, tavern, and office land uses, as well as a movie theater, post office, fire station, community green and park, and convenient access to major streets, parking, and the Hampton Bays Railroad Station. "The Hampton Bays Town Center," a major mixed-use commercial anchor, and the Town of Southampton Community Center are located outside but adjacent to the easterly boundary of the HBDOD and there are two churches on the north side of Montauk Highway at both the eastern and western ends of the HBDOD, just outside the HBDOD boundaries. The Hampton Bays

Ambulance headquarters and Suffolk County Water Authority (“SCWA”) facilities are also adjacent but outside of and to the south of the HBDOD and the Hampton Bays Post Office is located in the HBDOD near its southeast corner. A second business anchor exists west of the HBDOD and the intersection of Montauk Highway and Riverhead-Hampton Bays Road, including Macy’s Department Store, Petco, Stop & Shop, Riverhead Building Supply, a McDonald’s restaurant and other assorted business uses. A multi-unit office complex, “Hampton Atrium,” is located on the northeast corner of Montauk Highway and Riverhead-Hampton Bays Road.

Buildout and Theoretical Development Scenario

In order to prepare a Reasonable Theoretical Development Scenario or possible 10-Year buildout under the proposed zoning, the same hard sites identified under existing zoning were considered to remain unchanged.² Soft sites are properties that could be redeveloped under the proposed zoning in order to increase the density of the property. There were numerous steps in projecting a future build scenario. Major steps in the process are discussed below. The intent of the projections was to provide a development scenario that is reasonably expected over a ten-year development horizon. The projections are based on the proposed zoning standards for the HBDOD and were used to provide a basis for impact assessment and mitigation.

For buildout under the proposed zoning, site-specific floor area ratio (“FAR”) requirements were determined for each of the properties based on the conditions of the property, the maximum density allowed under the proposed zoning, accounting for parking requirements and dimensional regulations, while reserving at least 15 percent space of the site for landscaping and buffering as per the proposed recommendations. It was assumed that the ground floor would consist of commercial uses (retail, restaurant, office, and medical office), while the second floor (and potentially the third floor, where allowed) would consist primarily of residential units and office space. The Theoretical Development Scenario also analyzed the potential conceptual redevelopment including one site as a small boutique hotel and one site as an assisted living facility, which were analyzed separately from the other soft sites.

The potential residential units were assumed to be 50 percent studio and one-bedroom units and 50 percent two-bedroom units. Twenty percent of the dwelling units were assumed to be occupied by senior citizens and 20% of all the units were considered affordable workforce house units or “Community Benefit Units” in accordance with proposed regulations. Fifty percent of the total number of residential units was considered owner-occupied and 50 percent was assumed to be renter-occupied.

The total commercial space was divided into the following categories:

² Including municipal uses, stormwater recharge areas, and properties that are not anticipated to be redeveloped since they are unlikely to accommodate additional development under the proposed zoning compared to the existing conditions.

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- Retail: 60% of the space;
- Restaurant: 10% of the space;
- General office: 27% of the space; and
- Medical office 3% of the space

Once the total floor area of restaurant space was determined, the space was converted to the number of restaurant seats based on the following: (Restaurant SF / 1000) * 50 = # of seats).

The projections also included one site assumed to be an assisted living facility. This use was based on the proposed zoning and assumed 1,100 SF of gross floor area per bed, after setting aside the required green space and parking spaces for such facility as per Town requirements. Additionally, a small boutique hotel use was assumed on one site based on a three-story building, 1,000 SF/room, and enough land area to provide 15 percent green space and the required parking to serve such a hotel. See Proposed Zoning 10-Year Build Condition in **Appendix C-1**. **Appendix C-3** contains a market analysis which helped to identify needed land uses in the area to inform the proposed Code and the Reasonable Theoretical Development Scenario.

A summary of existing development and the projected Reasonable Theoretical Development Scenario within the 10-year planning window is provided in the table below.

LAND USE

(Existing Built Condition vs. Projected 10-Year HBDOD Build Condition)

Land Use & Units	Existing Condition	Proposed Action (Based on 10-Year Reasonable Theoretical Development Scenario)
Single Family Residences (homes)	11	0
Apartments/Multifamily (dwelling units)	43	248
Assisted Living Facility (beds)	0	100
Dry Retail (SF)	93,694	121,158
Wet Retail (SF)	21,743	30,290
Non-Medical Professional Office (SF)	60,254	167,911
Medical Office (SF)	5,897	6,563
Restaurant (SF)	14,717	28,915
Hotel (rooms)	9	58
Fire Station (SF)	10,101	10,101
Automobile Service Uses (SF)	1,943	0
Warehouse/Storage (SF)	9,209	695
Sites Exclusively for Private or Public Parking (SF)	31,653	33,811
Recharge Basin and other stormwater recharge areas (SF)	45,302	45,302
Vacant/Open Space (SF)	140,141	35,861

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A summary and comparison of the existing condition and the Proposed Action (Reasonable Theoretical Development Scenario) is provided below.

SITE AND PROJECT CHARACTERISTICS

Existing Conditions vs. Proposed Action under the Reasonable Theoretical Development Scenario

Parameter	Existing Condition	Proposed Action (Based on 10-Year RTDS Build Projection)
Land Use	Mixed business, office, personal & community services, SF & MF residences, park & transportation	Mixed business, office, personal & community services, MF residences, park & transportation
Wastewater Treatment System	On-site septic systems & cesspools	HBDOD advanced sewage treatment system
Site Coverages (acres)	---	---
Buildings	5.79±	9.48±
Parking Lots, Internal Streets, Driveways, Walkways	23.71±	28.72±
Forest or Naturally Vegetated	10.38±	5.87±
Mixed Invasive/Naturalized/Successional Overgrowth	7.10±	3.30±
Landscaping and lawn	7.31±	6.92±
Stormwater Recharge Basin	0.56±	0.56±
Total	54.85±	54.85±
Water Resources	---	---
Domestic Water Use (gpd) ⁽¹⁾	45,460± ⁽²⁾	128,829± ⁽²⁾
Irrigation, average annualized daily flow (gpd)	13,043± ⁽³⁾	12,347± ⁽³⁾
Total Water Use (gpd)	58,503±	141,176±
Sanitary Waste Generation	---	---
Total Sanitary Waste Generation (gpd)	45,460± ⁽²⁾	128,829± ⁽²⁾
Stormwater Recharge and Nitrogen Concentration	---	---
Stormwater Recharge (MG/yr)	73.12± ^(4,5)	107.36± ^(4,6)
Nitrogen Concentration (mg/l)	10.11± ^(5,7)	4.87± ^(6,7)
Miscellaneous	---	---
Affordable/Workforce Dwelling Units (%) (units)	N/A	50± ⁽⁸⁾
Total Residents (capita)	119± ⁽⁹⁾	556± ⁽⁹⁾
School Age Children/Children to Attend Public School	12± ⁽¹⁰⁾	27± ⁽¹⁰⁾
Total Taxes (\$/year)	\$1,634,633±	\$2,741,461± ⁽¹¹⁾
School Taxes (\$/year)	\$1,281,827±	\$2,149,767± ⁽¹¹⁾
Solid Waste (Garbage) Generation (lbs./day)	4,257±	8,735± ⁽¹²⁾

(1) “gpd” means “gallons per day”

(2) Conservative estimate based on SCDHS design rates “Standards for Approval of Plans & Construction for Sewage Disposal Systems for Other Than Single-Family Residences” (SCDHS, 2017), “Table 1: Project Density Loading Rates & Design Sewage Flow Rates”; a HBDOD sewer district and sewage treatment plant would be needed to accommodate the projected flows.

(3) Assumes all landscaped areas are irrigated at 24.0 inches/year (one inch per week over irrigation season averaged as daily flow over course of one year)

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- (4) Based on 49.1 inches of precipitation per year on Long Island
- (5) Based on SONIR model estimate provided in **Appendices E-2**.
- (6) Based on SONIR model estimate provided in **Appendix E-3**.
- (7) Assumes all landscaped areas are irrigated @ 24.0 inches/year (1 inch per week over 24 weeks) & fertilized @ 3.0 lbs/1,000 SF plus projected domestic use.
- (8) Assumes 20 percent of apartments and multifamily residential units are marketed in accordance with affordable/workforce community rates.
- (9) Based on 49 non-age-restricted rental studio or 1-BR units in buildings containing 5+ units and having rents that are more than \$1,000/month/unit; 50 2-BR non-age-restricted rental units in buildings having 5+ units and rents that are greater than \$1,100/month/unit; 49 owner-occupied studio or 1-BR non-age-restricted units in buildings having 5+ units that are valued at more than \$269,500; 50 owner-occupied 2-BR non-age-restricted units in buildings having 5+ units that cost more than \$329,500; 13 1-BR and 12 2-BR senior apartments and 13 1-BR and 12 2-BR senior owner occupied units with a combined average of 1.5 residents per senior unit per MetLife report; and 100 assisted living facility beds at capacity.
- (10) Based on Rutgers University Demographic Multipliers (2006); Total of 11 single-family homes, assumes detached dwellings with 3-BRs that cost over \$194,500; and 43 apartments, assumes 21 studio or one-bedroom rental units with rents over \$1,000/month/unit and 22 two-bedroom rental units over \$1,100/month/unit; 10.2% of all school-age children assumed to attend private school & 89.8 percent assumed to attend public schools per US Census data for Hampton Bays
- (11) The information provided in the table was derived from the current tax rates provided by the Town of Southampton's Tax Receiver, as well as the total projected taxes calculated for the Proposed Action upon full build-out. All analyses are based on current tax dollars. The revenue allotted among taxing jurisdictions vary from year to year, depending on the annual tax rates, assessed valuation and equalization rates. The final assessment and levy will be determined by the sole assessor at the time of occupancy.
- (12) Single-family homes based on 3.5 lbs/resident/day, all dwellings are 3-BR detached homes; Apartments & Multifamily dwellings based on 4.0 lbs/resident/day with an average of 1.75 persons per unit; Assisted living based on 3.0 lbs/bed/day; retail based on 13 lbs/1,000 SF/day (0.013 lbs/SF/day); professional and medical offices assume 0.01 lb/SF/day; Restaurant assumes 0.09 lbs/SF/day; Hotel assumes no kitchen, 400 SF/room at 3lbs/room/day; fire station assumes large meeting or event with 200 persons at 1 lb/capita/day; Auto repair assumes 0.09 lbs/SF/day; Warehouse/storage assumes 0.012 lbs/SF/day (**Salvato, 2009; Rutgers University, 2006; & Santa Barbara Public Works Dept., 1997**)
- (13) For more information on trip generation and parking, see **Section 3.3** and the Traffic Impact Study provided in **Appendix J-1**.

The HBDOD will include new cross streets and alleys that create smaller blocks and facilitate access, increase site connectivity, promote more frontages with storefronts and window shopping, encourage greater pedestrian activity, and improve district walkability. This arrangement also provides additional opportunities for on-street parking with more direct access and convenience, efficient use of the land, traffic calming, and enhanced storefront visibility for future development. The proposed cross streets will be generally consistent with the traditional gridiron street and block pattern that is often found in successful downtown business districts and supported by contemporary smart growth policies. The Good Ground Road Extension and its link between the intersection of Good Ground Road and Springville Road and the intersection of Montauk Highway and Riverhead-Hampton Bays Road (SR 24) is also a possibility and would be integral to improving traffic circulation, access and pedestrian activity; promoting economic growth; and allowing for greater convenience and enhancement of the area's residential quality of life. The Good Ground Road Extension would also help to relieve traffic congestion and provide a new traffic option or bypass for persons who are destined for the residential neighborhoods south of Good Ground Road or Hampton Bays' beaches. The new street connection would also support greater use of underutilized parking along Good Ground Road.

The HBDOD is also based on considerable previous study including the recent “Pattern Book for the Hampton Bays Downtown Overlay District, Town of Southampton, New York” (**Town of Southampton and Historical Concepts, 2017**) and the “Generic Environmental Impact Statement (DGEIS): Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout Study” and its SEQRA “Findings Statement” (**Town of Southampton, Cashin Associates, P.C. and LK McLean, Associates, P.C., 2010 and 2013**).

Benefits of the Proposed Action

The Proposed Action seeks to implement relevant unimplemented recommendations of past Town plans. Consistent with the Town’s 1999 Comprehensive Plan Update, the Town has drafted the HBDOD to channel mixed-use redevelopment to the traditional Hamlet center at and near the intersection of Montauk Highway and Ponquogue Avenue. The proposed HBDOD is intended to provide flexibility to allow various land uses, densities, and building heights that would achieve coordinated redevelopment by encouraging and incentivizing a mix of land uses (e.g., commercial/retail and office uses with upper-level residential uses). The Form Based nature of the HBDOD is intended to improve the aesthetic qualities of the built environment, and provide for a walkable and mixed-use hamlet center and strengthen the community’s sense of place and economic viability.

The 2017 Pattern Book which specifically focuses on the area within the HBDOD, its current needs, and the necessary steps toward meeting contemporary targeted goals. Benefits of the proposed HBDOD include:

- Improving the appearance, character, functionality, business and service capabilities, energy efficiency and economic well-being of Downtown Hampton Bays, while protecting the Hamlet’s environmental resources and quality of life;
- Providing housing options to serve the community’s residential needs, including options for multifamily residences and upstairs apartments for persons of diverse incomes, rentals and owner-occupied units, and providing new live/work/shop opportunities;
- Creating new business opportunities, new temporary construction jobs and permanent full- and part-time work, and boosting the local customer base and employee base by allowing multifamily residential uses, encouraging upstairs apartments and creating a greater full-time residential presence;
- Enhancing the character of the Downtown, increasing walkability, and promoting more activity, economic growth, fiscal health, and Downtown vitality;
- Increasing the selection and availability of goods and services for locals;
- Concentrating growth in the Downtown rather than in environmentally sensitive areas outside the hamlet center;
- Creating a pedestrian and bike friendly, transit accessible, community with suitable parking, access, and traffic circulation;
- Developing and implementing a new form-based code that meets smart growth objectives and promotes long-term community sustainability;

- Allowing for more efficient land use; and
- Promoting energy efficiency and community sustainability.

Balancing Residential Growth

One of the most important issues considered during the creation of the HBDOD was the desire to concentrate development in the Downtown, while offsetting or balancing total residential growth in Hampton Bays so that potential population-related impacts could be mitigated. Since the original buildout projections for the Hampton Bays Corridor Strategic Plan DGEIS were conducted, the Town has acquired approximately 55.17 acres (53.4 Development Rights) through the CPF purchases in Hampton Bays. The 53.4 development rights from the CPF acquired properties in Hampton Bays would be equivalent to **71** multifamily units based on SCDHS density standards (see **Section 1.6**).

In addition to property acquisition, the Town may consider future zoning amendments to encourage the channelization of residential/commercial mixed use in the Downtown, while limiting multifamily/apartment units outside of the hamlet center. The following zoning recommendations would help to balance the residential uses the Town is seeking to encourage within the proposed HBDOD:

- To date, the Town Board has not enacted the recommended HO/HC zoning districts that were previously recommended by the final 2010 to 2013 Hampton Bays studies along Montauk Highway, east and west of the Downtown. These districts were contemplated to provide a transition between the commercial centers and the adjacent residential areas, limiting the size and scale of commercial uses, as well as allowing for residential uses. It is recommended that any HO/HC zoning modifications contemplated by the Town Board no longer consider residential uses; as residential/mixed use can be achieved in the Downtown by the proposed HBDOD.
- As recommended by the Town of Southampton Coastal Resources & Water Protection Plan (April 2016), the Town should consider restricting conversions of existing motels in the Motel (“MTL”) and Resort Waterfront Business (“RWB”) zoning districts to reduce the number of new residential units there and encourage water dependent/water enhanced uses where appropriate

If the Town were to enact the recommended limitations on motel room-to-apartment conversions in Hampton Bays’ MTL and RWB zoning districts, an estimated **91** equivalent multifamily residential units could be eliminated by instituting a restriction on motel room-to-apartment conversions in Hampton Bays’ Motel (“MTL”) and Resort Waterfront Business (“RWB”) zoning districts. Taken together, an estimated **162** potential residential multifamily units in Hampton Bays could be offset through property acquisitions and restriction on motel room-to-apartment conversions in Hampton Bays.

The total projected 10-year residential (apartment) buildout under the proposed HBDOD zoning is **248** multifamily units (**Appendix C-1**). This increase can be partially offset by the estimated

162 potential residential multifamily units through property acquisitions and restriction on motel room-to-apartment conversions in Hampton Bays. The projected residential buildout under the Downtown's existing VB zoning (**Appendix C-1**) is **101** units. Therefore, the total change in residential yield in Hampton Bays as a result of the Proposed Action can be more than offset as compared to the estimated total residential yield in the Hamlet under existing build conditions (248 units proposed by the HBDOD zoning – 162 units offset by property acquisition and restriction on motel room-to-apartment conversions = 86 multifamily units, or 15 less units than the 101 units projected under the existing zoning).

Summary of Potential Impacts

Potential environmental impacts from the Proposed Action are listed below. Identified impacts will be prevented, avoided, abated, or alleviated to the maximum extent possible in accordance with identified mitigation measures listed in the subsection that follows this section.

Topography and Soils

- Additional clearing and soil and topographic disturbances will likely occur in areas that have not been previously developed or disturbed; particularly, land on the north side of the HBDOD that is currently naturally vegetated. These disturbances can contribute to erosion, sedimentation and dust generation during future clearing, grading, excavation, backfilling, demolition and construction activities. Similar impacts are possible under existing zoning and numerous mitigative techniques are available to significantly reduce these impacts.

Water Resources

- There are no surface waters or wetlands in or adjacent to the proposed HBDOD but periodic if not perennial standing water is present in the existing NYS stormwater recharge basin located near the center of the HBDOD all or part of the year. Water quality within the recharge basin could be affected by the introduction of contaminants from increased stormwater runoff and development and operational activities in the HBDOD.
- Potential increased stormwater runoff from the removal of vegetation and additional impervious ground cover from new development (new buildings, building additions, new streets, parking lots, driveways and sidewalks);
- Possible adverse drainage conditions if stormwater runoff is not properly collected, controlled and recharged into the ground;
- Increased volume of wastewater that would likely be generated in the area; particularly, from new residential and commercial land uses (which would receive a higher level of treatment); and
- Possible application of fertilizers and/or pesticides on future site landscaping which can affect surface water and groundwater quality and be transported by runoff. However, an assessment of future nitrate loading found that due to plans to construct an STP and other

factors, total nitrogen concentrations of groundwater recharge would be reduced from an estimated $10.11 \pm$ mg/l to $4.87 \pm$ mg/l.

Ecological Resources

- The potential ecological impacts will result from the clearing of natural vegetation, increased human occupation and site activities and other associated wildlife stressors, and the consequential fragmentation of wildlife habitat. It should be noted that most of the land within the HBDOD has already cleared and developed. Future site disturbance and development is expected to take place primarily within the portions of the HBDOD that still contain native oak-hickory forest, adjacent to Good Ground Park.
- Based on an examination of existing conditions and projections for future development under the Theoretical Development Scenario, an estimated $4.51 \pm$ acres of natural woodland, $3.8 \pm$ acres of mixed invasive, naturalized and/or successional overgrowth, and $0.39 \pm$ acres of lawn would be lost to physical construction.
- The loss of native and mixed invasive, naturalized and/or successional overgrowth would further reduce and fragment wildlife habitat in the Downtown.

Land Use, Zoning and Plans

- Some differences between the proposed HBDOD and VB zoning district include stand-alone multifamily residences and hotels which would be permitted in the HBDOD's CDD and TD zones, assisted living facilities which would be allowed by Special Exception permit in the CDD, and a few other exceptions. These changes are expected to be largely beneficial from a land use perspective.
- Based on the Theoretical Development Scenario that was developed for this SEQRA investigation, the proposed HBDOD could increase the number of individual housing units from the existing 43 apartments and 11 single-family homes to an estimated total 248 multifamily residential units or apartments (0 single-family homes) which would result in a corresponding increase in the total population of the Hamlet and Downtown by approximately 437 persons (from 119 to 556) (see also **Section 3.2**, "Community Services and Facilities").
- Potential changes in future development conditions based on the proposed HBDOD standards include modifications to: 1) the overall development pattern of the Downtown; 2) individual lot layouts/site designs, based on new dimensional zoning standards (e.g., lot depths, yard setbacks, build-to zones, building footprints, required greenspace, parking setback and parking drive lane standards and requirements for locating parking behind buildings; and 3) building form, including building heights, number of stories, building types or designs, and building frontage types. Again, based on the previous past planning, visioning and analysis performed during the preparation of the Pattern Book and current draft code and environmental review, these effects are expected to be mostly positive.

Community Services and Facilities

- The Proposed Action is anticipated to generate $30 \pm$ school-aged children. According to the latest population estimates, $10.2\% \pm$ of school-aged children residing within the

boundaries of the Hampton Bays UFSD attend private schools.³ When this factor is applied to the 30± school age children anticipated to live within the units proposed for development. This results in three (3±) students that would likely attend private schools; the remaining 27± children would likely attend public schools within the Hampton Bays UFSD.

- Based on the above projection, the number of school age children living in the Downtown that are expected to attend public school would increase by 15± students.
- Total indoor drinking water demand would increase from 45,460± gpd to 128,829± gpd for a total estimated increase of 83,369± gpd. Total landscape/irrigation water would decrease by 696± gpd (from 13,043± gpd to 12,347± gpd) based on annual flow projection averaged over the course of a year. Total water demand (indoor and outdoor) would increase by 82,673± gpd from an estimated 58,503± gpd to 141,176± gpd.
- Total wastewater generation would increase by an estimated 83,369± gpd from 45,460± gpd to 128,829± gpd but would receive a much higher level of treatment than existing conditions.
- Total stormwater recharge would increase by 34.24± million gallons per year (“MGD”) from 73.12± MGD to 107.36± MGD.
- Minor additional demands on police, fire and ambulance personnel may occur but increased tax revenues, possible additional volunteers/employees and fundraising from increased population, and the proximity of emergency services to the Downtown would help to mitigate impacts. Assisted living facilities in the Downtown could place particular strain on the local ambulance corps. It is expected that needed vehicles, equipment and personnel from future growth would be provided as demand warrants.
- Based on the fiscal analysis performed for the Proposed Action, estimated annual tax revenues for the Town Police Department from the anticipated growth in the HBDOD would increase by an estimated \$36,100 from \$53,315 to \$89,415± under the 10-year build scenario.
- Estimated annual tax revenues for the Hampton Bays Fire District is expected to increase from by an estimated \$46,643±/year from \$68,886±/year to \$115,529±/year under the 10-year build scenario.
- Estimated annual tax revenues for the HBVAC is expected to increase by \$21,554±/year from \$31,831±/year to \$53,385±/year under the 10-year build scenario.
- Total property tax revenues would increase by \$1,106,828±/year from an estimated \$1,634,633±/year to \$2,741,461±/year.
- Total property tax revenues for the school district would increase by \$867,940±/year from an estimated \$1,281,827±/year to 2,149,767±/year.
- Total solid waste generation would increase by 4,478± lbs./day from an estimated 4,257± lbs./day to 8,735± lbs./day.

Traffic, Transportation and Parking

³ 2017 5-Year Estimates, published by the American Community Survey

- Based on the results of the Traffic Impact Study, as detailed in **Section 3.3** and provided in its entirety in **Appendix J**, it is the professional opinion of Nelson & Pope that the traffic impacts associated with the construction of the Proposed Action can be mitigated by the implementation of the proposed improvements measures. With the proposed improvement measures (e.g., Good Ground Road Extension, new cross streets, other street improvements, signal adjustments, pedestrian and alternative modes of transportation, etc.), the intersections in the study area will continue to operate at No Build or better levels of service after the construction of the Proposed Action.

Community Character, Visual Resources, and Historic and Archaeological Resources

- Future development and redevelopment under the proposed HBDOD Code will alter the visual character of the Downtown over the course of many years but anticipated changes are expected to be generally positive. More development will occur including infill development in currently undeveloped areas of the HBDOD. Most of the buildings in the Downtown are one (1), one-and- one-half (1.5), two (2), or two-and-one-half (2.5) stories. Under the Proposed HBDOD Code, it is expected that more 2 and 2.5-story buildings would be constructed and up to 3.5 stories may be permitted for a maximum of 60 percent of the street frontage in the Central Downtown Zone and Transition Zone (see building renderings for each subzone in **Section 3.1.2**).
- The proposed HBDOD Code contains many design standards and guidelines that specifically address community character, building form, development patterns, architecture, landscaping, outdoor lighting, and signage and overall visual resource protection and enhancement. Under the proposed form-based zoning and design standards, future development will be generally consistent with the appearance, pattern, scale and form of buildings in traditional small town central business districts, but the specific look and function of future development may vary slightly depending on which HBDOD zone the development is in (“Central Downtown,” “Transition,” or “Edge” Zone) and landowner and architect preferences with review and guidance from the Town’s Architectural Review Board (“ARB”) during site plan and building division reviews. The 2017 Pattern Book for Hampton Bays Downtown Overlay District involved community-based study to inventory and evaluate the existing character of the Downtown’s built environment, including its development pattern, structural forms, architectural styles, signage characteristics, open spaces, and suitability of its landscaping. The purpose of these investigations was to assess current conditions in the Downtown and identify the design guidelines necessary to enhance the future character of the Hamlet’s business center, improve its overall appearance, and create a vibrant, successful and economically sustainable Downtown. The recommendations of this study were used as a foundation for the proposed HBDOD Code so that future development will be consistent with the goals, objectives and recommendations of the study.
- The proposed Code includes specially formulated architectural, open space, landscaping, and sign standards to address potential issues and impacts and improve the character of the Downtown.
- There are no National or State Register listed or eligible historic sites, landmarks, buildings or districts in the Downtown. Furthermore, there no known archaeological

resources within or adjacent to the proposed HBDOD; nor is the HBDOD within an OPRHP-designated archaeologically sensitive area. Historic resources of local significance, including the Prosper King House and Lyzon Hat Shop, do, however, exist in the Downtown. Significant effort and expense has been directed toward preserving, restoring and protecting these structures. In fact, the Hampton Bays Historical and Preservation Society has assumed responsibility for the protection, maintenance, and stewardship of these structures and is using the adjacent structures as an historical, educational, and cultural center.

- Based on the information and analyses provided above and the steps that have been taken to protect these locally important historic structures, significant impacts to these resources from the Proposed Action are not anticipated.

Unavoidable Impacts

- Site impacts would typically involve some soil disturbance, clearing, minor slop disturbances, grading, and possibly limited excavation/cutting and filling, as necessary that alters the physical and ecological characteristics of a site. Impacts of some minor clearing extending beyond building and parking envelopes will be addressed by revegetating/landscaping some affected areas and requirements in the Proposed Code that at least ten percent of each lot be greenspace.
- Despite measures routinely taken to mitigate dust impacts during construction, such as soil wetting, potential temporary increases in dust may still occur and some soil may enter streets or end up on adjacent properties. Such conditions would be temporary and largely controlled by standard erosion and sedimentation techniques, inspections by the Town Building Department, and restrictions on construction hours per the existing Town Code, to ensure that such impacts are minor.
- Temporary increases in truck traffic and construction noise will occur during demolition and/or construction phases for each development or redevelopment site. Activity will be conducted in conformance with Town requirements for construction hours and noise management.
- There will be increases in vehicle trips generated on area roadways, including a small increase in traffic over time, from temporary construction traffic and future business and residential traffic activities with consequential no substantive impacts on the LOS at nearby intersections, after recommended mitigation is effectuated. Proposed cross streets should help to distribute traffic flows and a Good Ground Road extension to the west and then north to SR 24 would provide a bypass for traffic coming to and from areas to the south which would reduce congestion. Single adjustments and turning lanes as indicated would further reduce impacts. Future development will be oriented toward or promote pedestrian activity and increased use of bus and rail services is expected.
- There will be increased total water consumption associated with the new development but it appears based on existing groundwater quality and supply conditions, anticipated buildout demand, and existing and proposed water district infrastructure, that significant impacts are unlikely. Indoor and outdoor water conservation methods have been identified by the Supplemental DGEIS to reduce anticipated impacts.

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- There will be increased total wastewater generation associated with the new development (particularly residential development), with consequent requirements to provide for the ongoing collection and treatment of wastewater at a new nearby sewage treatment facility that will replace less efficient septic systems and cesspools.
- There will be a minor increase in demand in emergency services (police, fire, and ambulance services, though the increased taxes generated will offset the costs of these services and new buildings must be constructed in accordance with contemporary building codes and safety standards). New residents in the area could include new emergency services volunteers and provide additional donations and fundraising opportunities.
- There could also be an increase in public school enrollment from the residential component of future development that will be permitted under the proposed HBDOD zoning, although this is offset from the 2013 buildout projections by eliminating the potential for new residents that can be created through hotel conversions and preservation of CPF lands. New development will also generate tax revenues to offset additional demands on the school district. Community service providers have been contacted to request their input on any issues or concerns they may have regarding the subject action. Future site-specific projects will be further examined once detailed site plan applications are submitted.
- There will be increased demands for energy services from PSEG LI and National Grid, which may entail minor expansions of these service networks for the generation and delivery of additional energy supplies; particularly, to future development on currently vacant land along the north side of the HBDOD. These impacts will be offset by fees paid by owners and occupants of new and expanded buildings but energy/utility infrastructure is already present in the area. Energy service providers have been notified as part of the current action and it is expected that further outreach will occur during future site plan reviews once specific details of energy load demands are determined.

Irreversible and Irrecoverable Commitment of Resources

- Materials used for construction of site-specific development, including but not limited to: wood, asphalt, concrete, fiberglass, steel, aluminum, etc.
- Energy used in the demolition, construction, operation and maintenance of site-specific development constructed under the proposed Code amendments, including fossil fuels (i.e., gasoline, diesel fuel, natural gas, and fuel needed by PSEG LI in its generation of electricity).
- The proposed 10-Year build projection indicates that 141,176± gpd of combined commercial, domestic, and irrigation water or 82,673± gpd more than currently consumed and 66,042± gpd more than projected demand under the 10-Year existing zoning build condition. Potable water from Long Island's Sole Source Aquifer that will be consumed daily for the operation of site-specific development. Drinking water can be reused in the future, however, after wastewater has been treatment and recharged into the ground, it would not likely be reused as the currently operating public supply wells of the HBDOD are up-groundwater-gradient of the anticipated wastewater recharge point.

- Construction and demolition materials that are not reusable or recyclable would be landfilled outside of the Town which takes up space at such facilities.
- Some vegetation and natural habitats would be lost or degraded by new or expanded development as long as development is present and natural vegetative conditions are not permitted to regenerate.

Growth-Inducing Impacts

- Many of the growth-related/inducing effects are considered positive as discussed in **Section 4, “Other Environmental Impacts,”** but an effort has been made to concentrate growth in the Downtown where it is most appropriate and limiting growth outside the HBDOD. Based on the existing built condition of Hampton Bays, the extensive blocks of preserved land in the community (particularly to the north and northwest of the Downtown and along the seashore), existing zoning restrictions, and other factors, considerable additional growth outside of the Downtown in Hampton Bays is unlikely. In terms of actual impacts from anticipated growth, they would be consistent with the types of impacts indicated above including but not limited to traffic, increased community service demands, land disturbances, etc.

Energy Use and Conservation, Greenhouse Gas Emissions, and Air Quality

- Additional development will increase energy demands and related emissions.
- There will be an increase in the use of nonrenewable energy resources, including fossil fuels such as gasoline and diesel fuel during future demolition, clearing, grading, and construction activities that occur pursuant to the standards and regulations of the proposed HBDOD.
- Related to this increased demand and consumption of nonrenewable energy resources are emissions associated with the use of fossil fuels for heating and powering new or larger buildings, use of refrigerant substitutes, possible natural gas leakage, and combustion of fossil fuels associated with motor vehicle activity during construction and the occupancy/operational phase of future development.

Summary of Proposed Mitigations

The following is a summary of mitigation strategies and techniques to address identified impacts from the Proposed Action:

Topography and Soils

- Future site plan, special permit, subdivision, zoning variance and building permit reviews will be performed as appropriate in connection with future development and redevelopment projects proposed in the HBDOD and will include a second level of site- and project-specific assessment to refine and implement the recommended soil and topographic methods identified by this Supplemental DGEIS as needed.
- Future land use applications will be subject to conformance reviews with the final SEQRA Findings Statement for this Supplemental GEIS as well as preliminary site-

- and project-specific SEQRA reviews (“EAFs”) under NYCRR Part 617, if an action is classified as an “Unlisted” or “Type I” action.
- Clearing, grubbing and grading of future construction sites will be conducted in accordance with Town approved site, grading and drainage plans and under the supervision of the Town Building Department once a building permit is issued.
 - Erosion and sediment control plans must be submitted with future development site plans in the HBDOD that involve soil and/or slope disturbances and shall be implemented during construction. Erosion controls, including installation of work area perimeter and/or silt fencing and drainage inlet protection will be required, as needed, to prevent sediment from development and redevelopment sites from being transported off-site and deposited on streets or discharged to subsurface drainage structures, thereby resulting in a loss of topsoil, and potential adverse effects on drainage structure capacity and performance.
 - A stabilized construction entrance and/or “rumble strips” will be installed at construction sites where needed to reduce the potential for tracking soil on to public streets.
 - Dust control in the form of soil wetting may also be necessary and should be implemented based on-site plan requirements and soil conditions.
 - Trucks carrying soil to and/or from development sites shall cover loads as required to prevent soil and pebbles from being blown on to streets and vehicles and construction vehicles must be staged on-site and off the rights-of-way of area streets (Montauk Highway/Main Street, Ponquogue Avenue, Squiretown Road, Springville Road, Cemetery Road and Good Ground Road).
 - Reseeding and planting of landscaping should be implemented on future development sites within the HBDOD as soon as possible after initial clearing and ground disturbance, to ensure that soils are properly stabilized.
 - Phasing of clearing and ground disturbance may be beneficial on large development sites so that soils are not left bare for extended periods of time during future demolition and construction processes. In accordance with the Stormwater General Permit and Chapter 285 of the Town Code, disturbed areas should be stabilized as soon as possible after clearing and grading activities are conducted.
 - Future drainage infrastructure must be installed in conformance with the design and capacity requirements of the State and Town and meet the approval of the Town Engineer.
 - Stormwater General Permits and the preparation of SWPPP will be required for any project involving one acre or more of disturbance to ensure proper control of stormwater runoff and associated erosion and sedimentation issues, including the siltation of storm drains or the nearby State-owned stormwater recharge basin.
 - Vehicle, equipment and materials staging areas and designated stock pile locations must be located on individual development and redevelopment sites during construction-related activities and must be suitably stabilized or covered or otherwise prevented from creating significant dust, erosion and sedimentation issues.
 - Native plants or species that are well adapted to site soil conditions; providing suitable topsoil and/or mulching; “xeriscaping;” as well as the use of efficient/water

conserving irrigation systems and watering only at night and as needed, will be necessary to overcome potential minor issues associated with landscape water demands and excessively drained soils and will also help to conserve groundwater resources.

- Test borings are expected to be completed on sites in drainage areas to ensure that suitable subsoils are present. If poorly drained soils or hardpan (not anticipated) are encountered, these soils may have to be removed and replaced with clean loose sand or soil of a suitable texture to ensure adequate drainage.
- Sanitary wastes must be conveyed to a sewage treatment plant (“STP”) for treatment if SCDHS’ population density equivalents are not met. Based on existing development conditions and additional development density that can be supported by the proposed zoning, an advanced sewage treatment method must be provided. This facility(ies), along with approved stormwater collection and recharge systems that comply with all applicable standards and specifications of the Town and State, will help to reduce potential soil and groundwater issues. This infrastructure coupled with the relatively deep groundwater table and the removal and replacement of subsurface soils if restrictive layers or hazardous soil conditions are encountered, will help to protect groundwater, soils and public health.
- Site grading operations will be undertaken in a manner to promote the incorporation of excavated material back into development sites as practical unless soils are determined unsuited.
- An assessment of redevelopment projects involving the demolition of buildings or disturbance of soils that will be subject to Town site plan review may be necessary in the future to identify the presence of on-site cesspools, septic systems, drywells, and/or underground and/or above ground storage tanks that must be removed or abandoned in accordance with applicable Federal, State and local requirements. If the potential for past or present soil contamination by hazardous materials may be an issue (such as a past auto repair facility), a Phase IA ESA will be conducted to determine the need for a Phase IB ESA and any necessary remediation. In the case of older buildings to be demolished, an assessment of the possible presence of asbestos containing materials (“ACM”) and/or lead-based paint may also be warranted depending on the exact age of the structure and the types of building materials used in its construction, to ensure public and environmental health.

Water Resources

- Future development or redevelopment exceeding SCDHS groundwater management density loading requirements under Article 6 of the SCSC will require connections to an approved STP or other innovative sewage treatment system(s) that have advanced nitrogen treatment capabilities and/or acquire the requisite Pine Barrens Credits or SCDHS sewage transfer credits in the Hampton Bays Union Free School District to address density and any sewage disposal overages in the area.
- The siting of a new STP must be assessed further after plans are drawn up to ensure that such a facility conforms to Suffolk County requirements relating to system

- design, siting, setbacks, and installation requirements so that groundwater and surface waters are properly protected.
- Maximum wastewater flow and treatment requirements are subject to SCDHS approval and strict compliance with all SPDES effluent permit standards for community wastewater treatment and disposal systems will be required.
 - Connection of all future development to the local public water supply after HBWD approval. The HBWD supply is routinely monitored and raw water is treated as necessary by the HBWD to ensure that the water is safe and potable for drinking and that an appropriate supply is available to serve the needs of its customers.
 - The Town should continue to support efforts by the NYSDEC to remediate soil and groundwater contamination stemming from the Hampton Bays Fire Department Superfund Site to restore and protect the Ponquogue Avenue wellfield.
 - In accordance with the proposed HBDOD, future development plans must provide reduced potable indoor water use (reduction of 20% below baseline) and reduced outdoor landscape irrigation demand by 50% of baseline (per proposed Section 330-430).
 - Future development within the proposed HBDOD should comply with Article 7 of the Suffolk County Sanitary Code to ensure that groundwater is protected, and the Ponquogue Avenue water supply is not adversely affected.
 - Landscaping is expected to be limited and mainly used for aesthetic enhancements and screening due to the urban nature of the Downtown. Native vegetation should be retained to the extent practical and future plantings for site landscaping should be native and/or well-adapted to area conditions to reduce the need for watering, fertilization and pesticide applications. Species on NYSDEC's invasive species list must not be used. Irrigation wells to reduce the strain on the HBWD are recommended if applicable and practicable.
 - Due to the size of the corridor study area, variability in topography, irregularity of groundwater levels from seasonal and annual weather fluctuations, and insufficient available data, exact depths to groundwater must be determined on a location-by-location basis by examining on-site test-hole data.
 - Future developments or redevelopments involving one acre or more should be reviewed to determine if a State Pollution Discharge Elimination System ("SPDES") General Permit for Stormwater and a Stormwater Pollution Prevention Plan ("SWPPP") are required. Erosion and Sedimentation Control Plans must also be implemented for projects involving soil and/or slope disturbances.
 - In accordance with the proposed HBDOD, incorporation of vegetated swales, filter strips, rain gardens, and other green infrastructure, state-of-the-art treatment technologies, and best management practices ("BMPs") is required. Examples of BMPs that can be used to address stormwater runoff are provided in the New York State Stormwater Management Design Manual.
 - In accordance with the proposed HBDOD, green infrastructure options such as green roofs, grey-water and rainwater recycling for irrigation, rain gardens, vegetated swales, retention of native vegetation, and other similar methods and systems is required to address stormwater issues and reduce overall water demand.

- New redevelopment will be required to capture and retain stormwater runoff on-site to prevent flooding or overland sheet runoff on to adjacent land or public streets. Future development must therefore include appropriate drainage collection and recharge pools on-site to ensure that stormwater generated from impervious surfaces is adequately controlled to prevent flooding or icing of public rights-of-way, development sites, basements and adjacent properties. The Town Engineer must review future site plans to ensure that projects provide suitable drainage to comply with applicable State and local standards and meet minimum professional engineering standards and practices.
- Using stormwater collection and treatment devices that comply with minimum State and Town engineering standards and practices and that meet the approval of the Town Engineer and Planning Board, including capturing and recharging the anticipated runoff from the required design-storm rainfall event.

Ecological Resources

- The loss of coastal oak-hickory forest habitat on the property will be partially mitigated by the requirement for a minimum of ten percent green space on each development site and retention of a portion of Good Ground Park in the HBDOD in its naturally vegetated condition.
- In accordance with the Sustainable Development Requirements of the proposed HBDOD, native and low maintenance plant species are required; such species will provide food and shelter to wildlife.
- Invasive Plants species must not be utilized for landscaping, screening or any other purpose, including those species specifically listed in 6NYCRR Part 575 and the “New York State Prohibited and Regulated Invasive Plants” publication (**NYSDEC and NYDAM, 2014**).
- Disturbances to vegetation and habits will be minimized to the maximum extent practicable, including delineating tree-clearing limits where necessary at development sites prior to construction to avoid inadvertent clearing.

Land Use, Zoning and Plans

- Future site-and project-specific site plans should be designed and reviewed to determine overall consistency with the recommended guidelines established in the Pattern Book for the Hampton Bays Downtown Overlay District, as well as applicable recommendations of the Strategic Plan/Buildout Study and its GEIS.
- To date, the Town Board has not enacted the HO/HC zoning districts that were previously recommended by the 2013 Hampton Bays studies along Montauk Highway, east and west of the Downtown. Any HO/HC zoning modifications contemplated by the Town Board should no longer include residential uses; as residential/mixed use would be shifted to the Downtown by the proposed HBDOD.
- As recommended by the Town of Southampton Coastal Resources & Water Protection Plan (April 2016), the Town should consider restricting conversions of existing motels in MTL and RWB zoning districts to reduce the number of new residential units.

- Side streets entering/exiting on both sides of Montauk Highway should be aligned where possible or adequately separated rather than slightly offset to prevent traffic turning conflicts.

Community Services and Facilities

- Sewage flow that exceeds SCSC Article 6 standards must connect to sewers and/or use other methods of acceptable mitigation such as the transfer of development rights or sanitary credits in accordance with Town and SCDHS standards and requirements.
- Conduct an STP site and design feasibility study to determine/verify the most suitable location for an STP, conduct a detailed on-site conditions assessment, determine the final required capacity for such a facility, evaluate the types of treatment technologies that are available and the system that is best suited for the HBDOD, determine required main locations and sizes and the necessity for pump stations, calculate the total costs to construct and operate the collection system and treatment facility, and identify and apply for any available funding sources.
- Future development and redevelopment projects envisioned under the Proposed Action and Theoretical Development Scenario will require a source of potable drinking water and must connect to a public water supply. Written confirmation must be obtained from the HBWD demonstrating that an adequate supply of water is available to satisfy both the “domestic” (drinking water) and “non-domestic”(non-drinking water) needs of the project prior to issuance of a building permit.
- The Water District currently operates with a surplus on peak demand days; however in the event of a mechanical failure, the surplus will be severely reduced. To service future development, the District should:
 - Plan for an additional supply well, if not two, depending on capacity.
 - Plan for additional storage. The HBWD will continue to monitor its storage and demand and plan for additional storage facilities as warranted.
 - The HBWD will also have to plan for additional water transmission main(s), depending on the location(s) of any future well(s).
 - Future water demand projections should include peak day and hour estimates to adequately determine the impact on the water system. Fire flow demand for future development will also be necessary and should be determined based on Insurance Service Office (“ISO”) standards.
- Proposed projects will need to demonstrate with the proposed HBDOD Sustainable Development Standards (Section 330-430).
- The Fire Department/Fire Marshal will have the opportunity to review future proposed site plans to ensure that their needs, including provisions for emergency access, hydrant locations, sprinkler systems, fire alarms, and smoke and carbon monoxide detection, are properly addressed.

Traffic, Transportation and Parking

- Extend Good Ground Road, west from its intersection with Springville Road, and then north to the intersection of Montauk Highway and NYS Route 24, creating the “Good Ground Road Extension”.

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- The new intersection at Montauk Highway and NYS Route 24 must be constructed at 90 degrees with Montauk Highway for a proper geometrical design.
- Design the four-leg intersection with an exclusive northbound left turn, one through lane and one shared through/right turn lane.
- Redesign the southbound approach with one left turn lane, two through lanes and a channelized right turn lane.
- Provide two exclusive left turn lanes and a shared through/right turn lane in the eastbound approach.
- Redesign the westbound approach with two through lanes, one left turn lane and a channelized right turn lane.
- Redesign the traffic signal at the new four leg intersection with new signal timings and cycle lengths.
- The Good Ground Road Extension would also create a new four-leg intersection at Good Ground Road and Springville Road.
 - Design this new intersection with exclusive northbound and southbound left turn lanes with a shared through/right turn lane.
 - Design the westbound approach with an exclusive left turn lane and a shared through/right turn lane.
 - Design the eastbound approach with an exclusive through lane and an exclusive right turn lane with the prohibition of eastbound left turns.
 - Install a traffic signal at this new four leg intersection.
 - Due to the proximity of this intersection to the LIRR, it is required that train pre-emption be incorporated into the traffic signal. A high left turn volume is anticipated at the new intersection and the design must consider the potential for vehicles to be queued on the tracks.
- Provide an exclusive southbound left turn lane at the intersection of Ponquogue Avenue/Squiretown Road and Montauk Highway.
 - Minor widening of the north leg would be necessary.
 - Modify the traffic signal to provide an exclusive northbound/southbound left turn phase.

Community Character, Visual Resources, and Historic and Archaeological Resources

- Future development and redevelopment should be reviewed against applicable design criteria that have been established for the Downtown in the Pattern Book which will help to protect the character of the Downtown and existing and proposed development, including locally designated historic resources.
- Town of Southampton Architectural Review Board analysis of building plans during site plan reviews.
- Outreach to and input from the Town of Southampton Historical and Preservation Society when development or redevelopment is proposed adjacent to or opposite the Prosper King House and Lyzon Hat Shop.

Energy Use and Conservation

- Sustainable development standards that directly or indirectly relate to energy use and conservation and are included in the proposed HBDOD Code. These standards include:
 - Reducing the urban heat island effect and associated cooling loads during the summer months by requiring that 50 percent of the non-roof site hardscape be permeable and properly shaded by trees and requiring that 50 percent of roof areas be vegetated “green roofs” or using roofing materials with low SRI on at least 75 percent of the roof area.
 - Encouraging pedestrian activity by allowing for a mix of commercial, office, residential and civic uses, providing alleys, cross streets, storefronts and pedestrian and bicycle facilities and amenities to create a more walkable and bikeable Downtown and facilitate use of nearby train service.
 - Requiring that structures are constructed to be solar ready.
 - Requiring where appropriate new structures to incorporate Passive Solar Designs including but not limited to building orientation and window location. Interior layouts shall allow for the natural flow of heat during winter months and ventilation during the summer season.
- Future buildings must be constructed consistent with existing State building codes and new building construction in New York State and must conform to applicable statewide energy codes.
- Development in accordance with current requirements typically rely on more energy-efficient building materials (e.g., insulations, windows, weather stripping, door seals, etc.) than in the past, as well as the installation of more modern mechanical systems (e.g., Energy Star or other rated energy conserving air conditioners, HVAC systems, heating systems, water heaters, heat pumps, etc.) is anticipated, which would minimize the amount of energy resources required compared to the less efficient materials and systems used in the past.
- Exterior lighting must conform to the requirements of Southampton Town Code Chapter 330, Article XXIX, and Attachment 12, Figure 5, “Outdoor Lighting.”
- Developers and others seeking site plan approvals in the future will have to further coordinate with area utilities for final authorizations once site plans are finalized and more precise energy estimates can be made.

Alternatives

SEQRA and its implementing regulations at 6 NYCRR Part 617.9(b)(5)(iii)(v) require an examination of reasonable project alternatives that are consistent with the objectives and capabilities of the project sponsor. This aspect of environmental review provides the context and framework for identifying, comparing, and contrasting feasible project alternatives and plays a critical role in project planning, the identification of impacts and mitigation strategies, and improving the outcomes of proposed actions. Alternatives investigations provide a broader foundation for analysis and informed decision-making by the Lead Agency and other involved agencies and can include a variety of project modifications. Alternative actions may involve

different project sites; changes in the size, scale, and/or density of development; consideration of different land uses and/or land use intensities; variations in design; alternative alignments and structural orientations; evaluation of different technologies or methodologies; adjustments to project phasing and timelines; or any other potential changes that are consistent with the objectives and capabilities of the project sponsor.

SEQRA specifically requires a comparative assessment of what it refers to as the “No-Action Alternative.” The No-Action Alternative provides a basis for characterizing and evaluating anticipated conditions and possible impacts and/or benefits that are likely to result in the reasonably foreseeable future in the absence of the Proposed Action or any other significant future actions. Finally, SEQRA requires that the discussions and analysis of alternatives be conducted at a level of detail that is suitable for comparing project benefits and impacts by the Lead Agency and all involved decision-making entities.

This Supplemental DGEIS considers the following alternatives to the Proposed Action under the 10-Year Reasonable Theoretical Development Scenario:

Alternative 1: No-Action

Alternative 2: 10-Year Build Condition under the Existing Village Business Zoning

The No-Action alternative assumes that the existing VB zoning will remain in place and that no additional development, improvements or significant changes to conditions in the Downtown will occur. Similarly, the 10-Year Buildout under the Existing Zoning alternative assumes that there will be no new Zoning Code and/or Zoning Map amendments but that the proposed HBDOD area is built-out to a reasonably expected buildout under existing VB guidelines. Under both alternative scenarios, the intended benefits of the proposed HBDOD and previous planning and visioning efforts that were specifically designed to improve local conditions, including recommendations of the Pattern Book would not be realized, and some of the potential impacts associated with a full buildout under the existing zoning would run counter to the goals and objectives of the Proposed Action and past community plans and environmental assessments. Numerous impact avoidance and mitigation techniques have been identified by this SGEIS to address potentially significant impacts associated with the Proposed Action. Details of the alternative investigations are provided in **Section 5, “Alternatives.”**

Involved and Interested Agencies and Required Reviews, Permits and Approvals

The Town Board is the only *involved agency*⁴ as defined by SEQRA for the currently Proposed Action. Nevertheless, future development or redevelopment that will take place within the Downtown and that will be subject to HBDOD standards and restrictions in the future will

⁴ SEQRA defines *involved agency* as “an agency that has jurisdiction by law to fund, approve or directly undertake an action. If an agency will ultimately make a discretionary decision to fund, approve or undertake an action, then it is an ‘involved agency,’ notwithstanding that it has not received an application for funding or approval at the time the SEQR process is commenced. The lead agency is also an ‘involved agency.’”

require input from various *involved* agencies. At this point in the process most agencies are considered *interested* agencies.⁵

Agencies and organizations that may be interested in the Proposed Action or involved in the future as development and redevelopment occurs under the proposed HBDOD include but are not necessarily limited to various Town boards, committees, departments and offices; local civic organizations and community groups; public utilities and community service providers; and State and County agencies that may be involved in the future as new development and redevelopment is proposed.

Town of Southampton Planning Board
(Future Site Plan, Special Permit and Subdivision Approvals)

Hampton Bays Water District
(Future Water supply connections)

Town of Southampton Division of Fire Prevention
(Input and recommendations for Zoning and future Site Plan, Special Permit and Subdivision approvals)

Department of Land Management
(Future input and wetlands permits for regulated activities within 200 feet of the NYS Recharge basin if the Town determines that the basin meets the criteria for a regulated wetland)

Hampton Bays Fire District
(Input and recommendations for Site Plan, Special Permit and Subdivision approvals)

Hampton Bays Beautification Association
(Input relevant to community character and beautification)

Hampton Bays Citizen Advisory Committee
(Community Input)

Hampton Bays Civic Association
(Community Input)

Hampton Bays Historical & Preservation Society
(Input regarding historical, cultural and archaeological resources)

Hampton Bays Union Free School District

⁵ An *interested agency* is defined as “an agency that lacks the jurisdiction to fund, approve or directly undertake an action but wishes to participate in the review process because of its specific expertise or concern about the Proposed Action. An interested agency has the same ability to participate in the review process as a member of the public.

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(Input regarding potential impacts to public schools from zoning and future development and redevelopment plans)

Hampton Bays Volunteer Ambulance
(Input relating to emergency medical services)

Suffolk County Department of Health Services
(Issuance of SPDES permit for STP; input relating to public health issues)

Suffolk County Planning Commission
(County Section 239-m review)

Suffolk County Department of Public Works
(Input regarding issues involving Montauk Highway, future curb cuts and road work within Montauk Highway ROW, and possible future connection to SR 24; Review and approval of STP construction plans and specifications)

Suffolk County Sewer Agency
(Contract/agreement indicating construction of STP in accordance with approved plans and dedication of facility to County)

Suffolk County Department of Health Services
(STP SPDES wastewater discharge permits)

New York State Attorney General
(Approval of sewer district map, plan and report for creation of district)

New York State Department of Transportation, Region 10
(Input relative to Good Ground Road Extension to SR 24 or any issues associated with the NYS recharge basin in proposed HBDOD)

SECTION 1.0

DESCRIPTION OF PROPOSED ACTION

1.0 DESCRIPTION OF PROPOSED ACTION

1.1 Introduction

This Supplemental Draft Generic Environmental Impact Statement (“Supplemental DGEIS”) has been prepared in accordance with Section 8-0109 of the New York State Environmental Conservation Law (State Environmental Quality Review Act or “SEQRA”); the implementing standards and procedures of “SEQR” set forth at Title 6 NYCRR Part 617; and other applicable regulatory standards and guidelines of environmental review and planning and zoning practice. The purpose of this document is to provide a thorough inventory of existing conditions, identify and critically examine the potential for adverse environmental impacts from the “Proposed Action” as identified in the Long Environmental Assessment Form (“LEAF”) Parts 1, 2 and 3/Determination of Significance adopted by the Lead Agency (**Appendix A**), the Southampton Town Board, and determine reasonable and appropriate impact prevention and mitigation strategies to ensure that potential impacts are mitigated to the maximum extent practicable, as required by SEQRA.

The Proposed Action involves the adoption of amendments to the Town Zoning Code and Official Zoning Map to create the physical boundaries, use restrictions and requirements, dimensional standards, and form-based design guidelines, for the optional Hampton Bays Downtown Overlay District, and its three subzones; hereafter, the “zoning amendments,” “HBDOD” or “HBDOD-1” (“Central Downtown Zone”), “HBDOD 2” (“Transition Zone”) or “HBDOD 3” (“Edge Zone”) (See **Section 1.4** and **Section 3.1** for a complete description of the Proposed Action and the respective standards and requirements for each zone). The best and most practical approach to the identification of impacts from the Proposed Action and determination of the most reasonable and effective means and measures by which to prevent or mitigate environmental impacts to the maximum extent practicable pursuant to “SEQRA” and its implementing regulations at 6 NYCRR Part 617, was determined by the Southampton Town Board, as Lead Agency, to be through the preparation of a Supplemental Generic Environmental Impact Statement (“Supplemental GEIS”).¹ The Proposed Action and this Supplemental DGEIS will therefore be reviewed for consistency with the 2010 “Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout” study, its GEIS and its duly adopted 2013 SEQRA Findings Statement for that action, which included an inventory and assessment of the land comprising the proposed HBDOD, and builds off of these previous documents to provide a solid foundation and ensure a thorough environmental assessment of applicable issues and concerns.

Once the Supplemental DGEIS is accepted by the Town Board as adequate for public review, one or more public hearings will be held to solicit questions and comments from the public on the proposed Zoning Map and Code amendments, the future implementation of the new zoning, and the details, conclusions and identified mitigation strategies provided in the Supplemental DGEIS. A written comment period will also be provided during the public outreach component

¹The previous GEIS is hereby incorporated into this SGEIS by reference and is available for review at the Town’s website at: <http://www.southamptontownny.gov/400/GEIS-Adopted-Nov-2013>

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of the review process to offer another option for providing input, and once the public outreach phase is concluded and closed, a Supplemental Final GEIS (“Supplemental FGEIS”) will be prepared. The Supplemental FGEIS will record, assess and contain written responses to all substantive and related written and verbal questions and comments, and based on this review and analysis, will identify any necessary changes to the Proposed Action or additional mitigations. Once the Supplemental FGEIS is accepted by the Town Board, a minimum ten-day review period will be established and upon closing of this review period, a SEQRA Findings Statement including requirements and standards for future actions will be drafted. The Findings Statement will certify that the SEQRA process and applicable timeframes have been adhered to and will outline the findings and conclusions of the environmental review so that the Town Board may render its final determination of environmental significance with regard to the proposed HBDOD zoning and the soundness of its regulatory framework. Once the Findings Statement is adopted, the Town may move forward to revise the proposed Zoning Map and/or Zoning Ordinance, as necessary, and make a final decision on the adoption and codification of the zone changes and Code amendments.

1.2 Study Area Location and Description

The proposed HBDOD boundaries are coincident with those of the existing Village Business (“VB”) zoning district established for Downtown Hampton Bays. (Note: The underlying VB zoning is still in effect, but the property owner would be permitted to opt-into the Overlay District, once it is established.) The 54.85-acre± (0.086-square mile) VB/HBDOD includes land located north of the Long Island Railroad and Good Ground Road, south of Good Ground Park, east of Springville Road and Cemetery Road, and west of the Hampton Bays Town Center and St. Rosalie’s Catholic Church in Hampton Bays. See **Location Map (Figure 1-1)** and the **Aerial Photograph (Figure 1-2)** (*All figures are provided at the end of the text portion of this Supplemental DGEIS following Section 7.0*).

Access to the HBDOD is provided primarily off of Montauk Highway (“CR 80”) which runs generally east/west through the center of the HBDOD (known locally as “Main Street”), as well as from Good Ground Road, Springville Road, Squiretown Road, Ponquogue Avenue and the Long Island Railroad and Hampton Bays Train Station. Suffolk County Transit bus service is also available Downtown and a formal bus stop with shelter is provided on the south side of Montauk Highway (aka Main Street), east of the intersection of Montauk Highway and Springville Road. The HBDOD is +/-0.3 of a mile east of Riverhead-Hampton Bays Road (SR 24) and +/-0.6 of a mile southeast of Sunrise Highway (SR 27). The distance between the intersections of Montauk Highway/Springville Road and Montauk Highway/Ponquogue Avenue is estimated to be 1,930± linear feet and the total length of the HBDOD along Montauk Highway from the intersection of Montauk Highway and Springville Road to the east end of the HBDOD is 2,290± feet. The total length of the HBDOD along its southerly boundary (i.e., Good Ground Road) is 2,195± feet.

The area comprising the proposed HBDOD is within the following planning, zoning, environmental and community services districts:

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- Village Business (VB) Zoning District
- Hampton Bays Union Free School District
- Town of Southampton Police District
- Hampton Bays Volunteer Fire District
- Hampton Bays Volunteer Ambulance District
- Hampton Bays Water District
- Suffolk County Groundwater Management Zones (“GMZs”) III and IV

Except for GMZs III and IV, the Study Area is NOT located within any specially designated environmental protection areas, districts or State or local Critical Environmental Areas.

The Downtown serves as the central business district of the Hampton Bays community with traditional mixed commercial/small retail, personal service, restaurant, tavern, and office land uses, as well as a movie theater, post office, fire station, community green and park, and convenient access to major streets, parking and the Hampton Bays Railroad Station. “The Hampton Bays Town Center,” a major mixed-use commercial anchor, and the Town of Southampton Community Center are located outside but adjacent to the easterly boundary of the HBDOD and there are two churches on the north side of Montauk Highway at both the eastern and western ends of the HBDOD, just outside the HBDOD boundaries. The Hampton Bays Ambulance headquarters and Suffolk County Water Authority (“SCWA”) facilities are also adjacent but outside of and to the south of the HBDOD. A second business anchor exists west of the HBDOD and the intersection of Montauk Highway and Riverhead-Hampton Bays Road, including Macy’s Department Store, Petco, Stop & Shop, Riverhead Building Supply, a McDonald’s restaurant and other assorted business uses. A multi-unit office complex, “Hampton Atrium,” is located on the northeast corner of Montauk Highway and Riverhead-Hampton Bays Road.

1.3 Project Background

Improving the appearance, character, functionality, business and service capabilities, and economic well-being of Downtown Hampton Bays, while protecting the Hamlet’s environmental resources and quality of life and natural resources have been major subjects of study and considerable planning effort over the past 20 years. This process began primarily with the adoption of the 1999 Southampton Tomorrow Comprehensive Plan Update which was followed by the 1999 Hampton Bays Hamlet Center Strategy Study; 2004 Transportation Element Update; 2010 Hampton Bays Corridor Strategic Plan; 2010-2013 Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout GEIS; the 2017 Pattern Book for the Hampton Bays Downtown Overlay District; and most recently, the delineation of the proposed HBDOD and preliminary zoning and design standards.

The purpose of the current action is to address the goals and objectives of the above plans and develop and implement new zoning requirements and design guidelines to improve or enhance

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conditions in Downtown Hampton Bays and to confirm and implement relevant recommendations of past Town plans.

In accordance with the Town Comprehensive Plan Update, the Town has drafted the HBDOD to channel mixed use redevelopment to the traditional Hamlet center at and near the intersection of Montauk Highway and Ponquogue Avenue. The proposed HBDOD is intended to provide flexibility to allow for varying uses, densities, building heights that would achieve coordinated redevelopment by encouraging and incentivizing a mix of land uses (e.g., commercial/retail and office uses with upper-level residential uses). The Form Based nature of the HBDOD is intended to strengthen the community's sense of place, improve the aesthetic qualities of the built environment, and to encourage a walkable and mixed use hamlet center.

A brief summary of applicable aspects of the above plans are provided below.

1.3.1 1999 Comprehensive Plan Update (“Southampton Tomorrow”)

The 1999 Comprehensive Plan Update provides a number of general recommendations and planning concepts including general policies and recommendations addressing the Town's business districts; land use and zoning; housing; community design, aesthetics and character; traffic and access; and environmental and cultural resource protection. With regard to Hampton Bays, the Comprehensive Plan Update specifically found that pressure for retail development in Hampton Bays should be channeled to the traditional center at and near the intersection of Montauk Highway and Ponquogue Avenue. It also concluded that strip development should be discouraged in this area and that the hamlet center should be linked to nearby shopping centers and highway business development. The Update also noted that Downtown Hampton Bays should seek to become a Town-wide shopping and transportation center with civic identity. Additional detail on the content of this Plan is provided in **Section 3.1**.

1.3.2 1999 Hampton Bays Hamlet Center Strategy Study

The Hampton Bays Hamlet Center Strategy Study (**Hutton Associates, 1999**) was initiated to address issues and concerns associated with a variety of projects that were proposed along Montauk Highway near the Hamlet Center, with the goal and aim of creating suitable planning and design criteria to guide future development in accordance with the community's vision. The Study involved an intensive “charrette-based” public participation process that included residents, civic organizations, private developers, and public officials. It was the first in a series of Town Hamlet studies to implement the 1999 Town Comprehensive Plan Update and provide greater attention on the Town's Hamlet centers. The Hampton Bays Hamlet Center Strategy Study specifically sought to:

- Improve the streetscape and enhance pedestrian activity along Montauk Highway on the east side of the Hamlet Center;
- Develop new design criteria for a proposed supermarket and associated shops;

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- Identify land uses and development options that were considered appropriate for the Montauk Highway corridor, west of SR 24, including zoning and design standards for new fast food restaurants and other area development;
- Create and coordinate new traffic related plans, such as design improvements for Montauk Highway and Good Ground Road, new street connections, including extending Good Ground Road to the west and constructing a northerly cross access road to connect Good Ground Road with SR 24, and recommending internal cross access agreements between adjacent commercial properties.
- Establish zoning overlay districts for planned development on the east and west sides of the Hamlet Center and Hamlet Office/Residential and Hamlet Commercial/Residential (HO and HC) zoning in transitional areas along Montauk Highway.

Additional detail on the content of this Study is provided in **Section 3.1**.

1.3.3 2004 Transportation Element Update

The 2004 Transportation Element Update was developed to identify strategies to mitigate transportation-related impacts throughout the Town of Southampton. The recommended mitigations were intended to relieve congestion by utilizing a multi-modal approach and land use and zoning policies were recommended to protect the Town’s transportation infrastructure and to support and facilitate the use of public transportation in the future. The Transportation Element Update addressed various topics including but not limited to land use and zoning and related policies to help to address traffic concerns, traffic calming, access and public transportation.

Additional detail on the content of the Transportation Element Update is provided in **Section 3.1**.

1.3.4 2010 Hampton Bays Corridor Strategic Plan

The 2010 Hampton Bays Corridor Strategic Plan was initiated to provide detailed inventories, analyses and community outreach to refine and implement applicable recommendations from the 1999 Comprehensive Plan Update for the Montauk Highway corridor within Hampton Bays. Recommendations from this plan are summarized below.

Land Use and Zoning:

- Discourage lot mergers that would allow largescale commercial development.
- Establish mixed-use development around the Stop & Shop supermarket.
- Reemphasize water related resort and tourism uses in the eastern end of the community.
- Promote multiple ownership “themed development” adjacent to the new Good Ground Park — i.e., “Good Ground Green.”
- Establish Hamlet Office/Residential and Hamlet Commercial/Residential (“HO and HC”) zoning outside of the hamlet core.

Housing and Residential:

- Traditional neighborhood development in the vicinity of the new Stop ‘n Shop.

Design, Aesthetics and Community Character:

- Establish transition zones to ensure open, wooded character on both ends of the Montauk Highway corridor in Hampton Bays.
- Define design review procedures for new development.
- Establish landscape buffers and reserve small town character.
- Create gateway signage at the railroad bridge.
- Improve County Park fencing to enhance views.

Traffic and Access:

- Locate parking lots behind rather than in front of buildings.
- Expand pedestrian paths and bikeways.
- Explore the possibility of a landscaped entry roundabout approaching an upgraded canal bridge from the east.
- Explore the possibility of a roundabout at the Montauk Highway Route 24 intersection.
- Consider removing portions of the NYS Route 27 cloverleaf exit ramps in favor of less environmentally impacting slip ramps.
- Encourage cross-access agreements.

Additional detail on the content of this Plan is provided in **Section 3.1**.

1.3.5 2010-2013 Hampton Bays Cumulative Impact of Buildout and GEIS

The purpose of this document was to conduct a comprehensive environmental impact assessment of implementing the recommendations of the Hampton Bays Corridor Strategic Plan, as described above, in context with the projected full buildout of the Hamlet under its existing zoning. The Hampton Bays Corridor Strategic Study, and its second and third phases, the Hampton Bays Cumulative Impact of Buildout and GEIS², involved detailed inventories of existing conditions, considerable public outreach and participation, development of a community based strategies and alternatives for guiding growth, and the methods and techniques to control and mitigate the potential adverse effects of future growth in the Hamlet. These studies and their environmental investigations along with previous and subsequent plans and studies have provided a solid foundation for taking the final steps toward the implementation of focused land development policies for the Downtown.

Topics discussed and analyzed in the Hampton Bays Cumulative Impact of Buildout and GEIS included land use and zoning, community character, cultural resources, environmental resources and protection, community services and facilities, economic and fiscal considerations, traffic and

² November 2010 Draft GEIS Hampton Bays Corridor Strategic Plan and Cumulative Impact of Build-Out Study; February 2013 Final GEIS Hampton Bays Corridor Strategic Plan and Cumulative Impact of Build-Out Study

transportation, air quality and energy conservation, and miscellaneous other topics. Additional detail on the content of this Study and GEIS is provided in **Section 3.1**.

1.3.6 2017 Pattern Book for the Hampton Bays Downtown Overlay District

The Pattern Book for the Hampton Bays Downtown Overlay District placed particular focus on the future form, pattern, architectural style, streetscape, public amenities, landscaping, pavement, outdoor lighting, and signage in the HBDOD with the goal of encouraging future development in the Downtown Hampton Bays Business District that complements and enhances the existing character and historic landmarks and structures in this area. This document serves as a useful tool to property owners, developers, design professionals, and the community in guiding future development and redevelopment in the HBDOD and serves as a guide to Town officials charged with the responsibilities of developing implementing zoning standards and restrictions and achieving the Community's vision for its future.

The specified goals of the Pattern Book were to:

1. Create the framework for a future form-based code for the Downtown.
2. Encourage the development of a walkable, thriving, family-friendly district.
3. Embrace and complement the historic fabric and context of Hampton Bays.
4. Create the framework for pedestrian-friendly development, and attractive storefronts that allow for a mix of uses over time, while providing a consistent and pleasing experience.
5. Encourage more consistent setbacks along streets with focused and more usable open space.
6. Encourage a consistent architectural and geometric language which will allow for changing needs over time.

This commitment toward excellence in design and function is evident in the level of study, community involvement and public and private investment in the Hamlet. The Pattern Book served as a basis for the proposed HBDOD form-based code, which was developed to provide land development guidelines that focus on the Downtown to ensure that the heart of the Hampton Bays community grows in accordance with its long considered, thoughtfully crafted, and publicly vetted purpose driven goals. Additional detail on the content of the Pattern Book is provided in **Section 3.1**.

1.3.7 Need and Benefit of the Proposed Action

As previously indicated, the Proposed Action seeks to implement relevant unimplemented recommendations of past Town plans. In accordance with the Town Comprehensive Plan Update, the Town has drafted the HBDOD to channel mixed use redevelopment to the traditional Hamlet center at and near the intersection of Montauk Highway and Ponquogue Avenue. The proposed HBDOD is intended to provide flexibility to allow for varying uses, densities, building heights that would achieve coordinated redevelopment by encouraging and incentivizing a mix of land uses (e.g., commercial/retail and office uses with upper-level residential uses). The Form Based nature of the HBDOD is intended to strengthen the community's sense of place, improve

the aesthetic qualities of the built environment, and provide for a walkable and mixed use hamlet center.

The 2017 Pattern Book which specifically focuses on the area within the HBDOD, its current needs, and the necessary steps toward meeting contemporary targeted goals. Benefits of the proposed HBDOD include:

- Improving the appearance, character, functionality, business and service capabilities, energy efficiency and economic well-being of Downtown Hampton Bays, while protecting the Hamlet’s environmental resources and quality of life;
- Providing housing options to serve the community’s residential needs, including options for multifamily units and apartments for persons of diverse incomes and providing new work/live opportunities;
- Creating new business opportunities, new temporary construction jobs and permanent full- and part-time work, and boosting the local customer base and employee base by allowing multifamily residential uses, encouraging upstairs apartments and creating a greater full-time residential presence;
- Enhancing the character of the Downtown, increasing walkability, and promoting more activity, economic growth, fiscal health, and Downtown vitality;
- Increasing the selection and availability of goods and services for locals;
- Concentrating growth in the Downtown rather than in environmentally sensitive areas outside the hamlet center;
- Creating a pedestrian and bike friendly, transit accessible, community with suitable parking, access, and traffic circulation;
- Developing and implementing a new form-based code that meets smart growth objectives and promotes long-term community sustainability;
- Allowing for more efficient land use; and
- Promoting energy efficiency and community sustainability.

1.4 Description of the Proposed Action

The proposed zoning amendments and design guidelines are based on recommendations from the “Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout,” its GEIS, the 2013 Findings Statement for that action, the 2017 Pattern Book for the Hampton Bays Downtown Overlay District, and other previous referenced plans but focuses on the standards that must be established to guide future growth and redevelopment in order to meet the community’s long range goals and vision for its future.

The proposed HBDOD form-based zoning code provides the mechanism to guide redevelopment in the Downtown to create the most appropriate land uses, residential options, physical form, spatial characteristics and development density, architecture, landscaping, parking, enhanced street connectivity and Downtown functionality, infrastructure, civic space and public amenities,

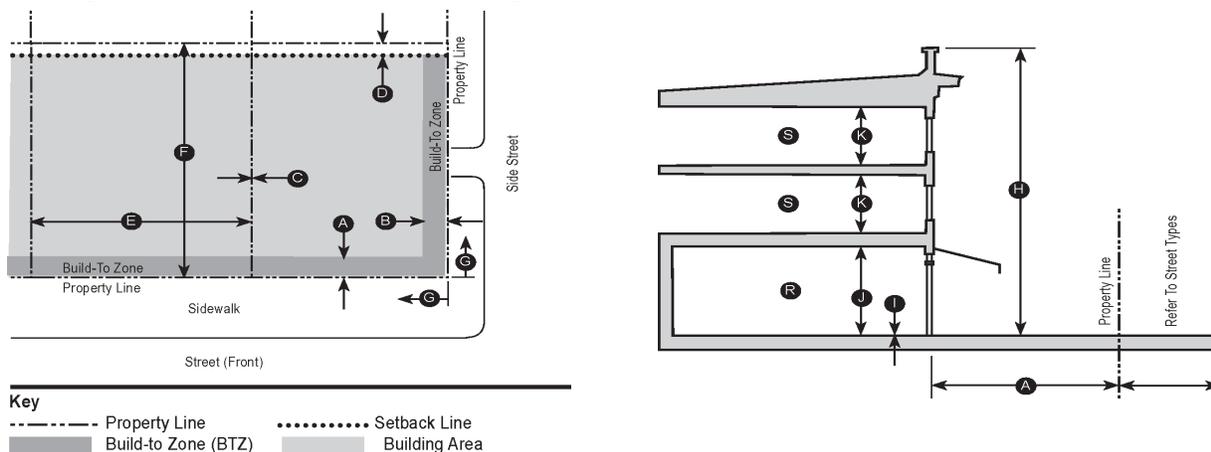
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energy and water conservation, and other smart growth considerations to create a more traditional small-town central business district. To achieve these goals, the proposed HBDOD zoning ordinance sets forth new standards for a new overlay district containing three subzones referred to hereafter as Hampton Bays Downtown Overlay Zones 1, 2 and 3 (“HBDOD 1, HBDOD 2, and HBDOD 3”) (See **Figure 3-3** for a geographic depiction of the boundaries and relative locations and sizes of the HBDOD zones). Each zone supports and is compatible with the others but serves its own vital functions based on location and adjacent land uses and zones in the Downtown. A brief overview of the purpose and intent of the three zones is provided below along with lists of the permissible land uses, dimensional standards and design requirements for each zone. A full copy of the draft HBDOD zoning code is provided in **Appendix B** and additional details and analyses are provided in **Section 3.1**.

HBDOD 1 (“Central Downtown Zone”)

The primary intent of this zone is to serve as the core mixed-use pedestrian-friendly shopping center in the Hampton Bays central business district. Emphasis is placed on optimizing the physical characteristics of the built environment for increased storefront shopping opportunities, pedestrian access, enhanced walkability and resident, patron, and business owner convenience. Residential dwelling units may be established above commercial spaces and shopfronts which are required on the ground-floor; however, stand-alone multifamily residential buildings are not permitted. While much of the development contained within this zone was originally designed to accommodate the automobile, the intent is to facilitate a transition of individual parcels over time, each contributing to a vibrant Downtown ambiance and walkability.

Development form and pattern will be characterized by a network of side streets and service alleys, wide sidewalks, tree lined streets and commercial shopfronts served by on-street parking, with parking lots and garages hidden behind buildings within the center of Downtown blocks where possible. To maximize pedestrian activity and District vitality, this zone features buildings located along and close to the sidewalk, plentiful shade for pedestrians, and parking lots screened from view. Mixed-use buildings are permitted in this zone. A summary of the proposed dimensional design standards and a visual depiction of the envisioned building form for future development in the HBDOD 1 zone are provided below.



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**Table 1-1
DIMENSIONAL STANDARDS AND BUILDING FORM
(HBDOD 1 Central Downtown Zone)**

Building Placement & Front Yard Design (HBDOD 1/CDD)			Building Form (HBDOD 1/CDD)		
Build-to zone (Distance from Property Line)			Height (See § 330-422.D.(6))		
Front	10' min., 15' max.	A	Main Building	35' max. ¹	H
Side Street	10' min., 15' max.	B		2.5 Stories max. ²	H
Building Facade at BTZ			Ground-Floor Finish Level 6" max. above sidewalk		
Front	80% min		I		
Side Street	30% min. preferred		Ground-Floor Commercial 10' min. clear; 12'+ preferred.		
<i>Corner Properties: Both street facades must be built in the build-to zone for the first 30' from the corner of the building.</i>			J		
Setback (Minimum Distance from Property Line)			Upper-Floor(s) Ceiling 8' min. clear		
Side	0' min. or 15' if provided	C	K		
Rear	35' min.	D	1. Different standards for flat roofs vs. sloped roofs (See § 330-422.D.(6))		
Lot Configuration			2. 3.5 story heights may be permitted for a maximum of 60% of the street frontage, only along those street frontages indicated on the Regulating Plan (see § 330-422.D.(6)).		
Width	20' min.	E	Allowed Building Types (See § 330-424.D)		
Depth	N.A.	F	<ul style="list-style-type: none"> ▪ Commercial Block ▪ Live-Work Unit (Good Ground Road Only) ▪ Liner Building 		
Greenspace	10% min.		Allowed Frontage Types (See § 330-424.E.)		
Footprint			<ul style="list-style-type: none"> ▪ Shopfront ▪ Forecourt 		
Depth, ground-floor commercial space	Main Building, 40' min.		Allowed Use Types (See § 330-422.C)		
			Ground Floor	Office, Personal Services, Retail, or Recreation, Education and Public Assembly	R
			Upper Floor(s)	Residential, Office, or Personal Services	S

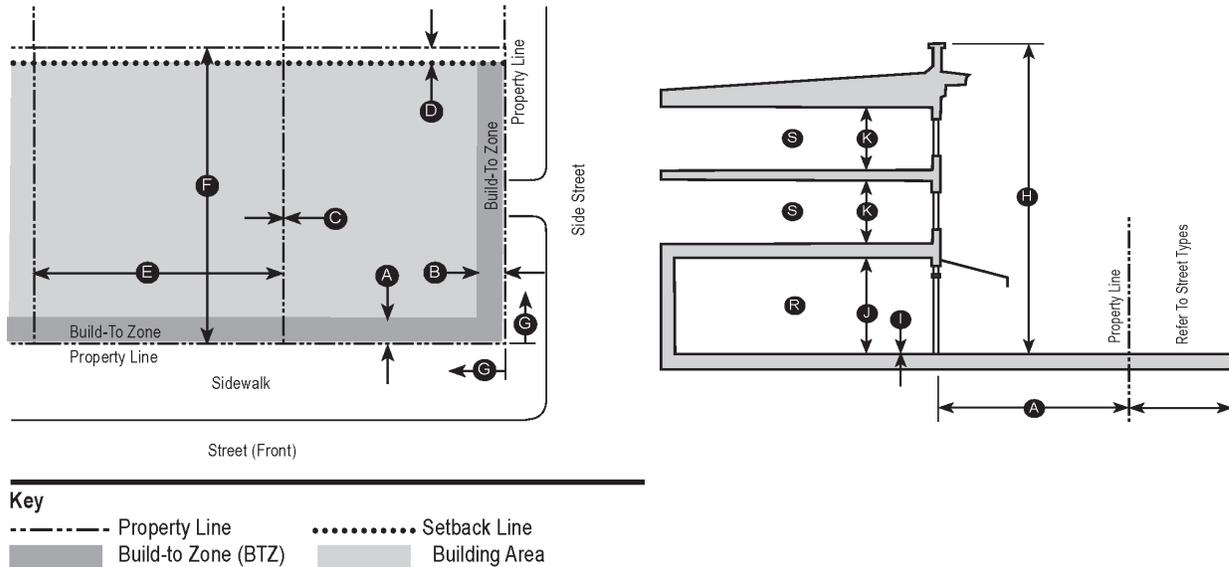
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HBDOD 2 (“Transition Zone”)

The primary intent of this zone is to provide a commercial area which also acts as a transition to the surrounding residential neighborhoods. Characterized primarily by two-story buildings, this district permits office uses, with some mixed-use residential and limited retail uses, in order to lessen potential impacts on nearby residences. Multifamily residential dwellings are permitted in this zone as a principle use; however, townhouse/rowhouse buildings are not permitted along Montauk Highway. The frontage buildout requirement is less than that of the HBOD 1 Central Downtown Zone. The diagram below depicts the general building form and site arrangement of future development under the proposed Code. A summary of the proposed HBDOD 2 dimensional standards is also provided in the table below.



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**Table 1-2
DIMENSIONAL STANDARDS AND BUILDING FORM
(HBDOD 2 Transition Zone)**

Building Placement & Front Yard Design (HBDOD 2/TD)		
Build-to zone (Distance from Property Line)		
Front	10' min., 15' max.	A
Side Street	10' min., 15' max.	B
Building Facade at BTZ		
Front	50% min., 80% max.	
Side Street	30% min. preferred	
<i>Corner Properties: Both street facades must be built in the build-to zone for the first 30' from the corner of the building.</i>		
G		
Setback (Minimum Distance from Property Line)		
Side	0' min. or 15' if provided	C
Rear	35' min.	D
Lot Configuration		
Width	20' min.	E
Depth	N.A.	F
Greenspace	10% min.	
Footprint		
Depth, ground-floor commercial space	Main Building, 40' min.	

Building Form (HBDOD 2/TD)		
Height (See § 330-422.D.(6))		
Main Building	35' max. ¹	H
	2.5 Stories max. ²	H
Ground-Floor Finish Level	6" max. above sidewalk	I
Ground-Floor Commercial Ceiling	10' min. clear; 12'+ preferred.	J
Upper-Floor(s) Ceiling	8' min. clear	K
1. Different standards for flat roofs vs. sloped roofs (See § 330-422.D.(6))		
2. 3.5 story heights may be permitted for a maximum of 60% of the street frontage, only along those street frontages indicated on the Regulating plan (see § 330-422.D(6))		
Allowed Building Types (See § 330-424.A)		
<ul style="list-style-type: none"> <li style="width: 50%;">▪ Commercial Block <li style="width: 50%;">▪ Liner Building <li style="width: 50%;">▪ Live-Work Unit (Good Ground Road Only) <li style="width: 50%;">▪ Townhouse/Rowhouse (Not Permitted on Montauk Highway or Springville Road) 		
Allowed Frontage Types (See § 330-424.E.)		
<ul style="list-style-type: none"> <li style="width: 50%;">▪ Shopfront <li style="width: 50%;">▪ Porch <li style="width: 50%;">▪ Forecourt <li style="width: 50%;">▪ Stoop 		

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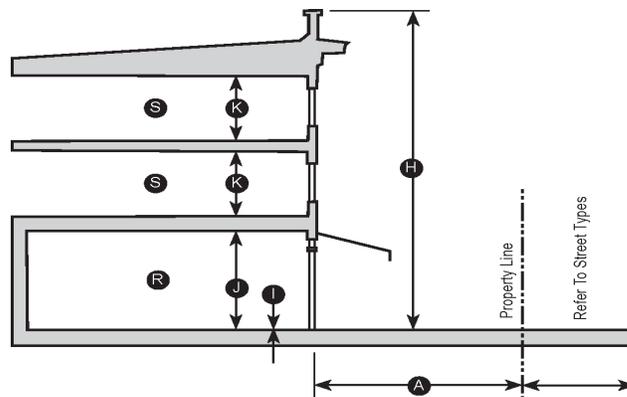
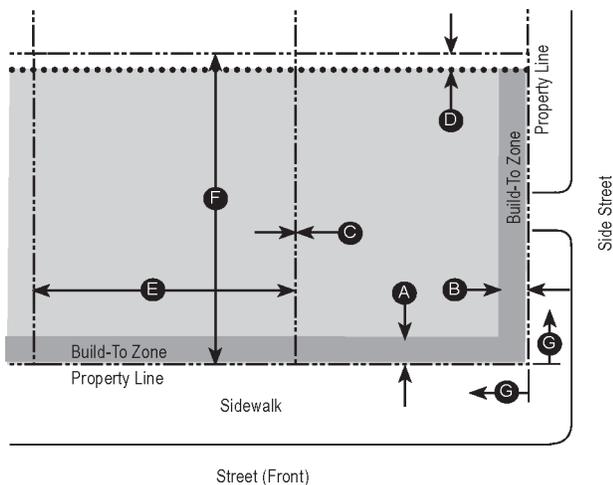
Allowed Use Types (See § 330-422.C)		
Ground Floor ¹	Service, Retail, or Recreation, Education and Public Assembly	R
Upper Floor(s)	Residential or Service	S
1. Mixed Use Buildings; residential permitted on first floor of multifamily buildings.		

HBDOD 3 (“Edge Zone”)

The primary intent of this zone is to provide a buffer to the residential neighborhoods on the outskirts of the DOD. This zone allows three-story buildings, that are primarily residential in nature, but does permit some limited supportive commercial uses as part of future development. Uses that are permitted in this zone include duplex/triples/fourplex residential buildings as principle uses; service, retail, recreation, education and public assembly on the ground floor; and residential or service on upper floor(s). The diagram below depicts the general building form and arrangement of future development under the proposed HBDOD 3. A summary of HBDOD 2 dimensional standards is provided below



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Key
 - - - - - Property Line Setback Line
 ■ Build-to Zone (BTZ) ■ Building Area

**Table 1-3
DIMENSIONAL STANDARDS AND BUILDING FORM
(HBDOD 3 Edge Zone)**

Building Placement & Front Yard Design (HBDOD 3/ED)			Building Form (HBDOD 3/ED)		
Build-to zone (Distance from Property Line)			Height (See § 330-422.D.(6))		
Front	30' min., 40' max.	A	Main Building	32' max. ¹	H
Side Street	30' min.	B		2.5 Stories max. ²	H
Building Facade at BTZ			Ground-Floor Finish	18" min.	I
Front	50% min		Level above sidewalk		
Side Street	30% min. preferred		Ground-Floor	9' min. clear; 10' preferred.	J
<i>Corner Properties: Both street facades must be built in the build-to zone for the first 30' from the corner of the building.</i>			Commercial Ceiling		J
Setback (Minimum Distance from Property Line)			Upper-Floor(s) Ceiling	8' min. clear	K
Side	15' min.	C	Allowed Building Types (See § 330-424.A)		
Rear	30' min.	D	▪ Single Family	▪ Duplex/Triplex/Fourplex	
Lot Configuration			Allowed Frontage Types (See § 330-424.E.)		
Width	75' min.	E	▪ Porch	▪ Stoop	
Lot Area	10,000 sq. ft. min.	F	▪ Shopfront		
Greenspace	10% min.		Allowed Use Types (See § 330-422.C)		
Footprint			Ground Floor	Residential, Service, Retail, or Recreation, Education and Public Assembly	R
Depth, ground-floor commercial space	Main Building, 40' min.		Upper Floor(s)	Residential or Service	S

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Public Parkland and Open Space

A portion of the proposed HBDOD, which consists of parks and open space, is not included in the HBDOD 1, HBDOD 2 or HBDOD 3, and therefore stands alone. This area which has frontage on both Montauk Highway and Squiretown Road consists of four contiguous tax lots, totaling 3.29± acres that are owned by the Town of Southampton, and includes an existing hamlet green and the Town of Southampton's Community Preservation Department offices. The hamlet green extends to the north and contains a trail that leads to the main portion of Good Ground Park which is outside of but adjacent to the HBDOD.

In addition to the *Regulating Plan* (§330-422), *District Standards* (§330-423), and *Form Standards* (§330-424) discussed above, the proposed Code contains sections addressing the following key issues:

- *Architectural Standards* (§330-425): Key to the continued viability of the Hamlet of Hampton Bays are the pedestrian scale and unique character of the existing buildings. The architectural styles described in the Pattern Book and illustrated in the draft HBDOD Code are intended to maintain the scale and character of Main Street while allowing for differences in height, massing, scale and materials that are critical to reinforcing the sense that the entire Downtown Overlay District is an extension of the existing Hamlet center as it evolves over time. As material and massing decisions are made, each building's relationship to public streets, open spaces and surrounding architecture shall be taken into consideration to ensure a sympathetic design to neighboring structures and spaces. The architectural rules of thumb and additional guidelines of the Pattern Book shall be followed for all architecture proposed within the Overlay District, even if the underlying Village Business (VB) zoning is being utilized. Architectural styles, facades, roofs, building massing, exterior materials and detailing is addressed.
- *Parking Standards* (§330-427): The parking requirements that are proposed apply to all commercial and residential properties applying for a permit for construction, renovation, addition, site plan alteration or change of use. It does not apply to on-street parking provided in the public right-of-way. The proposed Code includes specific parking requirements (number of spaces) by use, requirements for cross access, pedestrian ways to parking areas and parking locations, allowances for parking reductions for uses that have staggered-hours of peak parking demand and for shared parking, requirements for parking lot landscaping, bicycle parking, transit parking and bus pull-offs, and service and loading docks.
- *Civic Space and Private Open Space Standards* (§330-428): This section of the proposed Code seeks to ensure that adequate public and private open space is provided to promote public health, enjoyment, recreation and social interaction. The proposed Code includes requirements for minimum civic and private open space standards, provides options for the type of open space to be provided, open space design standards, criteria for fees in-lieu of space, and open space maintenance.

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- *Landscaping Standards (§330-429)*: This section of the draft Code seeks to provide coordinated landscape treatments along streetscape edges and internal parking lots to promote a desired identity for the Downtown Overlay District. Each individual landscape will complement the overall character of the environment, ultimately supporting the creation of a harmonious and orderly streetscape and pedestrian experience. The landscaping section of the Code addresses applicability and required approvals, general requirements, submission of landscaping plans, front yard landscaping requirements and other miscellaneous considerations.
- *Sustainable Development Standards (§330-430)*: This section of the draft Code addresses long- range sustainability aspects of future development and redevelopment by including requirements for projects to:
 - Connect to approved wastewater treatment facilities that provide for advanced nitrogen treatment capabilities;
 - Limit fertilizer dependent vegetation to no more than 15% of the site;
 - Reduce impacts to water resources by creating water efficiency standards for indoor water use in new buildings (buildings must use on average 20 percent less water than baseline buildings).
 - Reduce outdoor potable water consumption by 50% from calculated midsummer baseline case (use of plant species density and microclimate factor, irrigation efficiency and water reuse);
 - Reduction of the Heat Island for 50 percent of the non-roof site hardscape by providing increased shade and permeable cover or installation of vegetated (green) roofs or use roofing materials with a low solar reflectance index (SRI) of 75% of roof;
 - Provisions for open space requirements (either 10% of the development as public open space or 5% of the development site as private open space);
 - Pretreatment of stormwater runoff using “green infrastructure” practices such as raingardens, green roofs or similar Best Management Practices in accordance with the New York State Stormwater Management Design Manual.
 - Provide provisions to reduce Green House Gas (GHG) emissions through incorporation of passive solar designs or renewal energy production, bicycle parking and storage facilities and provisions to encourage pedestrian activity.
- *Outdoor Lighting Standards (§330-431)*: The purpose of this section of the draft Code is to ensure that future development operates in accordance with existing Article XXIX, “Outdoor Lighting,” of the Southampton Town Zoning Code. The existing Code provides comprehensive regulations and guidelines that seek to:
 - Preserve the rural character, aesthetic value, and the unique quality of life enjoyed by Southampton Town residents by preserving and enhancing the ability to view the night sky;
 - Advance sound environmental policies which will benefit residents and serve as a positive example;
 - Provide proper direction and use of light in order to minimize light trespass, glare, and energy wasted on unnecessary and indiscriminate illumination;

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- Eliminate the need for commercial establishments to compete for visual attention by escalating outdoor lighting levels;
- Reduce excessive illumination which can have a detrimental effect on flora and fauna that depend on the natural cycle of day and night for survival; and
- Prevention of nuisances caused by unnecessary light intensity, glare, and light trespass.
- *Signage (§330-432)*: The purpose of this section of the draft Code is to provide minimum standards and requirements to address potential negative externalities related to signage while improving Downtown aesthetic qualities, reducing glare, enhancing wayfinding, providing appropriate identification of land uses and restrictions, and enhancing district function. The proposed sign controls address the type, number, location and materials used for signage.
- *Streets (§330-433)*: This section of the draft Code provides standards for improved connectivity and walkability within the HBDOD by defining street types and associated minimum standards. The combination and character of the traveled way, public frontage, and private frontage define the character of the public realm and are addressed. The street type is a classification assigned to a street (Street Type A, B and C) that determines the width of the public frontage as distance of a build-to-line from the face of curb, regulates the width of the pedestrian clearway and the type of the associated permitted private frontages. Dimensional flexibility is permitted for street types to account for varying ROW widths; however, the Code requires that they be designed to have all the basic functional characteristics, including roadway width, on-street parking, sidewalks, multi-use paths, street trees, landscaped areas shown for their type and they generally meet the Street Section Components referenced in the graphic and table provided in the Code.
- *Community Benefit Units (§330-436)*: This section of the proposed Code notes that in accordance with the requirements of the Long Island Workforce Housing Act and Chapter 216 of the Town Code, 20 percent of the total number of new housing units within the HBDOD area, approved under this article shall be designated as community benefit units (“CBU”). The distribution of CBU’s must be evenly distributed between moderate, and middle-income households, i.e., 50 percent of the units for moderate income, and 50 percent of the units for middle income, with the first unit being reserved for a middle-income household. The Code also allows the distribution of affordable units to be amended, subject to Planning Board approval, after the housing needs of income eligible participants are formally determined, pursuant to Chapter 216 of the Town Code. The location, number, size and type of community benefit units must be determined and distributed in accordance with the final generic environmental impact statement (FGEIS) and findings statement.
- *Community Benefit Policies (§330-438)*: To ensure the fulfillment of the community benefit goals of the Town, all development within the HBDOD that is approved under this proposed article must comply with the requirements of any adopted community benefits policies in effect as of the date such policies have been adopted or modified by resolution of the Town Board. These policies include: a community benefit program, a construction jobs policy, an operations jobs policy, and a local contracting policy

(collectively, the community benefits policies). No building permit may be issued under this article until the community benefits policies have been adopted and are in effect. Compliance with the terms of these policies are to be made a condition of any site plan approval within the HBDOD after adoption of such policies, and such compliance will be monitored and enforced as set forth in the community benefits policies and as conditions of approval of a site plan under this article. Where such conditions have been imposed on site plan approvals, no building permit, certificate of occupancy, or business license or business license renewal would be issued unless the applicant demonstrates compliance with these policies. In furtherance of the objectives of this section, applicants who receive site plan approval under this Article XXXII must pay fees, determined by the Town Board.

The result of the above sections and standards is the creation of a comprehensive regulatory framework containing the standards and guidelines that are necessary to meet the community's long-range goals. In addition, the proposed Code provides the administrative, submission, process, and administrative review requirements for future actions. The detailed standards and specifications of proposed Article XXXII, "Hampton Bay Downtown Overlay District" are available for review in the draft Code amendments provided in **Appendix B**. The Regulating Plan shows the proposed geographic boundaries of the HBDOD and its subzones.

1.5 Reasonable Theoretical Development Scenario

The Proposed Action involves the proposed adoption of the HBDOD zoning amendments. At present, there are no specific development proposals under review. Thus, this DSGEIS considers the potential for redevelopment pursuant to the proposed Overlay District requirements and the associated environmental implications, in order to identify and mitigate any adverse environmental impacts at the earliest planning stages of a project. This DGEIS includes an assessment of a Reasonable Theoretical Development Scenario, which relates to the anticipated development that could occur within a period of ten years within the Study Area. The exact property owners that may choose to redevelop under the HBDOD Zones is unknown at this time. However, to ensure that the review of the Proposed Action and its anticipated impacts is not segmented, a theoretical scenario of additional development that could be reasonably expected in the Study Area if the proposed zoning amendments are adopted and is evaluated. This provides a basis to assess impacts, issues and concerns and establish guidelines as to the level of additional SEQRA review is appropriate in the future, based on conditions and thresholds to be established in the Statement of Findings. It should be noted that some of this potential development would replace existing development and therefore is not fully additive to the existing development stock.

The Reasonable Theoretical Development Scenario was prepared for the proposed HBDOD based on the draft land use and dimensional zoning standards for the three HBDOD subzones and a reasonable estimate of future conditions within a 10-year window. The Theoretical Development Scenario was established by first evaluating the existing conditions of the Study

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Area to determine which sites have development potential based on available Town records, including Certificates of Occupancy, Geographic Information Systems (“GIS”) survey data, site plans, and other Building Department records.

1.5.1 Buildout under Existing Zoning

A buildout projection was prepared based on the existing zoning district (VB) and regulations for the study area. A number of properties within the study area were identified as not likely to be redeveloped including municipal properties (e.g., land occupied by the local fire department), recharge basins, and properties that are currently fully developed under the existing zoning regulations (or development exceeded what would currently be allowed under existing development regulations, often referred to as “grandfathered” conditions). These properties were considered “hard sites” and therefore were assumed to remain unchanged. The remaining properties were divided into two categories of properties that had development or redevelopment potential. These are referred to as “soft sites”. Soft sites were evaluated to determine if they could accommodate additional development or were considered for full redevelopment. Grandfathering of existing uses and parking were considered for the sites that could accommodate additional development.

The buildout was determined for the soft sites by assuming that all buildings would be two stories and that each floor would have the same total gross floor area. The ground floor of redeveloped sites was assumed to contain permitted commercial/business uses (retail, restaurant, office, and medical office), while the second floor was assumed to contain residential uses. The maximum density allowed under was determined by conformance with the existing parking requirements and dimensional regulations, while reserving at least 15 percent space for landscaping and buffering as per the proposed recommendations. Based on the analysis, a floor area ratio of 0.72 was determined as a reasonable site buildout. It was assumed that fifty percent of future apartments would be studio or one-bedroom units and 50 percent would be two-bedroom units. Twenty percent of the dwelling units were assumed to be occupied by senior citizens. Fifty percent of the total number of residential units was considered owner-occupied and 50 percent was assumed to be renter-occupied units. A proportion of the apartments would be marketed as affordable workforce house units or “Community Benefit Units” in accordance with applicable proposed regulations (minimum 20 percent).

The buildout of soft sites that could reasonably occur with ten years was identified and combined with the existing conditions of properties that are not anticipated to be redeveloped (hard sites) in order to obtain a buildout scenario under existing zoning for the entire study area. See Existing Zoning Buildout Table in **Appendix C-1**.

1.5.2 Buildout Under Proposed Zoning

In order to prepare the Reasonable Theoretical Development Scenario or the buildout under the proposed zoning, the same hard sites identified under existing zoning were considered to remain unchanged (i.e., municipal uses, recharge basins, and properties that are not anticipated to be

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redeveloped since they are unlikely to accommodate additional development under the proposed zoning compared to the existing conditions). Soft sites are properties that could be redeveloped under the proposed zoning in order to increase the density of the property. There were numerous steps in projecting a future build scenario. Major steps in the process are discussed below. The intent of the projections was to provide a development scenario that is reasonably expected over a ten-year development horizon. The projections are based on the proposed zoning standards and the September 2018 Market Study for the HBDOD (**Appendix C-3**) and were used to provide a basis for impact assessment and mitigation.

For build out under the proposed zoning, site-specific floor area ratio (“FAR”) requirements were determined for each of the properties based on the conditions of the property, the maximum density allowed under the proposed zoning accounting for the parking requirements and dimensional regulations, while reserving at least 15 percent space for landscaping and buffering as per the proposed recommendations. It was assumed that the ground floor would consist of commercial uses (retail, restaurant, office, and medical office), while the second floor (and potentially the third floor where allowed) would consist of primarily residential units and office space. The Theoretical Development Scenario also analyzed the potential conceptual redevelopment including one site as a small boutique hotel and one site as an assisted living facility, which were analyzed separately from the other soft sites.

The potential residential units were assumed to be fifty percent studio or one-bedroom units and 50 percent two-bedroom units. Twenty percent of the dwelling units were assumed to be occupied by senior citizens and 20% of all the units were considered affordable workforce house units or “Community Benefit Units” in accordance with applicable proposed regulations. Fifty percent of the total number of residential units was considered owner-occupied and 50 percent was assumed to be renter-occupied units.

The total commercial space was divided into the following categories:

- Retail: 60% of the space;
- Restaurant: 10% of the space;
- General office: 27% of the space; and
- Medical office 3% of the space

Once the total floor area of restaurant space was determined, the space was converted to the number of restaurant seats based on the following: $(\text{Restaurant SF} / 1000) * 50 = \# \text{ of seats}$.

The projections also included one site assumed as an assisted living facility (1,100 SF per bed, after setting aside the required green space and parking spaces for such facility as per Town requirements). Additionally, a hotel use was assumed on one site as a three-story building (1,000 SF/room, and required land area to provide 15 percent green space and the required parking to serve such a hotel). See Proposed Zoning 10-Year Build Condition in **Appendix C-1**.

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Appendix C-3 contains a market analysis which helped to identify needed land uses in the area to inform the proposed Code and the Reasonable Theoretical Development Scenario.

A summary of existing development and the projected Reasonable Theoretical Development Scenario within the 10-year planning window is provided in **Table 1-4**.

**Table 1-4
LAND USE**
(Existing Built Condition vs. Projected 10-Year HBDOD Build Condition)

Land Use & Units	Existing Condition	Proposed Action (Based on 10-Year Reasonable Theoretical Development Scenario)
Single Family Residences (homes)	11	0
Apartments/Multifamily (dwelling units)	43	248
Assisted Living Facility (beds)	0	100
Dry Retail (SF)	93,694	121,158
Wet Retail (SF)	21,743	30,290
Non-Medical Professional Office (SF)	60,254	167,911
Medical Office (SF)	5,897	6,563
Restaurant (SF)	14,717	28,915
Hotel (rooms)	9	58
Fire Station (SF)	10,101	10,101
Automobile Service Uses (SF)	1,943	0
Warehouse/Storage (SF)	9,209	695
Sites Exclusively for Private or Public Parking (SF)	31,653	33,811
Recharge Basin and other stormwater recharge areas (SF)	45,302	45,302
Vacant/Open Space (SF)	140,141	35,861

A summary and comparison of the existing condition and the Proposed Action (Reasonable Theoretical Development Scenario) is provided below in **Table 1-5**.

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**Table 1-5
SITE AND PROJECT CHARACTERISTICS**

Existing Conditions vs. Proposed Action under the Reasonable Theoretical Development Scenario

Parameter	Existing Condition	Proposed Action (Based on 10-Year RTDS Build Projection)
Land Use	Mixed business, office, personal & community services, SF & MF residences, park & transportation	Mixed business, office, personal & community services, MF residences, park & transportation
Wastewater Treatment System	On-site septic systems & cesspools	HBDOD advanced sewage treatment system
Site Coverages (acres)	---	---
Buildings	5.79±	9.48±
Parking Lots, Internal Streets, Driveways, Walkways	23.71±	28.72±
Forest or Naturally Vegetated	10.38±	5.87±
Mixed Invasive/Naturalized/Successional Overgrowth	7.10±	3.30±
Landscaping and lawn	7.31±	6.92±
Stormwater Recharge Basin	0.56±	0.56±
Total	54.85±	54.85±
Water Resources	---	---
Domestic Water Use (gpd) ⁽¹⁾	45,460± ⁽²⁾	128,829± ⁽²⁾
Irrigation, average annualized daily flow (gpd)	13,043± ⁽³⁾	12,347± ⁽³⁾
Total Water Use (gpd)	58,503±	141,176±
Sanitary Waste Generation	---	---
Total Sanitary Waste Generation (gpd)	45,460± ⁽²⁾	128,829± ⁽²⁾
Stormwater Recharge and Nitrogen Concentration	---	---
Stormwater Recharge (MG/yr)	73.12± ^(4,5)	107.36± ^(4,6)
Nitrogen Concentration (mg/l)	10.11± ^(5,7)	4.87± ^(6,7)
Miscellaneous	---	---
Affordable/Workforce Dwelling Units (%) (units)	N/A	50± ⁽⁸⁾
Total Residents (capita)	119± ⁽⁹⁾	556± ⁽⁹⁾
School Age Children/Children to Attend Public School	12± ⁽¹⁰⁾	27± ⁽¹⁰⁾
Total Taxes (\$/year)	\$1,634,633±	\$2,741,461± ⁽¹¹⁾
School Taxes (\$/year)	\$1,281,827±	\$2,149,767± ⁽¹¹⁾
Solid Waste (Garbage) Generation (lbs./day)	4,257±	8,735± ⁽¹²⁾

(1) “gpd” means “gallons per day”

(2) Conservative estimate based on SCDHS design rates “Standards for Approval of Plans & Construction for Sewage Disposal Systems for Other Than Single-Family Residences” (SCDHS, 2017), “Table 1: Project Density Loading Rates & Design Sewage Flow Rates”; a HBDOD sewer district and sewage treatment plant would be needed to accommodate the projected flows.

(3) Assumes all landscaped areas are irrigated at 24.0 inches/year (one inch per week over irrigation season averaged as daily flow over course of one year)

(4) Based on 49.1 inches of precipitation per year on Long Island

(5) Based on SONIR model estimate provided in **Appendices E-2**.

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- (6) Based on SONIR model estimate provided in **Appendix E-3**.
- (7) Assumes all landscaped areas are irrigated @ 24.0 inches/year (1 inch per week over 24 weeks) & fertilized @ 3.0 lbs/1,000 SF plus projected domestic use.
- (8) Assumes 20 percent of apartments and multifamily residential units are marketed in accordance with affordable/workforce community rates.
- (9) Based on 49 non-age-restricted rental studio or 1-BR units in buildings containing 5+ units and having rents that are more than \$1,000/month/unit; 50 2-BR non-age-restricted rental units in buildings having 5+ units and rents that are greater than \$1,100/month/unit; 49 owner-occupied studio or 1-BR non-age-restricted units in buildings having 5+ units that are valued at more than \$269,500; 50 owner-occupied 2-BR non-age-restricted units in buildings having 5+ units that cost more than \$329,500; 13 1-BR and 12 2-BR senior apartments and 13 1-BR and 12 2-BR senior owner occupied units with a combined average of 1.5 residents per senior unit per MetLife report; and 100 assisted living facility beds at capacity.
- (10) Based on Rutgers University Demographic Multipliers (2006); Total of 11 single-family homes, assumes detached dwellings with 3-BRs that cost over \$194,500; and 43 apartments, assumes 21 studio or one-bedroom rental units with rents over \$1,000/month/unit and 22 two-bedroom rental units over \$1,100/month/unit; 10.2% of all school-age children assumed to attend private school & 89.8 percent assumed to attend public schools per US Census data for Hampton Bays
- (11) The information provided in the table was derived from the current tax rates provided by the Town of Southampton's Tax Receiver, as well as the total projected taxes calculated for the Proposed Action upon full build-out. All analyses are based on current tax dollars. The revenue allotted among taxing jurisdictions vary from year to year, depending on the annual tax rates, assessed valuation and equalization rates. The final assessment and levy will be determined by the sole assessor at the time of occupancy.
- (12) Single-family homes based on 3.5 lbs/resident/day, all dwellings are 3-BR detached homes; Apartments & Multifamily dwellings based on 4.0 lbs/resident/day with an average of 1.75 persons per unit; Assisted living based on 3.0 lbs/bed/day; retail based on 13 lbs/1,000 SF/day (0.013 lbs/SF/day); professional and medical offices assume 0.01 lb/SF/day; Restaurant assumes 0.09 lbs/SF/day; Hotel assumes no kitchen, 400 SF/room at 3lbs/room/day; fire station assumes large meeting or event with 200 persons at 1 lb/capita/day; Auto repair assumes 0.09 lbs/SF/day; Warehouse/storage assumes 0.012 lbs/SF/day (**Salvato, 2009; Rutgers University, 2006; & Santa Barbara Public Works Dept., 1997**)
- (13) For more information on trip generation and parking, see **Section 3.3** and the Traffic Impact Study provided in **Appendix J-1**.

The HBDOD will include new cross streets that create smaller blocks and facilitate access, increase site connectivity, promote more frontages with storefronts and window shopping, encourage pedestrian activity, and improve district walkability, which were community goals identified in the Pattern Book. This arrangement also provides additional opportunities for on-street parking with more direct access and convenience, efficient use of the land, traffic calming, and enhanced storefront visibility for future development. The proposed cross streets will be generally consistent with the traditional gridiron street and block pattern that is often present in successful downtown business districts and more contemporary smart growth policies. The Good Ground Road Extension and its connection at the Montauk Highway/Riverhead-Hampton Bays Road (SR 24) intersection is also a possibility and would be integral to improving traffic circulation, access and pedestrian activity; promoting economic growth; and allowing for greater convenience and enhancing residential quality of life. The Good Ground Road Extension would also help to relieve traffic congestion and provide a new traffic option or bypass for persons who are destined for the residential neighborhoods south of Good Ground Road or Hampton Bays' beaches. The HBDOD is also based on considerable previous study including the more recent "Pattern Book for the Hampton Bays Downtown Overlay District, Town of Southampton, New York" (**Town of Southampton and Historical Concepts, 2017**) and the "Generic

Environmental Impact Statement (DGEIS): Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout Study” and its SEQRA “Findings Statement” (Town of Southampton, Cashin Associates, P.C. and LK McLean, Associates, P.C., 2010 and 2013).

1.6 Balancing Residential Growth

One of the most important issues considered during the creation of the HBDOD was the desire to concentrate development in the Downtown, while offsetting or balancing total residential growth in Hampton Bays so that potential population-related impacts could be mitigated. The Town has taken steps since the original buildout projections for the 2010 Hampton Bays Corridor Strategic Plan DGEIS were conducted to offset or balance total residential growth in the hamlet, including acquiring property in the hamlet, described below in Section 1.6.1.

In addition to property acquisition, the Town may consider future zoning amendments to encourage the channelization of residential/commercial mixed use in the Downtown, while limiting multifamily/apartment units outside of the hamlet center. The following zoning recommendations would help to balance the residential uses the Town is seeking to encourage within the proposed HBDOD:

- To date, the Town Board has not enacted the recommended HO/HC zoning districts that were previously recommended by the final 2010 to 2013 Hampton Bays studies along Montauk Highway, east and west of the Downtown. These districts were contemplated to provide a transition between the commercial centers and the adjacent residential areas, limiting the size and scale of commercial uses, as well as allowing for residential uses. It is recommended that any HO/HC zoning modifications contemplated by the Town Board no longer consider residential uses; as residential/mixed use can be achieved in the Downtown by the proposed HBDOD.
- As recommended by the Town of Southampton Coastal Resources & Water Protection Plan (April 2016), the Town should consider restricting conversions of existing motels in MTL and RWB zoning districts to reduce the number of new residential units there and encourage water dependent/water enhanced uses where appropriate

These zoning amendments may be considered by the Town as future steps to meeting the goals of the 2013 Hampton Bays studies and Town Comprehensive Plan. The proposed adoption of the HBDOD provides the framework to establish coordinated redevelopment of the Downtown that meets smart growth objectives and promotes long-term community sustainability.

A more detailed discussion of how these steps would off set residential density is provided below.

1.6.1 Land Acquisitions

Since the original buildout projections for the Hampton Bays Corridor Strategic Plan DGEIS were conducted, the Town has acquired two large residentially zoned properties along Montauk Highway that will help to offset or balance total residential growth in the hamlet. The two properties include 8.25 acres of undeveloped R-20 zoned land located on the northeast corner of Montauk Highway and Bittersweet South Extension in Hampton Bays, which could have yielded as many as 13 new single-family homes, and the purchase of the previously proposed Tiana Commons Planned Development District site, 14.4 acres of which is zoned R-40 and could have yielded 12 single-family residential homes. Additionally, the Town has purchased 20 additional Community Preservation Fund (“CPF”) properties in Hampton Bays, for a total of 55.17 acres and yielding a total of 53.4 development rights (see **Appendix C-2**).

From a density perspective, studio to two bedroom multifamily units generate less population, school-aged children, tax burden, traffic or other impacts than single family homes. Based on SCDHS’ density standards, each development right is equal to 300 gallons per day of sanitary flow. Therefore, the 53.4 development rights from the CPF acquired properties in Hampton Bays would be equivalent to **71** multifamily units based on SCDHS density standards³. Therefore, a total equivalent of **71** multifamily units have been off-set through property acquisitions since the 2010 Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout Study DGEIS.

1.6.2 Elimination of Motel Room-to-Apartment Conversions

In addition to the above, the Town of Southampton Coastal Resources & Water Protection Plan (April 2016) recommended restricting conversions of existing motels in MTL and RWB zoning districts to reduce the number of new residential units. To estimate the number of potential residential units that could be eliminated by instituting a restriction on motel room-to-apartment conversions in Hampton Bays’ Motel (“MTL”) and Resort Waterfront Business (“RWB”) zoning districts, a projection was performed as part of the previous Hampton Bays Corridor Study buildout projections. MTL and RWB motel room-to-apartment conversion estimates were provided to determine the total number of new residential units that might reasonably be expected from the conversion of existing motel units in Hampton Bays. In order to estimate the number of possible motel room-to-apartment conversions, existing lodging units in Hampton Bays were inventoried by zoning district as part of the Town’s Motel to Condominium Conversions Study, and lodging unit conversion factors, which were based on motel/hotel room size and Suffolk County Department of Health Services’ (“SCDHS”) sanitary system density factors were applied.

Figure IV.1-7, from the Hampton Bays Corridor Study buildout projections (re-created below), summarizes the results of the motel-to-apartment conversion estimates. The table provided

³ Based on SCDHS Density Load and Sanitary Flow Rates, multifamily housing units between 601-1,200 SF are allocated 225 gpd/unit. Therefore, 53.4 credits = 16,020 gpd of flow. (16,020 gpd/225 gpd = 71 multifamily units).

below, however, has also been adapted to include the SCDHS’ density standards for motel/hotel uses which are also based on room/unit size.

**Table 1-6
PROPOSED YIELD SCHEDULE FOR LODGING TO
RESIDENTIAL CONVERSIONS**

<i>Average Lodging Unit Size</i>	<i>≤400 SF</i>	<i>401-600 SF</i>	<i>601-1,200 SF</i>	<i>>1,200 SF</i>
SCDHS Sanitary Flow Factors for Motel/Hotel Units	100 gpd/unit	150 gpd/unit	225 gpd/unit	300 gpd/unit
Lodging to Residential Conversion Factor	3.0	2.0	1.5	1.0

Based on the above conversion factors, it would take either three ≤400 square foot lodging units to make one residential unit; two 401-600 square foot lodging units to make one residential unit; one-and-one-half (1.5) 601-1,200 square foot lodging units to make one residential unit; one lodging unit larger than 1,200 square feet to make one residential unit; or some combination of the above as long as the total combined motel/hotel unit floor area adds up to at least 1,200 square feet of floor area.

Based on the inventory of motel/hotel units contained in the Hampton Bays Corridor Study buildout projections and the above conversion factors, it was estimated of that of the 249 hotel/motel rooms in the MTL and RWB zoning districts, 181 new residential units could be created. However, the Hampton Bays Corridor Study buildout projections noted that the conversion of every lodging unit in the hamlet was highly unlikely. Rather, the Hampton Bays Corridor Study buildout projections conservatively assumed that only 50 percent of the existing motel/hotel rooms in Hampton Bays’ MTL and RWB zones would be converted to residential multifamily units (see pp. IV.1-19 and IV.1-20 of the Hampton Bays Corridor Study).

Based on the data in the **Table 1-6**, and assuming only one-half of the lodging units would be converted, a reasonable projection of the number of residential units that might be created from existing lodging facilities in Hampton Bays’ MTL and RWB zoning districts is **91** multifamily units.

1.6.3 Residential Growth Summary

In summary, since the original buildout projections for the Hampton Bays Corridor Strategic Plan DGEIS were conducted, the Town has acquired approximately 55.17 acres (53.4 Development Rights) through the CPF purchases in Hampton Bays. The equivalent residential yield associated with these land acquisitions is estimated to be **71** multifamily units that have been off-set through property acquisitions since the Hampton Bays Corridor Strategic Plan DGEIS. In addition, an estimated **91** equivalent multifamily residential units could be eliminated by instituting a restriction on motel room-to-apartment conversions in Hampton Bays’ Motel (“MTL”) and Resort Waterfront Business (“RWB”) zoning districts. Taken together, an

estimated **162** potential residential multifamily units in Hampton Bays could be offset through property acquisitions and restriction on motel room-to-apartment conversions in Hampton Bays.

The total projected 10-year residential (apartment) buildout under the proposed HBDOD zoning is **248** multifamily units (**Appendix C-1**). This increase can be partially offset by the estimated **162** potential residential multifamily units through property acquisitions and restriction on motel room-to-apartment conversions in Hampton Bays. Additionally, the projected residential buildout under the Downtown's existing VB zoning (**Appendix C-1**) is **101** units. Therefore, the total change in residential yield in Hampton Bays as a result of the Proposed Action can be more than offset as compared to the estimated total residential yield in the Hamlet under existing build conditions (248 units proposed by the HBDOD zoning – 162 units offset by property acquisition and restriction on motel room-to-apartment conversions = 86 multifamily units, or 15 less units than the 101 units projected under the existing zoning).

In addition to the above described property acquisitions and possible elimination of motel-to-apartment conversions, the Town may also consider future HO/HC zoning amendments to encourage the channelization of residential/commercial mixed-use development into the Downtown, while limiting multifamily/apartment units outside of the hamlet center. This concept was considered during the previous Hampton Bays Corridor studies, but to date, the Town Board has not enacted the recommended HO/HC zoning districts along Montauk Highway, east and west of the Downtown. These districts were contemplated to provide a transition between the commercial centers and the adjacent residential areas, limiting the size and scale of commercial uses, as well as allowing for residential uses. It is now recommended that any HO/HC zoning modifications contemplated by the Town Board no longer consider residential uses in these districts; as residential/mixed use can be achieved in the Downtown by the proposed HBDOD. These zoning amendments may be considered by the Town as future steps to meeting the goals of the previous Hampton Bays studies, the Town's Comprehensive Plan, and the current proposal to rezone the Downtown to an HBDOD. As such, any additional reductions in total future residential yield in the HO/HC districts in Hampton Bays *were not included* in the final tally of residential yield.

1.7 Required Reviews, Permits and Approvals

1.7.1 Involved and Interested Agencies and Permits and Approvals Required

The Town Board is the only *involved agency*⁴ as defined by SEQRA for the currently Proposed Action. Nevertheless, future development or redevelopment that will take place within the Downtown and that will be subject to HBDOD standards and restrictions in the future will

⁴ SEQRA defines *involved agency* as “an agency that has jurisdiction by law to fund, approve or directly undertake an action. If an agency will ultimately make a discretionary decision to fund, approve or undertake an action, then it is an ‘involved agency,’ notwithstanding that it has not received an application for funding or approval at the time the SEQRA process is commenced. The lead agency is also an ‘involved agency.’”

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require input from various *involved* agencies. At this point in the process most agencies are considered *interested* agencies.⁵

Agencies and organizations that may be interested in the Proposed Action or involved in the future as development and redevelopment occurs under the proposed HBDOD include but are not necessarily limited to various Town boards, committees, departments and offices; local civic organizations and community groups; public utilities and community service providers; and State and County agencies that may be involved in the future as new development and redevelopment is proposed.

Town of Southampton Planning Board
Town Hall, 116 Hampton Road
Southampton, NY 11968
(Future Site Plan, Special Permit and Subdivision Approvals)

Hampton Bays Water District
P.O. Box 1013, Hampton Bays, NY 11946
(Future Water supply connections)

Town of Southampton Division of Fire Prevention
18 Jackson Avenue
Hampton Bays, NY 11946
Attn: Cheryl Kraft, Chief Fire Marshal
(Input and recommendations for Zoning and future Site Plan, Special Permit and Subdivision approvals)

Department of Land Management
Town Conservation Board
116 Hampton Road
Southampton, NY 11968
(Future input and wetlands permits for regulated activities within 200 feet of the NYS Recharge basin if the Town determines it is a regulated wetland)

Hampton Bays Fire District
PO Drawer 800, Hampton Bays, NY 11946
(Input and recommendations for Site Plan, Special Permit and Subdivision approvals)

Hampton Bays Beautification Association
P.O. Box 682, Hampton Bays, NY 11946
(Input relevant to community character and beautification)

⁵ An *interested agency* is defined as “an agency that lacks the jurisdiction to fund, approve or directly undertake an action but wishes to participate in the review process because of its specific expertise or concern about the Proposed Action. An interested agency has the same ability to participate in the review process as a member of the public.

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Hampton Bays Citizen Advisory Committee
6 Bettina Court, Hampton Bays, NY 11946
(Community Input)

Hampton Bays Civic Association
P.O. Box 734, Hampton Bays, NY 11946-0607
(Community Input)

Hampton Bays Historical & Preservation Society
P.O. Box 588, Hampton Bays, NY 11946
(Input regarding historical, cultural and archaeological resources)

Hampton Bays Union Free School District
86 East Argonne Road
Hampton Bays, NY 11946
(Input regarding potential impacts to public schools from zoning and future development and redevelopment plans)

Hampton Bays Volunteer Ambulance
PO Drawer 997
Hampton Bays, NY 11946
(Input relating to emergency medical services)

Suffolk County Department of Health Services
360 Yaphank Avenue, Suite 2 B
Yaphank NY 11980
(Issuance of SPDES permit for STP; input relating to public health issues)

Suffolk County Planning Commission
P.O. Box 6100, Hauppauge, NY 11788-0099
(County Section 239-m review)

Suffolk County Department of Public Works
335 Yaphank Avenue
Yaphank, NY 11980
(Input regarding issues involving Montauk Highway, future curb cuts and road work within Montauk Highway ROW, and possible future connection to SR 24; Review and approval of STP construction plans and specifications)

Suffolk County Sewer Agency
335 Yaphank Avenue
Yaphank, NY 11980
(Contract/agreement indicating construction of STP in accordance with approved plans and dedication of facility to County)

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Suffolk County Department of Health Services
360 Yaphank Avenue, Suite 2C
Yaphank, NY 11980
(STP SPDES wastewater discharge permits)

New York State Attorney General
The Capitol
Albany, NY 12224-0341
(Approval of sewer district map, plan and report for creation of district)

New York State Department of Transportation, Region 10
250 Veterans Highway
Hauppauge, NY 11788
(Input relative to Good Ground Road Extension to SR 24 or any issues associated with the NYS recharge basin in proposed HBDOD)

1.7.2 SEQRA Procedure

A summary of the remaining SEQRA and Code review and adoption process for this action is as follows:

The Supplemental DGEIS for the Proposed Action is submitted to the Town Board and Town Staff. The Town reviews the document and determines if it is adequate in terms of its scope and content for public review. If it is not, the document is rejected and sent back to the preparer along with a list of identified deficiencies and instructions for required revisions. The Supplemental DGEIS is then revised and amended in accordance with the specifications of the request and resubmitted for a second review. The Town reviews the document again, and once the document is finally accepted as suitable for public review by the Town Board (the Lead Agency), copies are distributed to applicable agencies, it is posted on the Town's website, made available in hard copy at Town Hall and/or another publically accessible location, and a notice of DGEIS acceptance and any intention to hold a public hearing is filed with the NYSDEC Environmental Notice Bulletin ("ENB"). Once the Supplemental DGEIS is posted online, made available in hard copy to the public, and distributed to interested or involved agencies, written comments may be submitted into the record.

Based on the nature of the project and the fact that the Town is sponsoring the action and is routinely proactive in its public outreach efforts, it is assumed that one or more public hearings will be held. If so, the Town will file a public hearing notice in a local newspaper having area wide distribution and comply with any other applicable Town noticing and timeline requirements to advertise and officially schedule the hearing. It is anticipated that the Town will hold a joint public hearing for the Supplemental DGEIS and zoning code amendments. This will allow the Town to compile comments and questions pertaining to the environmental review, as well as any comments and questions that are directly related to the proposed zoning code amendments.

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At the end of the first public hearing, the Town will decide whether additional hearings are warranted, and if so, it will schedule the next hearing at that time. Once the Town decides to officially close the public hearing, a written comment period of no less than 10 days is provided for any final afterthoughts.

Once the written comment period ends and all of the verbal and written comments are compiled, the Town and its consultants will prepare a Supplemental Final GEIS (“Supplemental FGEIS”). The Supplemental FGEIS identifies all substantive comments and questions and provides written responses or answers to each. As with the previous stage, the Supplemental FGEIS is submitted to the Town Board and Town staff for review to determine whether the answers, responses and other pertinent information contained in the Supplemental FGEIS is suitably responsive and accurate, and can be released to the public and any applicable agencies for review. If the Supplemental FGEIS is rejected, the preparer will be instructed as to any deficiencies and must revise the document accordingly and resubmit it to the Town. Once the Supplemental FGEIS is completed and the Town has found the Supplemental FGEIS sufficient for filing, an ENB notice is filed with the NYSDEC, the document is distributed to applicable persons and agencies, is made available at Town Hall and/or another publically accessible location, and is posted on the Town’s website for public review and consideration. A minimum of ten days is provided from the time the Supplemental FGEIS is accepted by the Town, for interested persons and agencies to consider the document.

Once the designated timeframe ends, the Town and its consultants will prepare a SEQRA Findings Statement which will certify that the SEQRA process has been followed and outline the impacts, mitigations and findings and conclusions of the environmental review. At that point, the Town Board/Lead Agency can decide whether the Proposed Action is one that is approvable under from an environmental perspective and will reach a final conclusion regarding the adoption of the new zoning. If the Proposed Action is not approvable, the Code may be revised as directed by the Findings Statement to address any environmental issues or it may be denied or scrapped. If it is determined that the action is approvable from an environmental perspective, the Code may be adopted, if the Town so chooses.

SECTION 2.0

NATURAL ENVIRONMENTAL RESOURCES

2.0 NATURAL ENVIRONMENTAL RESOURCES

2.1 Topography and Soils

2.1.1 Existing Conditions

Topography

Ground surface elevations within the proposed HBDOD range between and 34± feet above mean sea level (“MSL”) at the base of the NYS stormwater recharge basin which is located on the north side of Main Street, near the center of the HBDOD, and 64± feet above MSL near the southeast corner of the HBDOD, southeast of the intersection of East Main Street and Ponquogue Avenue (**Figure 2-1**). The second lowest ground surface elevation within the HBDOD is 37± feet above MSL which exists along the east side of Cemetery Road, just north of the intersection with Montauk Highway; while, the second highest surface elevation (60± feet above MSL) is located in a wooded area, at the northwest corner of the HBDOD.

Topography within the VB district/proposed HBDOD ranges between relatively flat to gently sloping (0 to 10 percent slopes) over approximately 92 percent of the proposed HBDOD, gentle-to-moderately steep slopes (11 to 15 percent gradients) within approximately five percent of the HBDOD, and steep slopes (greater than 15 percent) within an area comprising approximately three percent of the HBDOD (**Figures 2-2**). Since most of the proposed HBDOD has already been developed, significant clearing and grading occurred in the past, thereby addressing any past slope issues, if any, as needed. Much of the steeper sloping areas that currently exist are associated with past site development, such as the side slopes along the perimeter of the NYS stormwater recharge basin located on the north side of Montauk Highway and a retaining wall located in the rear of the United Artist Movie Theater (southeast corner of Montauk Highway and Springville Road). Areas that are undisturbed and undeveloped along the northerly boundary of the VB/proposed HBDOD are mostly gently sloping with some small areas of moderate and steep slopes, especially near the northwest corner of this area.

Soils

The HBDOD is located along the contact of two mapped USDA soil associations. The “Plymouth-Carver, Rolling and Hilly Association” is present on the north side of Montauk Highway within the proposed HBDOD and the “Plymouth-Carver, Nearly Level and Undulating Association” is found on the south side of the highway (**Warner, 1975**). Both soil associations are characterized as deep, excessively-drained and coarse-textured, with the primary differences being surface topography and the nature of the original soil deposits. The Plymouth-Carver, Rolling and Hilly Association was formed from glacial moraine deposits, while the flatter (“nearly level”) and undulating association to the south is included within glacial outwash deposits that dip gently toward Shinnecock Bay. In short, the HBDOD appears to be located along a contact between glacial till deposits and an outwash plain that formed as the glacier melted and retreated northward. These geologic conditions largely account for differences between soil type and topography on the north and south sides of Main Street.

Specific soil types in the HBDOD consist of a mix of native upland soils, urban developed land and soils that were cut and/or filled as part of historic lot development and road and parking lot construction in the Downtown. The four types of soils identified by the Suffolk County Soil Survey in the Downtown, in order of prevalence are: Urban land (“Ur”) comprising 39.2± percent of the HBDOD; Carver and Plymouth sands, 3 to 15 percent slopes (“CpC”) totaling 29.1± percent of the HBDOD, Cut and fill land, gently sloping (“CuB”) consisting of about 20.5 percent of the HBDOD; and Riverhead sandy loam, 0 to 3 percent slopes (“RdA”) which covers approximately 11.2 percent of the area. The CpC and RdA soils are native glacially derived soils. CpC soils typically exhibit surface gradients that range between 3 and 15 percent; therefore, some grading and cut and fill may have been necessary in the past to properly prepare the land for development as evidenced by the presence of CuB soils and the current commercial development (Ur soils). RdA soils tend to form in areas that are much flatter 0 to 3 percent slopes, have very few development constraints, and are considered to be relatively fertile.

Figure 2-3 shows the locations, distribution, and areal extent of the soils in the HBDOD. **Table 2-1** provides a breakdown of the types of soils in the HBDOD by estimated acreage and percentage of Study Area.

**Table 2-1
SOIL TYPE BY ACREAGE AND PERCENT OF STUDY AREA**

Symbol	Soil type	Area (acres)	%
Ur	Urban land	21.1	38.44
CpC	Carver and Plymouth sand, 3 to 15 percent slopes	15.9	28.96
CuB	Cut and fill land, gently sloping	11.3	20.58
RdA	Riverhead sandy loam, 0 to 3 percent slopes	6.6	12.02
TOTAL		54.9¹	100.00

Source: **USDA, 1975**

1-54.9 rather than 54.85 due to rounding

The characteristics of specific soil types that have been mapped by the Suffolk County Soil Survey within the Study Area are described as follows:

Urban Soils

Cut and fill land, gently sloping (CuB): This soil series is found in areas that have been cut and filled for nonfarm uses; which in this case, includes streets and moderate to dense mixed commercial/ residential/ institutional land development. Areas containing CuB soils are generally large, but some may cover about five (5) acres in size. CuB soils are generally located in areas that had once consisted of moderately-steep terrain but have since been graded to create building areas with slopes ranging between one and eight percent. CuB soils tend to have only

slight limitations when it comes to sewage disposal fields, streets, and parking lots, and have few, if any limitations, when it comes to building construction. The sandy surface layer of this soil, however, restricts the ability to establish lawns and landscaping when the vegetation is not adapted to dry well-drained soil conditions. CuB soils are present on the south side of Montauk Highway in the south-central portion of the proposed HBDOD.

Urban land (Ur): This soil type consists of areas that are more than 80 percent covered by buildings and pavement. Examples include business districts in larger villages or hamlets such as Hampton Bays, areas containing parking lots, and densely-developed industrial parks. The characteristics of these soils are generally variable depending on their original source and the needs of the development at that time (e.g., whether it was to promote proper drainage, provide a suitable base for building development, or simply the best soil that was readily available in the area at the time), and therefore, are not described in any detail by the Soil Survey. Examination and characterization of soils and identification of potential development constraints in these areas are typically performed on-site through soil sampling and analyses prior to breaking ground.

Native Soils

Carver and Plymouth sands, 3-15% slopes (CpC): The Carver/Plymouth series consists of deep, excessively-drained coarse-textured soils. This soil type is found mainly on rolling moraines; however, they are also found on the side slopes of many drainage channels on outwash plains. This soil type has some restrictions mainly due to slope and excessive drainage. The hazard for erosion is slight to moderate. Within the HBDOD, this soil type is found in a broad band along the HBDOD's northerly boundary, in an area that is almost entirely undeveloped and wooded. This area contains some of the steepest slopes in the HBDOD; although slopes in this area are only gently sloping to moderately-steep.

Riverhead Sandy Loam, 0-3% slopes (RdA): Consists of deep, excessively-drained, coarse-textured soils that formed in a mantle of sandy loam or fine sandy loam over thick layers of coarse sand and gravel. This soil is generally found on outwash plains, and the areas are large and uniform. This soil type is classified as Capability Class IIs-1, and is therefore, considered a relatively fertile soil. These soils are well-suited for development as they pose few issues or constraints.

(Warner, et al., 1975)

Hydric Soils

There are no mapped hydric (i.e., wetlands) soils in or adjacent to the HBDOD. A New York State stormwater recharge basin which is located on the north side of Montauk Highway near the center of the HBDOD on SCTM No. Section 223; Block 2; Lot 3, is known to contain standing water periodically (if not permanently) and may have taken on some characteristics of a wetland ("hydric") soil depending on the length of time the recharge basin has been in operation, how frequently the soils are saturated, the type and frequency of maintenance by the State, and other

factors, although obvious signs of wetland development were not noted. The recharge basin and area of recharge does not extend beyond the property boundaries of this lot.

Soil Contamination

NYSDEC’s “Spill Incidents” and “Environmental Site Remediation” databases were reviewed to identify any documented soil and/or groundwater contamination in the HBDOD or surrounding area. The data search involved a review of past documented cases of contamination from hazardous materials spills, leaks, or accidents; improper disposal; and other possible causes that occurred within the boundaries of the proposed HBDOD or as far as a mile up-groundwater gradient (generally north) of the HBDOD or adjacent to the east, west or south (down-groundwater gradient) of the HBDOD, between August 24, 2007 to August 24, 2018. A total of seven spill events and one environmental remediation site were identified within the specified timeframe and geographic parameters. The seven spill events and the listed preliminary phase environmental remediation sites are described below.

**Table 2-2
RECENT HAZARDOUS MATERIALS SPILLS
HAMPTON BAYS DOWNTOWN OVERLAY DISTRICT AND SURROUNDING AREAS**

Spill Location	NYSDEC Spill #	Material Spilled	Media Affected	Status/Date Spill Closed
Hampton Bays Train Station	1507500	One (1) gallon of diesel fuel	Soil	Closed ¹ 10/19/2015
46 Good Ground Road Hampton Transit	07101106	Unknown volume of gasoline	Soil	Closed ¹ 12/28/2007
16 Ponquogue Avenue Postal Facility	1001735	Unknown quantity of mercury	Indoor air	Closed ¹ 5/14/2010
29a Squiretown Road, 780± feet North of HBDOD	1007864	Two (2) gallons of #2 fuel oil	Impervious surface	Closed ¹ 7/12/2011
102a Squiretown Road, 4,825± feet NNE of HBDOD	1010745	Unknown volume of #2 fuel oil	Soil	Closed ¹ 04/01/2011
East Montauk Highway Exact location not indicated	1307328 1307330	Thirty (30) gallons of #2 fuel oil (total)	Roadway	Closed ¹ 3/30/2015
115 West Montauk Highway	1301687	Ten (10) gallons of diesel fuel	Parking lot/ sewer	Closed ¹ 5/23/2013

Source: **NYSDEC, 2018-a**

Notes: “Date Spill Closed” means the date the spill case was closed by the case manager at NYSDEC. The spill case was closed because either: 1) the records and data submitted indicate that the necessary cleanup and removal actions have been completed and no further remedial activities are necessary, or 2) the case was closed for administrative reasons (e.g., multiple reports of a single spill consolidated into a single spill number). It is noted that the Department reserves the right to require additional remedial work in relation to the spill, if in the future it determines that further action is necessary.

With regard to the one Environmental Site Remediation property in the area that is currently listed as under preliminary review, the NYSDEC summarized the site and conditions as follows:

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Site Name: Hampton Bays Fire Department

Site Code: 152249

Program: State Superfund Program

Classification: P (“Potential Registry Site,” considered preliminary in nature and unverified as the NYSDEC’s investigation has not been completed)¹

Location: The site is a 2.2 acre parcel in suburban area of Hampton Bays, Town of Southampton, Suffolk County.

Site Features: The site is relatively flat and includes the Hampton Bays Fire Department’s Headquarters and five-bay firehouse [at 69 West Montauk Highway]. The remaining portion of the site is covered by asphalt and grass.

Current Zoning and Land Use: The site is currently utilized by the Hampton Bays Fire Department. The site is situated within a residential and commercial area.

Past Use of the Site: The site has been utilized by the Hampton Bays Fire Department since the 1930’s. In 2008, the Hampton Bays Fire Department purchased aqueous film forming foam (AFFF) for fire suppression, which frequently contain perfluorooctanoic acid (PFOA) and perfluorooctane sulfonic acid (PFOS).

Site Geology and Hydrogeology: Site geology consists of coastal plain deposits that include sand with some silt and gravel. Groundwater is approximately 40 feet below ground surface and flows to the south-southwest.

Contaminants of Concern: Perfluorooctane sulfonic acid, perfluorooctanoic acid

Site Environmental Assessment: Nature and Extent of Contamination: Containers of aqueous film forming foams (AFFF) for fire-fighting were present onsite, which are known to contain per- and polyfluoroalkyl substances (PFAS), such as perfluorooctane sulfonic acid (PFOS) and perfluorooctanoic acid (PFOA). Onsite cesspools contained PFOS up to 1.7 parts per billion (ppb). Onsite groundwater contained PFOS up to 2,400 parts per trillion (ppt) and PFOA up to 250 ppt. The groundwater detections are above the United State Environmental Protection Agency’s Health Advisory Level of 70 ppt for combined PFOS and PFOA. Site contamination extends ~630 feet to the southeast towards the Hampton Bays Ponquogue Avenue well field based on detections in groundwater by Suffolk County Department of Health Services and supply water by the Water District. The three supply wells have been shut down and a treatment system is presently being designed.

Site Health Assessment: Access to the site is unrestricted and people may come in contact with site related compounds in soil if they dig below ground surface. People are not drinking

¹ Class P Sites: “DEC offers this information with the caution that it should not be used to form conclusions about site contamination beyond what is implied by the classification of this site, namely, that there is a potential for concern about site contamination. Information regarding a Class P site (potential Registry site) is by definition preliminary in nature and unverified because the DEC’s investigation of the site is not yet complete. Due to the preliminary nature of this information, significant conclusions or decisions should not be based solely upon this summary.”

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contaminated water because the public water supply that serves the area is treated to remove contaminants before the water is distributed to consumers. (**Appendix D**).

(NYSDEC, 2019, 2019-a and 2018-b)

2.1.2 Anticipated Impacts

Much of the proposed HBDOD was disturbed by past development and any significant slopes in developed areas would have been cut, filled and/or re-graded as necessary to ensure that site topography was suitable for construction and drainage. Nevertheless, additional topographic disturbance will likely be necessary in areas that have not been previously developed or disturbed; particularly, land on the north side of the HBDOD that is currently naturally vegetated. Since slopes are limited in both surface gradient and total surface area within the proposed HBDOD, slope stabilization, erosion, sedimentation and dust controls, stormwater management, and slope-related development constraints are not expected to be significant issues, in light of the standard engineering and environmental protection best management practices that are routinely required by the Town during site plan reviews. Due to the close association between topographic and soil impacts and similarities in the types of mitigation strategies that address them, topographic/site disturbance issues and best management practices are described in greater detail below in the soils and mitigation sections.

Table 2-3 summarizes soil constraints and limitations by soil type based on soil characteristics as determined by the Suffolk County Soil Survey. Soil sampling should be conducted on individual lots in the future as development and redevelopment projects are proposed to determine actual on-site conditions, soil-related issues, and the mitigation techniques that will be necessary.

**Table 2-3
SOIL LIMITATIONS**

Soil Features Affecting:	Urban Land (Ur)	Carver and Plymouth Sands, 3-15% Slopes (CpC)	Cut and Fill Land, Gently Sloping (CuB)	Riverhead Sandy Loam, 0-3% slopes (RdA)
Foundations for low buildings	No information ¹	Low compressibility; large settlement possible under vibratory load	No information ¹	Low compressibility
Limitations For:				
Sewage disposal fields	No information ¹	Slight to moderate due to slopes in places and permeable soils	Slight	Slight, permeable soils
Home sites	No information ¹	Slight to moderate, slopes in places	Slight	Slight
Streets and parking	No information ¹	Moderate to severe	Moderate due to	Slight

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Soil Features Affecting:	Urban Land (Ur)	Carver and Plymouth Sands, 3-15% Slopes (CpC)	Cut and Fill Land, Gently Sloping (CuB)	Riverhead Sandy Loam, 0-3% slopes (RdA)
lots		due to slopes	slopes, slight for Town or Country roads	
Lawns and landscaping	No information ¹	Severe, sandy surface layer	Severe, sandy surface layer	Slight
Irrigation	No information ¹	Very low available moisture, steep slopes, rapid water intake	No information ¹	Moderate to rapid water intake, moderate moisture
Drainage	No information ¹	Excessively drained	No information ¹	Well drained
Agriculture	No information ¹	Class VIIIs-1, severely limited for crops and restricted for pasture, woodland and wildlife	No information ¹	Class 2S, moderate limitations
Erosion hazard	No information ¹	Slight to moderate	No information ¹	Slight

Source: **U.S. Dept. of Agriculture, Soil Conservation Service & Cornell Agricultural Experiment Station (1975)**

¹No information was available from the Suffolk County Soil Survey. Soil conditions can only be determined based on on-site test hole data at future development and redevelopment sites.

Significant impacts or constraints to development from existing soil conditions are not anticipated based on a review of the soil characteristics as described by the Soil Conservation Service, the absence of very steep slopes, wetlands or poorly drained areas, and the presence of considerable past clearing, grubbing, grading and development in the area. On-site test holes and soil sampling and analyses, may however, be necessary to determine actual site conditions for future development or redevelopment of land requiring site plan approvals from the Town. This type of investigation can help to identify any unanticipated soil related issues, impacts or constraints to development such as soil that may be unsuitable for excessive loading by buildings and structures, compacted soil layers that restrict drainage, topsoil infertility, excessive drainage that threatens the survival of landscaping, or issues related to erosion control. Grading is expected to be relatively limited based on the nature of the local topography and the minor slope issues that exist. Erosion and sedimentation issues that may occur during construction can be easily addressed through the employment of proper grading techniques; cutting and filling, if necessary; proper stormwater planning, siting, installation, management and permitting including any required New York State General Permit for Stormwater Discharges from Construction Activity (GP-0-15-002, or “Stormwater General Permit”) the preparation of Stormwater Pollution Prevention Plans (“SWPPPs”) for projects involving more than one acre of ground disturbance in accordance with the Stormwater General Permit and Chapter 285 of the Town Code – Stormwater Management and Erosion and Sediment Control Regulations; and implementation of standard engineering and environmental protection practices for future development, including dust, erosion and sedimentation controls (i.e., Erosion and Sedimentation

Control Plans that typically include recommendations for the installation of silt fencing, drain inlet protection, stabilized construction entrances, periodic inspections to ensure that controls are properly implemented, etc.).

Soil Contamination

Section 2.1.1 identified documented hazardous materials spills that reportedly occurred in or adjacent to the proposed HBDOD, within a mile up-groundwater gradient of the HBDOD or on land adjacent or near the southerly, easterly and westerly boundaries of the HBDOD, over the past decade. Each one of these spills has been investigated by the NYSDEC and has since been officially “closed” as indicated on the NYSDEC Spills Incident Database. Based on this finding, significant residual concerns from these past closed spills are not anticipated. Moreover, the area is served by a routinely monitored public water supply from up-gradient wellfields, and with the possible exception of the seemingly closed auto repair shop at the northeast corner of Good Ground Road and Springville Road, there are no known land uses that are currently or have in the past, generated, handled or stored any significant volumes of hazardous materials such as automotive fluids. Future development and redevelopment that occurs within the proposed HBDOD can and should be further evaluated on a parcel-by-parcel and project-by-project basis to determine if there is any potential for residual soil contamination on any of the sites and if such concerns warrant the initiation of Environmental Site Assessments (“ESA”) or cleanup.

With regard to past contamination at the Hampton Bays Fire Department property located at 69 West Montauk Highway, it is not anticipated that this site will be redeveloped in the near future, there are no other parcels located down-groundwater gradient of the site within the proposed HBDOD, and conditions will continue to be monitored by the NYSDEC until identified concerns are suitably resolved. In addition, a potable drinking water source is available throughout the area by the Hampton Bays Water District (“HBWD”), groundwater quality is routinely monitored, and the three water supply wells located adjacent to the HBDOD, at the HBWD facility on the south side of the railroad tracks, have been shut down and a treatment system is presently being designed to address the water quality issues stemming from the above-described conditions.

A summary of actions that are or will be taken as part of the next steps in the remediation of contamination from the Hampton Bays Fire Department Superfund Site were provided in a February 2019 NYSDEC Superfund Site Fact Sheet. These steps are as follows:

Highlights of the Site Investigation: The remedial investigation will define the nature and extent of contamination in soil, groundwater and any other parts of the environment that may be affected.

Key components of the investigation work include:

- Installing and sampling soil borings to identify possible on-site sources of contamination; and
- Installing and sampling groundwater to monitor impacts from areas of concern.

Next Steps: The information collected during the investigation will be summarized in a report. After the site investigation has concluded, the remedial party with oversight provided by NYSDEC will conduct a “Feasibility Study.” This study uses information developed during the site investigation to develop and evaluate potential ways to clean up contamination related to the site. The information collected during the site investigation may also support the conclusion that no action, or no further action, is needed to address site-related contamination. NYSDEC will then develop a draft cleanup plan, called a “Proposed Remedial Action Plan.” This plan describes the remedy preferred by NYSDEC, or, if warranted, a no action or no further action alternative.

The draft cleanup plan explains the decision that led to the preferred remedy by discussing each alternative and the reasons for choosing or rejecting it. The goal of the plan will be to ensure the protection of public health and the environment. NYSDEC will announce the draft cleanup plan in a future fact sheet, and will present it to the public for its review and comment during a 30-day comment period and at a public meeting.

(NYSDEC, 2019)

Any future redevelopment in the area should be assessed in terms of its potential impacts on the nearby Hampton Bays Water District wellfield to the south; however, based on the types of land uses that will be permitted in the HBDOD, and the connection to a centralized wastewater treatment system, significant concerns were not identified.

2.1.3 Mitigation

- Future site plan, special permit, subdivision, zoning variance and building permit reviews will be performed as appropriate in connection with future development and redevelopment projects proposed in the HBDOD and will include a second level of site- and project-specific assessment to refine and implement the recommended soil and topographic methods identified by this Supplemental DGEIS as needed.
- Future land use applications will be subject to conformance reviews with the final SEQRA Findings Statement for this Supplemental GEIS as well as preliminary site- and project-specific SEQRA reviews (“EAFs”) under NYCRR Part 617, if an action is classified as an “Unlisted” or “Type I” action.
- Clearing, grubbing and grading of future construction sites will be conducted in accordance with Town approved site, grading and drainage plans and under the supervision of the Town Building Department once a building permit is issued.
- Erosion and sediment control plans must be submitted with future development site plans in the HBDOD that involve soil and/or slope disturbances, and shall be implemented during construction. Erosion controls, including installation of work area perimeter and/or silt fencing and drainage inlet protection will be required, as needed, to prevent sediment from development and redevelopment sites from being transported off-site and deposited on streets or discharged to subsurface drainage structures, thereby resulting in a loss of topsoil, and potential adverse effects on drainage structure capacity and performance.
- A stabilized construction entrance and/or “rumble strips” will be installed at construction sites where needed to reduce the potential for tracking soil on to public streets.

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- Dust control in the form of soil wetting may also be necessary and should be implemented based on site plan requirements and soil conditions.
- Trucks carrying soil to and/or from development sites shall cover loads as required to prevent soil and pebbles from being blown on to streets and vehicles and construction vehicles must be staged on-site and off the rights-of-way of area streets (Montauk Highway/Main Street, Ponquogue Avenue, Squiretown Road, Springville Road, Cemetery Road and Good Ground Road).
- Reseeding and planting of landscaping should be implemented on future development sites within the HBDOD as soon as possible after initial clearing and ground disturbance, to ensure that soils are properly stabilized.
- Phasing of clearing and ground disturbance may be beneficial on large development sites so that soils are not left bare for extended periods of time during future demolition and construction processes. In accordance with the Stormwater General Permit and Chapter 285 of the Town Code, disturbed areas should be stabilized as soon as possible after clearing and grading activities are conducted.
- Future drainage infrastructure must be installed in conformance with the design and capacity requirements of the State and Town, and meet the approval of the Town Engineer.
- Stormwater General Permits and the preparation of SWPPP will be required for any project involving one acre or more of disturbance to ensure proper control of stormwater runoff and associated erosion and sedimentation issues, including the siltation of storm drains or the nearby State-owned stormwater recharge basin.
- Vehicle, equipment and materials staging areas and designated stock pile locations must be located on individual development and redevelopment sites during construction-related activities and must be suitably stabilized or covered or otherwise prevented from creating significant dust, erosion and sedimentation issues.
- Native plants or species that are well adapted to site soil conditions; providing suitable topsoil and/or mulching; “xeriscaping;” as well as the use of efficient/water conserving irrigation systems and watering only at night and as needed, will be necessary to overcome potential minor issues associated with landscape water demands and excessively drained soils and will also help to conserve groundwater resources.
- Test borings are expected to be completed on sites in drainage areas to ensure that suitable subsoils are present. If poorly drained soils or hardpan (not anticipated) are encountered, these soils may have to be removed and replaced with clean loose sand or soil of a suitable texture to ensure adequate drainage.
- Sanitary wastes must be conveyed to a sewage treatment plant (“STP”) for treatment if SCDHS’ population density equivalents are not met. Based on existing development conditions and additional development density that can be supported by the proposed zoning, an advanced sewage treatment method must be provided. This facility, along with approved stormwater collection and recharge systems that comply with all applicable standards and specifications of the Town and State, will help to reduce potential soil and groundwater issues. These infrastructure, coupled with the relatively deep groundwater table and the removal and replacement of subsurface soils if restrictive layers or hazardous soil conditions are encountered, will help to protect groundwater, soils and public health.

- Site grading operations will be undertaken in a manner to promote the incorporation of excavated material back into development sites as practical unless soils are determined unsuited.
- An assessment of redevelopment projects involving the demolition of buildings or disturbance of soils that will be subject to Town site plan review may be necessary in the future to identify the presence of on-site cesspools, septic systems, drywells, and/or underground and/or above ground storage tanks that must be removed or abandoned in accordance with applicable Federal, State and local requirements. If the potential for past or present soil contamination by hazardous materials may be an issue (such as a past auto repair facility), a Phase IA ESA will be conducted to determine the need for a Phase IB ESA and any necessary remediation. In the case of older buildings to be demolished, an assessment of the possible presence of asbestos containing materials (“ACM”) and/or lead-based paint may also be warranted depending on the exact age of the structure and the types of building materials used in its construction, to ensure public and environmental health.

2.2 Water Resources (Groundwater, Surface Water and Wetlands)

2.2.1 Existing Conditions

Wetlands and Surface Waters

There are no surface waters or wetlands in or anywhere near the HBDOD with the exception of the small landlocked New York State stormwater recharge basin located on the north side of Montauk Highway, near the center of the HBDOD (SCTM: Section 223; Block 2; Lot 3), which may be considered a wetland under Town regulations but is not mapped by the NYSDEC. The recharge basin covers roughly half of the estimated 26,439± SF (0.61-acre) parcel and periodically, if not permanently, contains standing water. The recharge basin receives discharge from Montauk Highway and may in fact need to be cleaned by the State to remove accumulated leaf litter and fine-grained soils that may have accumulated and are restricting recharge of stormwater. The closest NYSDEC mapped wetland or surface water body is upper Tiana Bay, which is located a considerable distance +/-3,600 feet (0.68 of a mile) southeast of the HBDOD. A small freshwater pond, Munns Pond, is located north and upstream of Tiana Bay in Munns Pond County Park, and is slightly farther from the HBDOD than the Bay (**Figure 2-4**).

Flood Zones

Based on a review of the Federal Emergency Management Agency (“FEMA”) Flood Insurance Rate Map (“FIRM”) for Downtown Hampton Bays, the HBDOD is located within a FEMA “X” zone which is considered an upland area that is outside of any FEMA designated Special Flood Hazard Areas/ any 100-year floodplain (less than one percent chance of flooding during any given year) or 500-year floodplains (less than a 0.2 percent chance of flooding in any given year) (**FEMA, 2009**). The HBDOD is also outside of FEMA’s Sea, Lake and Overland Surge from Hurricane (“SLOSH”) Zones for Category 1, 2, 3 and 4 Hurricanes, and therefore, is not

vulnerable to storm surges from the most catastrophic hurricanes. **Figure 2-5** depicts FEMA flood zones in the area and **Figure 2-6** shows SLOSH Zones in the area.

Groundwater

Long Island has three main aquifers, each of which correlates with three different overlying/superimposed unconsolidated geological formations. In ascending order, based on a geologic cross section of Long Island, the three groundwater reservoirs are the Lloyd Aquifer, Magothy Aquifer, and Upper Glacial Aquifer. Bedrock in the area is estimated to be between 1,000 and 1,500 feet below mean sea level (“bmsl”), with depths increasing generally from northeast to southwest across the island. Due to the significant depth, the limited water that is available in bedrock fractures, and likely saline groundwater conditions, the underlying bedrock is not a suitable or practical source of drinking water.

The Lloyd, Magothy and Upper Glacial aquifers are the sole sources of drinking water on Long Island, and together, comprise what the U.S. Environmental Protection Agency (“EPA”) has deemed a “Sole Source Aquifer.” EPA’s Sole Source Aquifer designation is applied to aquifers that supply at least 50 percent of the drinking water for its service area and is in an area where there are no reasonably available alternative drinking water sources, should the aquifer become contaminated. In the case of Hampton Bays, the Hamlet receives *all* of its drinking water from the underlying Upper Glacial and Magothy aquifers, and there are no other economically feasible drinking water supplies in the area.

Considerable effort has been placed on protecting the quality and availability of Long Island’s Sole Source Aquifer(s), including those groundwater resources and drinking water supplies within the Town of Southampton and Hampton Bays community. This includes the establishment of special protection overlay districts that are governed by groundwater protection regulations, designed to preserve and forever sustain water resources in sensitive water recharge and aquifer protection resource areas for the benefit of future generations.

There are various other local and regional groundwater protection areas on Long Island, some of which extend into the Town of Southampton and parts of Hampton Bays. These include the regionally established Long Island Special Groundwater Protection Areas (“SGPAs”), the regional Central Pine Barrens protection area, and the Town’s locally established Aquifer Protection and Central Pine Barrens Overlay Districts. A review of available maps and resources indicates that the HBDOD is NOT located within any of these groundwater resource protection areas; however, the HBDOD, like the rest of Long Island, is located over a Sole Source Aquifer and is within a “Suffolk County Water Supply Sensitive Area.” Article 7, “Water Pollution Control,” of the Suffolk County Sanitary Code defines a Water Supply Sensitive Area as (among other things): “[a]reas in close proximity to existing or identified future public water supply wellfields.” In general, ‘close proximity’ as defined by the County means *within 1,500 feet upgradient* or 500 feet downgradient of public supply wells screened in the Upper Glacial aquifer.” Since the nearby Hampton Bays Water District wells at the Ponquogue Avenue facility are within the Upper Glacial Aquifer and the proposed HBDOD does fall within this zone, special precautions should be taken to prevent future groundwater contamination, or the

establishment of land uses that might adversely affect the water supply (See **Section 2.1.2** for more information). The Hampton Bays Water District (“HBWD”) currently operates four other wellfields in the hamlet, besides the Ponquogue Avenue facility. The closest of the remaining four wellfields are the Old Riverhead Road site, which is 2,850+/- feet to the east and up-groundwater-gradient of the HBDOD, and the Bellows Pond Road site, which is 3,390+/- feet west and up-groundwater-gradient of the HBDOD. Based on this information, the HBDOD is not expected to affect these supplies.

Depth to natural groundwater within the proposed HBDOD ranges from an estimated average of 26± feet bgs to 57± feet bgs based on surface elevations and groundwater table contour maps that are based on data collected from groundwater monitoring wells or piezometers. However, most of the ground surface within the proposed HBDOD is between 31± feet and 50± feet above the water table (USGS, 2010). The shallowest depth to groundwater is believed to exist at the base of the NYS stormwater recharge basin, which is located on the north side of Main Street near the center of the proposed HBDOD, which is also the location of the lowest surface elevation in the HBDOD. The location where depth to groundwater is greatest is near the southeast corner of the HBDOD, southeast of the intersection of East Main Street and Ponquogue Avenue, which has the highest surface elevation in the HBDOD. Based on interpolation of data points from Suffolk County groundwater table maps, groundwater beneath the HBDOD is expected to flow in a generally southerly direction toward Smith Creek/Wells Creek and the greater Shinnecock Bay but may vary slightly depending on the exact location within the HBDOD (south-southwest at the west end of the study area or south-southeast beneath the easterly end) and subsurface geologic conditions. Horizontal groundwater flow in the Upper Glacial aquifer has been estimated to flow at a rate of one half-foot per day on the South Fork of Long Island depending on local geologic conditions, which equates to roughly 183 feet per year (CPBJPPC, 1996).

(**Figure 2-1**) and (**Figure 2-7**) depict topography and ground surface and groundwater elevations in the area, respectively. **Figure 2-8**, shows depth to groundwater.

The Suffolk County Department of Health Services (“SCDHS”) is primarily responsible for regulating, approving, and enforcing regulations (i.e., Suffolk County Sanitary Code) associated with conventional on-site wastewater disposal systems in unsewered areas. These regulations include numerous requirements for system siting (e.g., setbacks), design, construction and installation, and consideration of depth to groundwater and soil and site conditions. The purpose of such regulations and SCDHS oversight is to ensure the protection of groundwater resources, public water supplies and public health.

The SCDHS has established six groundwater management zones within Suffolk County to determine the maximum permissible sewage flow on individual development sites when a septic system is proposed, to ensure that excessive flows and/or unsuitable sewage treatment that may adversely impact groundwater resources and public health, does not occur. These zones were delineated based on various hydrogeologic characteristics, primarily whether they are within deep recharge areas or shallow flow zones, and each area is assigned maximum development density standards and thresholds based on those conditions, to meet the above goals. When a development project proposes to exceed the maximum density, flow or on-site discharge

standards established for its respective groundwater management zone, an innovative alternative septic system, advanced on-site treatment facility or STP and a variance from the SCDHSs Board of Review is required, not to mention permits that regulate and monitor discharges from these facilities. The purchase and redemption of transferred development rights or sewage credits to achieve higher on-site development densities/sewage flows or discharges can also be utilized to achieve certain density objectives, subject to SCDHS approvals.

The proposed HBDOD is located within two Suffolk County Groundwater Management Zones (“GMZs”) (**Figure 2-9**). Land within the proposed HBDOD that is located north of Montauk Highway and west of Squiretown Road is within Suffolk County GMZ III and land located south of Montauk Highway and/or east of Squiretown Road and Ponquogue Avenue is within GMZ IV. Groundwater Management Zone III roughly corresponds with deep recharge areas and GMZ IV is typically associated with shallow flow coastal areas or is nearer to the coastal zone. Under SCDHS’ “Calculation Method,” GMZ III commercial developments relying on a conventional on-site septic system are allowed a maximum sewage flow of 300 gpd/acre; while, commercial projects having a conventional on-site septic system in GMZ IV are permitted to have a maximum flow of 600 gpd/acre. Maximum permitted on-site sewage flows for multiple residence developments are calculated slightly differently. In these instances, when the Calculation Method is used, the total permitted septic system flow is based on 75 percent of adjusted gross land area in square feet, multiplied by 300 gpd/40,000 SF in GMZ III or 75 percent of adjusted gross land area in square feet, multiplied by 600 gpd/40,000 SF in GMZ IV.

Nelson, Pope & Voorhis, LLC (NP&V) has utilized a microcomputer model developed for its exclusive use in predicting both the water budget of a site and the concentration of nitrogen in recharge. The model, referred to as “**SONIR**” (Simulation Of Nitrogen In Recharge), utilizes a mass-balance approach to determine the nitrogen concentration in groundwater recharge. Critical in the determination of nitrogen concentration is a detailed analysis of the various components of the hydrologic water budget, including recharge, precipitation, evapotranspiration and overland runoff. The basis for this method of nitrogen budget analysis is well established, and similar techniques have been used to simulate nitrogen in recharge as published by the New York State Water Resources Institute, Center for Environmental Research at Cornell University, Ithaca, New York (BURBS - A Simulation of the Nitrogen Impact of Residential Development on Groundwater). The SONIR model includes four sheets of computations: 1) Data Input Field; 2) Site Recharge Computations; 3) Site Nitrogen Budget; and 4) Final Computations. There are several variables, values and assumptions concerning hydrologic principles, which are discussed in detail in the user manual developed for the SONIR Model and provided in **Appendix E-1**.

The model was run to obtain the existing water budget and nitrogen concentration in recharge. The run was based on current site conditions and land use coverages (see **Table 1-5**). The site currently has a recharge of 73.12 million gallons per year (“MGY”). The results of this analysis are presented in **Appendix E-2**.

A detailed assessment of the existing concentration of nitrogen in site-generated recharge can be made by calculating the total nitrogen input to groundwater, diluted by the total volume of recharge water. The basis for this simulation was established in the Long Island Regional

Planning Board's (LIRPB) "208 Study" and further developed by the Cornell University, Water Resources Program. As was discussed above, SONIR was utilized to determine the present nitrogen concentration exiting the site; the results are presented on Sheets 3 and 4 of the SONIR Existing Conditions spreadsheet provided in **Appendix E-2**. The estimated nitrogen concentration in recharge generated on the vacant unused site is 10.11 milligrams per liter (mg/l).

2.2.2 Anticipated Impacts

Wetlands and Surface Waters

There are no nearby natural surface waters or wetlands. The existing NYS stormwater recharge basin near the center of the proposed HBDOD, however, does periodically, if not permanently contain water and although this feature is not considered to be of significant environmental and ecological quality, it may take on some minor natural wetland/ecological functions and certainly acts as a conduit to the ground water in the area. The primary threats to surface waters from a more dense mixed-use business/office/residential development include potential increased stormwater runoff from a potentially greater proportion of impervious surface from new development in the form of buildings, new cross streets, parking lots, driveways and sidewalks; the increased volume of wastewater that would likely be generated in the area; particularly, from new residential and commercial land uses; and possible application of fertilizers and/or pesticides on future site landscaping which can affect surface water and groundwater quality. These increases will be limited relative to the existing condition or are expected to have relatively limited impact due to proposed mitigations such as use of native plants for landscaping and a proposed HBDOD sustainable sites restriction that will limit fertilizer dependent vegetation to just 15 percent of the site, and the types of land uses that will be permitted are generally not considered to be especially hazardous in terms of their routine operations, especially since sewage treatment would be provided and drainage will be designed, installed and controlled in accordance with applicable requirements to allow for adequate detention and soil filtration.

With regard to stormwater, installing adequate drainage infrastructure on future development and redevelopment sites and new cross streets, parking lots, and driveways in the HBDOD will help to control potential issues related to drainage and runoff-related pollution. Future site plan applications will be reviewed by the Town to ensure that drainage structures are adequately located, sized, designed and installed in accordance with State and local regulations and meets the design requirements and standard principles and practices of the Town Planning Board and Town Engineer. Future projects that involve an acre or more of disturbance are required to seek a State Pollution Discharge Elimination System ("SPDES") Stormwater General Permit and submit a Stormwater Pollution Prevention Plan ("SWPPP") to reduce stormwater impacts, unless otherwise exempt from these requirements. Future runoff, including from individual site development and proposed cross streets, will have to be captured and suitably contained and recharged on-site or at a nearby drainage facility in accordance with applicable State and local design and capacity standards and specifications. Future development must also adhere to standard erosion and sedimentation protocols, including the submission of an Erosion and

Sedimentation Control Plan, regardless of project size, and abide by any applicable requirements identified by the Findings Statement to be prepared as part of this Supplemental GEIS process.

Finally, it should be noted that several sustainable development standards have been incorporated into the proposed HBDOD Code to address issues associated with stormwater runoff. These include requiring that:

- 50 percent of the non-roof site hardscape be permeable and properly shaded by trees to reduce the urban heat island effect.
- 50 percent of the roof area consist of a green roof or use roofing materials with low solar reflectance index (“SRI”) on at least 75 percent of the roof.
- Use of pretreatment of stormwater runoff prior to infiltration using “green infrastructures” practices such as vegetated swales, bio-swales, road verges, filter strips, rain gardens, green roofs, other Best Management Practices (“BMPs”) in accordance with the “New York State Stormwater Management Design Manual” and the “Suffolk County Planning Commission Managing Stormwater Guide.”
- Sustainable Streets shall have slopes of 5 percent or less and utilize stormwater management techniques, thus enabling the street to function ecologically.
- Swales shall typically be located next to roads and be designed, shaped and graded to specific dimensions to promote quick passing and infiltration of certain amounts of stormwater, and shall be designed to accommodate standing water during and immediately after a storm. Swales shall incorporate plant materials to reduce the velocity of runoff or remove certain pollutants, and where possible use existing natural drainage ways (naturally present swales) and vegetation to absorb and filter runoff.

Utilization of an advanced sewage treatment facility that includes nitrogen reduction technology, will also help to ensure a higher quality of sanitary effluent that will not only protect groundwater resources but will help to protect surface waters and wetlands that may be fed by groundwater, as well as stormwater. Construction of a new STP or advanced treatment facility to serve the HBDOD will also help to reduce existing impacts on ground and surface waters from septic system or antiquated cesspool system discharges, especially on existing substandard sized “grandfathered” lots. Due to the considerable distance to natural wetlands and surface waters in the area, such as Shinnecock Bay and Tiana Bay, significant impacts to these features are not anticipated by the subject action.

The proposed HBDOD zoning requires that a minimum of ten percent greenspace be provided for all new development in the Downtown, which may be landscaped and/or retained natural area. Landscaping necessary for screening and treatments to beautify sites and soften the appearance of structural features are anticipated in redevelopment of the downtown area. The HBDOD is a mix of existing developed sites and properties with natural areas remaining on portions of the lots. In cases where natural areas remain, efforts should be made to retain existing native vegetation to the extent practicable, and where landscaping is needed or desirable, native and/or well-adapted/low fertilizer demanding species should be used to reduce the need for fertilization, pesticide applications, and watering.

Based on the considerable distance between the HBDOD and the closest surface water and wetland feature, Tiana Bay, and the many impact prevention and mitigation strategies proposed, significant (large or moderate scale) impacts to surface waters and wetlands from future development and redevelopment in accordance with the HBDOD are not anticipated. In the case that the Town determines that the NYS stormwater recharge basin located near the center of the HBDOD meets its definition of a wetland (due to permanent or periodic presence of standing water and any wetlands vegetation), adequate setbacks, buffers and erosion and sedimentation controls can be required to mitigate such potential effects. Since the types of land uses that are and will be permitted in the HBDOD tend to be relatively “clean” non-industrial uses; a sewage treatment facility would be necessary; development would be subject to a variety of erosion, sedimentation, dust and stormwater controls, there would likely be limited landscaping/lawn areas in the HBDOD due to the centralization of development and development density in this area, and no surface waters or wetlands (with the exception of a NYS recharge basin) are within, adjacent or near the HBDOD, significant surface water or wetland impacts are not expected.

Flood Zones

As previously indicated, the proposed HBDOD is located within a FEMA “X” zone which is considered an upland area that is outside of any FEMA designated Special Flood Hazard Areas, (100-year floodplains having less than a one percent chance of flooding during any given year), and any 500-year floodplains which are defined as having a less than a 0.2 percent chance of flooding in any given year (**FEMA, 2009**). The HBDOD is also located roughly 0.7 miles from Tiana Bay, 0.9 miles from Smith Creek, is between 34± and 64± feet above sea level, and therefore, would not be affected by sea level rise. Moreover, with the exception of the NYS recharge basin near the center of the proposed HBDOD is located within a FEMA “X” zone which is considered an upland area that is outside of any FEMA designated Special Flood Hazard Areas (100-year floodplains having less than a one percent chance of flooding during any given year) and any 500-year floodplains which are defined as having a less than a 0.2 percent chance of flooding in any given year (**FEMA, 2009**). The HBDOD is also located roughly 0.7 miles from Tiana Bay, 0.9 miles from Smith Creek, is between 34± and 64± feet above sea level, and therefore, is not expected to be threatened or affected by sea level rise. Moreover, apart from the NYS recharge basin located near the center of the proposed HBDOD, which currently has more than ample storage capacity, there are no nearby surface waters or wetlands that might pose a risk of overflowing and flooding the area. Also, future development will be fully evaluated by the Planning Board and Town Engineer during site plan reviews to ensure that adequate grading and drainage infrastructure is provided to retain and recharge the anticipated stormwater runoff from the Town’s required design rainfall event, and green infrastructure such as rain gardens or vegetated swales that provide pretreatment of runoff, as well as wildlife habitat and aesthetic values, is recommended. Since there is considerable depth to groundwater in the area, topography is relatively flat, native soils are well-drained or excessively drained, and future drainage systems will be designed in conformance with applicable engineering standards and specifications and will be subject to Town engineering reviews, significant impacts and issues relating to drainage are not anticipated with proper design of on-site drainage systems. If restrictive fine-grained, compacted or naturally cemented soil layers are encountered during predevelopment soil boring installation or subsequent drainage system construction, these soils

can be easily removed and replaced with suitably textured clean fill to ensure positive drainage that will promote soil recharge and temporary storage and prevent significant drainage issues.

Groundwater

There is limited if any residual development potential in the Downtown based on SCDHS Groundwater Management Zone and associated density loading standards if on-site septic systems are to be utilized; especially on densely developed GMZ III properties. Therefore, if the HBDOD and the community's vision for a more vibrant and successful Downtown is to be achieved, a sanitary wastewater treatment facility that provides advanced sewage treatment, including nitrogen removal, and meets the standards and requirements of the SCDHS, will have to be provided. In addition, since the Proposed Action involves the creation of zoning standards to establish a traditional downtown mixed-use development (i.e., the HBDOD) with a suitable development density to create a vibrant, successful and sustainable district, large areas of turf and other fertilizer dependent landscaping (such as is typically expected at a golf course or large lot subdivision) is clearly not expected. Despite the obvious need and desire for quality landscaping to ensure visual quality and desired Downtown character, and for screening parking, loading, and/or dumpster locations, the effects of landscape fertilization on area surface waters and wetlands, however minimal, can be further reduced by retaining natural vegetation in some areas on development sites and/or supplementing existing vegetation by planting species that are native or well-adapted to existing soil, moisture and climate conditions. In no instance should any species be planted that are listed on the NYSDEC's prohibited/regulated invasive species list (NYSDEC, 2014).

The proposed HBDOD is located in an inland/upland location and depth to groundwater is sufficient to ensure some natural filtration and purification of stormwater before recharge to groundwater. Groundwater quality is considered to be generally good to excellent in the area; although, there are isolated areas of contamination in the Hamlet from past spills or leaks. In fact, the HBWD's 2016 annual drinking water quality report states that its water supply is in full compliance with all Federal, State and County regulations with the exception of natural but elevated iron concentrations which is easily and routinely removed from the drinking water system by HBWD, and is not considered to be a significant water quality issue (see **Appendix F**) (HBWD, 2017).

The local groundwater supply is recharged mostly within the deep recharge areas of the Town's largely undeveloped and heavily regulated Aquifer Protection Overlay District and Pine Barrens Overlay District deep recharge areas and the regional Central Suffolk Special Groundwater Protection Area therefore delivering a good to excellent source of drinking water to the Hamlet. The proposed HBDOD is not located within any groundwater protection overlay districts, such as the Town's Aquifer Protection Overlay District or Central Pine Barrens Overlay District, the Long Island Central Pine Barrens Core Preservation or Compatible Growth Areas, or the regional Central Suffolk Special Groundwater Protection Area; however, the HBDOD is located within the Water Supply Sensitive Area of the Ponquogue wellfield as defined by Article 7 of the Suffolk County Sanitary Code.

Based on a review of the Article 7 regulations, it does not appear that the types of land use that will be permitted in the HBDOD are the types that typically use, handle, store, generate or dispose of hazardous materials in their everyday activities (unlike some industrial types of facilities, gasoline fueling stations, etc.). One exception is dry cleaning establishments. These uses will be permitted in the HBDOD's "Central Downtown" and "Transition" subzones through the Special Exception Permit process and have been known to occasionally accidentally release hazardous dry-cleaning fluids such as perchloroethylene ("perc") (a dry-cleaning solvent) that can contaminate drinking water. These facilities are subject to a variety of regulations and restrictions but should, nevertheless, be carefully assessed and mitigations implemented as needed, if they are to be proposed in the HBDOD in the future. Other than this use, no other uses were identified as apparent possible threats to drinking water. Moreover, it is not likely that any HBDOD "Permitted" or "Special Exception Permit Use" would need to install underground storage tanks to contain hazardous materials, and natural gas is available in the area, which may reduce if not eliminate the need for private on-site heating oil storage. The site located on the outside and to the northwest of the proposed HBDOD, which has been identified as a possible future STP site, is located well over 1,600 feet from the Ponquogue Avenue wellfield, and is therefore, outside of the boundaries of the Water Supply Sensitive Area. Finally, the HBDOD is NOT located in proximity to and is down groundwater-gradient from the Bellows Pond Road and Old Riverhead Road wellfields, and therefore, would be unaffected by the action.

Using the site coverage quantities established in **Table 1-5**, the SONIR model was run to determine the water budget for future site conditions. Under the Reasonable Theoretical Development Scenario, the HBDOD area will recharge a total of 103.76 MGY resulting in an increase of 34.24 MGY in comparison to existing conditions. The results of this analysis are presented in **Appendix E-3**. The increase in recharge volume resulting from the additional impermeable surfaces and associated stormwater will have to be captured and recharged on-site using catch basins, leaching pools, rain gardens, vegetated swales, pervious pavement, and other possible acceptable methods. Due to the relatively substantial depth to natural groundwater within the proposed HBDOD, which ranges between an estimated average $26\pm$ feet bgs to $57\pm$ feet bgs, throughout the study area, significant adverse impacts on the water table (e.g., mounding or flooding) are not expected.

Nearly all of the recharge water generated from the HBDOD will consist of stormwater; however, based upon information presented in the NURP Study, this runoff is not anticipated to contain significant concentrations of pollutants (**LIRPB, 1982**). Any redevelopment projects within the HBDOD will be required to use recommended recharge techniques that are designed in conformance with current engineering practices and conform to state and local standards. The NURP Study found that any organic chemicals that may be present in stormwater generally volatilize on surfaces and inorganic chemicals and bacteriological indicators are removed as recharge infiltrates through soil. As noted, the depth to groundwater ranges from $26\pm$ feet bgs to $57\pm$ feet bgs below proposed grade, providing unsaturated zone for leaching and attenuation. Any redevelopment projects within the HBDOD will be required to conform with the applicable recommendations of the NURP Study and the NYSDEC in regard to the proposed stormwater recharge system. SWPPP and NYSDEC SPDES General Permits may also be required in the

future depending on the size of projects and other factors, which will include further examination of drainage, and erosion control measures.

Based on the site quantities presented in **Table 1-1**, the SONIR computer model results for the Reasonable Theoretical Development Scenario (**Appendix E-3**) indicate that the concentration of nitrogen will decrease from 10.11 mg/l on the currently vacant/undeveloped and unfertilized site to 4.87 mg/l upon completion of the project. Since it is anticipated that construction of a sewage treatment plant will be necessary for redevelopment pursuant to the Theoretical Development Scenario, the primary contribution to the increase in nitrate loading will be from anticipated fertilization of landscaping. For calculation purposes, it is conservatively assumed that 6.92± acres will be fertilized at the typical rate of 3.0 pounds of nitrogen per 1,000 SF and irrigated at a rate of 24.0 inches annually. The SONIR model predicts a concentration of nitrogen in recharge of 4.87 mg/l, which is well within the 10 mg/l NYS standard for nitrogen in drinking water.

Regarding the volume of potable drinking water in the HBWD, the area has a plentiful supply of groundwater which is provided largely from the Aquifer Protection Overlay District, Central Pine Barrens Overlay District deep recharge areas, and Central Suffolk SGPA to the north and northwest. This supply has been sufficient to allow the HBWD to operate with a surplus during peak demand days, and provides a quality source of drinking water with the exception of high iron content in some wells which affects the aesthetic quality of the water. The additional water demand required to serve permissible growth, including commercial and domestic use and annualized daily landscape irrigation in the HBDOD based on the Reasonable Theoretical Development Scenario, has been conservatively estimated to be 141,176± gpd or 82,673± gpd more than the estimate of existing conditions (see **Table 1-5**). Input provided by the HBWD (**Appendix G**) also indicated that although there is an ample supply of groundwater to serve the HBDOD in the future, additional or expanded system infrastructure will likely be needed to withdraw, store and deliver water to the area. These improvements may include: one or two new source wells depending on capacity, possible water transmission line(s) from the new well(s) to the distribution system depending on well location(s), and additional storage facilities.

Finally, there are various ways to reduce demand and conserve groundwater resources, including installation and use of indoor water conserving fixtures and plumbing, retaining as much natural/native vegetation on redevelopment sites as possible and planting native and/or species that are well-adapted to area conditions to reduce irrigation demands in the summer season, and if irrigation of landscaping is absolutely necessary, using state-of the art water conserving irrigation systems that apply water directly to the roots at ground level rather than by sprays and use of moisture sensors and/or timers to apply water if and as needed at night and only in amounts needed to reasonably sustain vegetation. Such water conservation techniques will help future developments and redevelopments comply with the sustainable water conservation standards provided in the proposed HBDOD Code, as follows:

- Reduce indoor water use by 20 percent below baseline by using low flow fixtures, fittings and appliances; and

- Reduce potable water consumption for outdoor landscape irrigation by 50 percent from a calculated midsummer baseline case by using plant species that require little or no watering, using efficient irrigation systems, and reusing water (rainwater or greywater).

See also **Section 3.2.2.**

2.2.3 Mitigation

- Future development or redevelopment exceeding SCDHS groundwater management density loading requirements under Article 6 of the SCSC will require connections to an approved STP or other innovative sewage treatment system(s) that have advanced nitrogen treatment capabilities and/or acquire the requisite Pine Barrens Credits or SCDHS sewage transfer credits in the Hampton Bays Union Free School District to address density and any sewage disposal overages in the area.
- The siting of a new STP must be assessed to ensure that such a facility conforms to Suffolk County requirements relating to system design, siting, setbacks, and installation requirements so that groundwater and surface waters are properly protected.
- Maximum wastewater flow and treatment requirements are subject to SCDHS approval and strict compliance with all SPDES effluent permit standards for community wastewater treatment and disposal systems will be required.
- Connection of all future development to the local public water supply after HBWD approval. The HBWD supply is routinely monitored and raw water is treated as necessary by the HBWD to ensure that the water is safe and potable for drinking and that an appropriate supply is available to serve the needs of its customers.
- The Town should continue to support efforts by the NYSDEC to remediate soil and groundwater contamination stemming from the Hampton Bays Fire Department Superfund Site to restore and protect the Ponquogue Avenue wellfield.
- In accordance with the proposed HBDOD, future development plans must provide reduced potable indoor water use (reduction of 20% below baseline) and reduced outdoor landscape irrigation demand by 50% of baseline (per proposed Section 330-430).
- Future development within the proposed HBDOD should comply with Article 7 of the Suffolk County Sanitary Code to ensure that groundwater is protected, and the Ponquogue Avenue water supply is not adversely affected.
- Landscaping is expected to be limited and mainly used for aesthetic enhancements and screening due to the urban nature of the Downtown. Native vegetation should be retained to the extent practical and future plantings for site landscaping should be native and/or well-adapted to area conditions to reduce the need for watering, fertilization and pesticide applications. Species on NYSDEC's invasive species list must not be used. Irrigation wells to reduce the strain on the HBWD are recommended if applicable and practicable.
- Consider the nature and activities of future land uses regarding how they may impact groundwater quality and the nearby HBWD wells and take steps to mitigate any concerns.
- Due to the size of the HBDOD area, variability in topography, irregularity of groundwater levels from seasonal and annual weather fluctuations, and insufficient available data, exact depths to groundwater must be determined on a location-by-location basis by examining on-site test-hole data.

- Future developments or redevelopments involving one acre or more should be reviewed to determine if a State Pollution Discharge Elimination System (“SPDES”) General Permit for Stormwater and a Stormwater Pollution Prevention Plan (“SWPPP”) are required. Erosion and Sedimentation Control Plans must also be implemented for projects involving soil and/or slope disturbances.
- In accordance with the proposed HBDOD, incorporation of vegetated swales, filter strips, rain gardens, and other green infrastructure, state-of-the-art treatment technologies, and best management practices (“BMPs”) is required. Examples of BMPs that can be used to address stormwater runoff are provided in the New York State Stormwater Management Design Manual.
- In accordance with the proposed HBDOD, green infrastructure options such as green roofs, grey-water and rainwater recycling for irrigation, rain gardens, vegetated swales, retention of native vegetation, and other similar methods and systems is required to address stormwater issues and reduce overall water demand.
- New redevelopment will be required to capture and retain stormwater runoff on-site to prevent flooding or overland sheet runoff on to adjacent land or public streets. Future development must therefore include appropriate drainage collection and recharge pools on-site to ensure that stormwater generated from impervious surfaces is adequately controlled to prevent flooding or icing of public rights-of-way, development sites, basements and adjacent properties. The Town Engineer must review future site plans to ensure that projects provide suitable drainage to comply with applicable State and local standards and meet minimum professional engineering standards and practices.
- Using stormwater collection and treatment devices that comply with minimum State and Town engineering standards and practices and that meet the approval of the Town Engineer and Planning Board, including capturing and recharging the anticipated runoff from the required design-storm rainfall event.

2.3 Ecological Resources

2.3.1 Existing Conditions

Vegetation

The HBDOD was field inspected on May 31, 2018 and a supplemental inspection was conducted on July 16, 2018 to inventory and evaluate existing ecological conditions (See **Appendix H-1** for the resume of the ecologist who performed the survey). A total of 36.81± acres or 67.1± percent of the proposed HBDOD was previously cleared and developed with mixed retail, personal service uses, offices, apartments, and single-family homes, and contains streets, sidewalks, parking lots, small lawns, street trees and other minor landscaping. A New York State stormwater recharge basin is located on the north side of Montauk Highway near the center of the proposed HBDOD and is 0.56± of an acre and covers about one (1) percent of the HBDOD. The remaining 17.48± acres are undeveloped vegetated land including native coastal oak-hickory forest or mixed woodland (10.38± acres or 18.9 percent of the HBDOD) and a mix of natural, invasive, naturalized, ornamental, and/or successional overgrowth referred to herein as “Urban

Vacant Land” which covers 7.1 acres or about 13 percent of the HBDOD. The coastal oak-hickory forest exists primarily at the north end of the HBDOD, between Cemetery Lane and Squiretown Road. The locations, spatial distributions and relative sizes of natural habits and urban cover types within the proposed HBDOD as determined by field inspections, aerial photography and GIS data are shown in **Figure 2-10**. A small block of coastal oak-hickory forest is also present near the southwest corner of the HBDOD near the intersection of Springville Road and Good Ground Road, on an existing single-family residential house lot. “Urban vacant” areas are also mostly found on the north side of Montauk Highway between the oak-hickory forest which is to the north and buildings, parking lots and lawns (referred to collectively herein as “Mixed Mowed Lawns & Urban Structure Exterior habitat) which are closer to the highway.

The previously cleared and developed and landscaped portion of the HBDOD (36.81± acres) contains a highly fragmented patchwork of small terrestrial cultural habitats interspersed among streets, parking lots, buildings, small lawns and landscaping has limited ecological value but would support some human tolerant species. The 0.56±-acre New York State stormwater recharge basin which is known to periodically, if not perpetually contain standing water, and provides a water source and possibly some limited habitat.

Land that immediately surrounds the HBDOD includes the partially wooded passive recreational space known as “Good Ground Park” to the north, but is otherwise mostly developed with moderate-density, mostly detached, mixed-use suburban development which has significantly fragmented the natural woodland habitat and landscape in the area and reduced its overall ecological significance. A relatively large tract of woods is, however, present along north side of the adjacent section of Good Ground Park to Sunrise Highway and extensive tracts of preserved open space woodlands and parklands are present farther to the north and northwest, within the Central Pine Barrens area.

A breakdown of existing habitat acreages within the proposed HBDOD is presented in **Table 2-4**. A detailed description of identified habitat types found within the proposed HBDOD, along with a list of species that were observed or that are commonly found within such areas as described by **Edinger et al., (2014)** is provided below.

Coastal oak-hickory forest: A hardwood forest consisting primarily of codominant oaks (*Quercus* spp.) and hickories (*Carya* spp.) that occurs in dry, well-drained, loamy sand of knolls, upper slopes, or south-facing slopes of glacial moraines of the coastal plain.

This forest type is usually codominated by two or more species of oaks, usually white oak (*Q. alba*), black oak (*Quercus velutina*) and chestnut oak (*Q. montana*). Scarlet oak (*Quercus coccinea*) is also a common associate. Mixed with the oaks is one or more of the following hickories: pignut (*Carya glabra*), mockernut (*C. alba*), and sweet pignut (*C. ovalis*). These hickories can range from nearly pure stands to as little as about 25% cover. There is typically a subcanopy stratum of small trees and tall shrubs including flowering dogwood (*Cornus florida*) and highbush blueberry (*Vaccinium corymbosum*).

The shrub layer and ground layer flora may be diverse. Common low shrubs include maple-leaf viburnum (*Viburnum acerifolium*), lowbush blueberries (*Vaccinium angustifolium*, *V. pallidum*) and black huckleberry (*Gaylussacia baccata*).

Characteristic ground layer herbs are Swan's sedge (*Carex swanii*), panic grass (*Panicum dichotomum*), poverty grass (*Danthonia spicata*), cow-wheat (*Melampyrum lineare*), spotted wintergreen (*Chimaphila maculata*), rattlesnake weed (*Hieracium venosum*), white wood aster (*Eurybia divaricata*), false Solomon's seal (*Maianthemum racemosum*), Pennsylvania sedge (*Carex pensylvanica*), and silver-rod (*Solidago bicolor*). Other herbs include Solomon's-seal (*Polygonatum biflorum*) and Canada mayflower (*Maianthemum canadense*). Data on characteristic fauna are needed [to identify species that are specific to the location].

[The distribution of coastal oak-hickory forests is] restricted to the interior portions of the Coastal Lowlands ecozone, concentrated on knolls and mid to upper slopes of moraines. Numerous examples occur in the western portion of this range while occurrences are sparse in the eastern portion. The NHP rarity ranking for the coastal oak-hickory forest is "G4," defined as "apparently secure globally, though it may be quite rare in parts of its range, especially at the periphery," and "S3" defined as "typically 21 to 100 occurrences and limited [in] acreage in New York State."

Major species observed during the field inspection included but was not limited to red oak (*Quercus rubra*), southern red oak (*Quercus falcata*), white oak (*Quercus alba*), pignut hickory (*Carya glabra*), mockernut hickory (*Carya tomentosa*), pitch pine (*Pinus rigida*), scrub oak (*Quercus ilicifolia*), flowering dogwood (*Cornus florida*), Eastern red cedar (*Juniperus virginiana*), black cherry (*Prunus serotina*), American holly (*Ilex opaca*), low bush blueberry (*Vaccinium angustifolium*), Northern bayberry (*Myrica pensylvanica*), and a mix of invasive, naturalized, successional and ground cover species and ornamental and planted street tree species.

Water recharge basin: The aquatic community of a constructed depression located near a road or development that receives runoff from paved surfaces and allows the water to percolate through to the groundwater, thereby recharging the groundwater. These basins are intermittently flooded during periods of heavy precipitation. [Full access to the subject recharge basin was restricted by fencing but based on field inspections and past aerial photography, the recharge basin periodically if not perennially contains water.]

Mowed lawn: Residential, recreational, or commercial land in which the groundcover is dominated by clipped grasses and there is less than 30% cover of trees. Ornamental and/or native shrubs may be present, usually with less than 50% cover. The groundcover is maintained by mowing and broadleaf herbicide application.

Characteristic birds with varying abundance include American robin (*Turdus migratorius*) and killdeer (*Charadrius vociferus*). A rare bird that sometimes breeds in

some of the larger mowed lawns, such as airfields, is the upland sandpiper (*Bartramia longicauda*).

Urban structure: The exterior surfaces of metal, wood, or concrete structures (such as commercial buildings, apartment buildings, houses, bridges) or any structural surface composed of inorganic materials (glass, plastics, etc.) in an urban or densely populated suburban area. These sites may be sparsely vegetated with lichens, mosses, and terrestrial algae; occasionally vascular plants may grow in cracks. Nooks and crannies may provide nesting habitat for birds and insects, and roosting sites for bats.

Characteristic birds with varying abundance include common nighthawk (*Chordeiles minor*) on rooftops, American robin (*Turdus migratorius*) on porches or under shelter, and non-native birds such as rock dove (*Columba livia*), house sparrow (*Passer domesticus*), and European starling (*Sturnus vulgaris*).

Urban vacant land: An open site in a developed, urban area that has been cleared either for construction or following the demolition of a building. Vegetation may be sparse, with large areas of exposed soil, and often with rubble or other debris. Characteristic trees are often naturalized non-native species such as Norway maple (*Acer platanoides*), white mulberry (*Morus alba*), and tree of heaven (*Ailanthus altissima*), a species native to northern China and introduced as an ornamental. Tree of heaven is fast growing and tolerant of the harsh urban environment; it can dominate a vacant lot and form dense stands.

The urban vacant land habitat within the HBDOD is best described and adapted herein as currently undeveloped portions of lots that contain a mix of invasive, naturalized, native and/or successional trees, shrubs, and vines. Some areas appear to have been previously cleared but others may be small remnant woodland areas that have become revegetated or augmented over time with overgrowth. Typical species in Hampton Bays include Norway maple (*Acer platanoides*), white mulberry (*Morus alba*), tree of heaven (*Ailanthus altissima*), Eastern red cedar (*Juniperus virginiana*), Autumn olive (*Elaeagnus umbellata*), Northern catalpa (*Catalpa bignonioides*), Virginia creeper (*Parthenocissus quinquefolia*), Wisteria (*Wisteria* sp.), Asiatic bittersweet (*Celastrus orbiculatus*), Japanese honeysuckle (*Lonicera japonica*), Alleghany blackberry (*Rubus allegheniensis*), and Multiflora rose (*Rosa multiflora*).

**Table 2-4
HABITAT QUANTITIES
Existing Conditions**

Coverage Type	HBDOD (acres)	HBDOD (percent of)
Mixed Mowed Lawns & Urban Structure Exterior	36.81	67.11
Coastal Oak-Hickory Forest/Natural Areas	10.38	18.92
Urban Vacant Land ¹	7.10	12.95
Stormwater Recharge Basin	0.56	1.02
TOTAL	54.85	100.00

1-Includes a mix of natural, invasive, naturalized, ornamental or planted, and/or successional overgrowth that is not characteristic of the native Coastal Oak-Hickory Forest.

Table 2-5 presents a list of vegetation that were observed on-site (“*”) based on field investigations conducted by NP&V on May 31, 2018 and July 16, 2018, or that are expected on-site in the proposed HBDOD given the types of habitats present. This list is not meant to be all-inclusive but was prepared as part of the field inspections to provide a detailed representation of what exists within the HBDOD area. Care was taken to identify any species that might be unusual for this area.

**Table 2-5
VEGETATION SPECIES**

Tree species

Black oak	<i>Quercus velutina</i>
Scarlet oak*	<i>Quercus coccinea</i>
Northern red oak*	<i>Quercus rubra</i>
Southern red oak*	<i>Quercus falcata</i>
White oak*	<i>Quercus alba</i>
Chestnut oak	<i>Quercus montana</i>
Pignut hickory*	<i>Carya glabra</i>
Mockernut hickory*	<i>Carya tomentosa</i>
Sweet pignut	<i>Carya ovalis</i>
Bitternut hickory	<i>Carya cordiformis</i>
Pitch pine*	<i>Pinus rigida</i>
American beech	<i>Fagus grandifolia</i>
American chestnut	<i>Castanea dentata</i>
Scrub oak*	<i>Quercus ilicifolia</i>
Flowering dogwood*	<i>Cornus florida [p]</i>
Eastern red cedar*	<i>Juniperus virginiana</i>
Black cherry*	<i>Prunus serotina</i>
Grey birch	<i>Betula populifolia</i>
Black birch	<i>Betula lenta</i>
American holly*	<i>Ilex opaca [p]</i>
Red maple	<i>Acer rubrum</i>
Silver maple	<i>Acer saccharinum</i>

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Sassafras	<i>Sassafras albidum</i>
Black walnut	<i>Juglans nigra</i>
White mulberry*	<i>Morus alba</i>
Tree of Heaven*	<i>Ailanthus altissima [i]</i>
Black locust*	<i>Robinia pseudoacacia [i]</i>
Norway maple*	<i>Acer platanoides[i]</i>
Northern catalpa*	<i>Catalpa bignonioides</i>

Shrub and Vine Species

Low bush blueberry*	<i>Vaccinium angustifolium</i>
Black huckleberry	<i>Gaylussacia baccata</i>
Highbush blueberry	<i>Vaccinium corymbosum</i>
Inkberry	<i>Ilex glabra [p]</i>
Northern bayberry*	<i>Myrica pensylvanica [p]</i>
Maple-leaved viburnum	<i>Viburnum acerifolium</i>
Mountain laurel	<i>Kalmia latifolia [p]</i>
Winged sumac	<i>Rhus copallina</i>
Smooth sumac	<i>Rhus glabra</i>
Staghorn sumac	<i>Rhus glabra</i>
Elderberry	<i>Sambucus canadensis</i>
Autumn olive*	<i>Elaeagnus umbellata [i]</i>
Winged euonymus*	<i>Euonymus alatus</i>
Virginia creeper *	<i>Parthenocissus quinquefolia</i>
Wisteria*	<i>Wisteria sp.</i>
Asiatic bittersweet*	<i>Celastrus orbiculatus [i]</i>
Japanese honeysuckle*	<i>Lonicera japonica [i]</i>
Alleghany blackberry*	<i>Rubus allegheniensis</i>
Multiflora rose*	<i>Rosa multiflora [i]</i>
Grape	<i>Vitis sp.</i>
Wineberry	<i>Rubus phoenicolasius [i]</i>
Cat briar	<i>Smilax glauca</i>
Poison-ivy	<i>Toxicodendron radicans</i>

Herbs, Grasses, Ferns and Groundcover Species

Goldenrod*	<i>Solidago sp.</i>
Pokeweed	<i>Phytolacca americana</i>
Strawberry*	<i>Fragaria sp.</i>
Common mugwort*	<i>Artemisia vulgaris [i]</i>
Common mullein*	<i>Verbascum thapsus</i>
Wild onion	<i>Allium stellatum</i>
Garlic mustard*	<i>Alliaria petiolata [i]</i>
Sweetfern	<i>Comptonia peregrina</i>
Bracken fern	<i>Pteridium aquilinum</i>
Cinnamon fern	<i>Osmunda cinnamomea [p]</i>
Hay scented fern	<i>Dennstaedtia punctilobula</i>
Lady fern	<i>Athyrium filix-femina [p]</i>
Sensitive fern	<i>Onoclea sensibilis</i>
Pennsylvania sedge*	<i>Carex pensylvanica</i>

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Broom sedge*	<i>Andropogon virginicus</i>
Little bluestem*	<i>Schizachyrium scoparium</i>
Spotted wintergreen	<i>Chimaphila maculate [p]</i>
Creeping wintergreen	<i>Gaultheria procumbens[p]</i>
Indian pipe	<i>Monotropa uniflora</i>
Indian cucumber	<i>Medeola virginiana</i>
Pink lady's slipper	<i>Cypripedium acaule [p]</i>
Whorled loosestrife	<i>Lysimachia quadrifolia</i>
Mayapple	<i>Podophyllum pelatum</i>
Canada mayflower	<i>Maianthemum canadense</i>
Tree clubmoss	<i>Lycopodium obscurum [p]</i>
Bamboo*	<i>Bambuseae sp. [i]</i>

* Species identified on site during field visits by NPV Staff.

- [e] NYS endangered species
- [t] NYS threatened species
- [r] NYS rare species
- [p] NYS exploitably vulnerable protected plant
- [i] NYS invasive species (no legal status)
- [E] Federally endangered species

(NYS rare plant species definitions are provided in the footnote below²)

Numerous ornamental (landscape) species are also present in the Downtown, including street trees.

Wildlife

An ecological site inspection was performed on May 31, 2018 and July 16, 2018 by NP&V staff. Blue jays, American robins, and American crows were seen or heard and a grey squirrel was seen but no other wildlife species were directly observed or detected. Nevertheless, it is

² E = Endangered Species: listed species with:

- 1) 5 or fewer extant sites, or
- 2) fewer than 1,000 individuals, or
- 3) restricted to fewer than 4 U.S.G.S. 7 1/2 minute topographical maps, or
- 4) species listed as endangered by the U. S. Department of Interior, as enumerated in the Code of Federal Regulations 50 CFR 17.11.

T = Threatened: listed species with:

- 1) 6 to fewer than 20 extant sites, or
- 2) 1,000 to fewer than 3,000 individuals, or
- 3) restricted to not less than 4 or more than 7 U.S.G.S. 7 1/2 minute topographical maps, or
- 4) listed as threatened by the U. S. Department of the Interior, as enumerated in the Code of Federal Regulations 50 CFR 17.11.

R = Rare: listed species have:

- 1) 20 to 35 extant sites, or
- 2) 3,000 to 5,000 individuals statewide.

EV = Exploitably vulnerable: listed species are likely to become threatened in the near future throughout all or a significant portion of their range within the state if causal factors continue unchecked. [This definition does not apply to many plants on this list and efforts are underway to change the definition or the list -SMY]

expected that the woodland and terrestrial cultural habitats in the HBDOD can and do support some species of wildlife that are common to suburban habitats and edges of oak-hickory woodlands, particularly those species that are more tolerant of human activity and don't require expansive land areas as habitat to survive. Species that avoid humans and/or those species that are sensitive to development or require a larger range are less likely to inhabit the Study Area. Wildlife that is present within the HBDOD is expected to be more concentrated within the oak-hickory forest located along the northern boundary of the proposed HBDOD. The following paragraphs describe the wildlife that is expected on site based on the remaining remnants of fragmented coastal oak-hickory woodland and terrestrial cultural habitats that are present. Further detail regarding potential wildlife on site and adaptability to changes in habitat conditions is provided in **Appendix H-2**.

Birds- Some avian species that might be expected on the property include the gray catbird, black-capped chickadee, American crow, Northern flicker, blue jay, American robin, white-breasted nuthatch, wood thrush, rufous-sided towhee, downy woodpecker, and red-bellied woodpecker. Owls and raptors may occasionally use the site for hunting and may breed in the area but would likely prefer the larger woodland open space parks and preserves to the north and northwest which also contain freshwater ponds and wetlands. The subject site is not expected to be critical habitat for any avian species utilizing the site.

During site visits, blue jays, American robins, and American crows were seen or heard but little else was noted first-hand. In order to provide a more detailed representation of the avian species potentially present in the Study Area, the NYS Breeding Bird Atlas was reviewed to obtain data from the 2000-2005 Breeding Bird Survey for the census block encompassing the proposed HBDOD (**Appendix H-3**). The Breeding Bird study surveyed the entire State using 25 km² census blocks over a five-year period (2000 to 2004) to determine the bird species which breed within the State. Many of the species listed by the NYSDEC breeding bird survey may be found on-site from time to time with the exception of those that require a significant source of water such as swans and ducks, species that are less tolerant to human activity or that require a larger range to fulfill its needs. No endangered, rare or threatened bird species are known to be present or are expected given the surrounding site uses and habitats and intensity of area activities; however, red-headed woodpeckers, a New York State special concern species could be present based on area characteristics and applicable species lists. Birds that might visit, nest or breed in the HBDOD from time to time are listed in **Table 2-6**.

**Table 2-6
BIRD SPECIES**

Common Name	Scientific Name	Common Name	Scientific Name
American crow*	<i>Corvus brachyrhynchos</i>	hairy woodpecker	<i>Picoides villosus</i>
American robin*	<i>Turdus migratorius</i>	house finch	<i>Carpodacus mexicanus</i>
American kestrel	<i>Falco sparverius</i>	house sparrow	<i>Passer domesticus</i>
black capped chickadee	<i>Parus atricapillus</i>	house wren	<i>Troglodytes aedon</i>
black & white warbler	<i>Mniotilta varia</i>	mourning dove	<i>Zenaida macroura</i>
blue jay*	<i>Cyanocitta cristata</i>	Northern mockingbird	<i>Mimus polyglottos</i>

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Common Name	Scientific Name	Common Name	Scientific Name
brown thrasher	<i>Toxostoma rufum</i>	Northern oriole	<i>Icterus galbula</i>
cedar waxwing	<i>Bombycilla cedrorum</i>	purple martin	<i>Progne subis</i>
chipping sparrow	<i>Spizella passerina</i>	red-bellied woodpecker	<i>Melanerpes carolinus</i>
common bobwhite	<i>Colinus virginianus</i>	red-eyed vireo	<i>Vireo olivaceus</i>
common flicker	<i>Colaptes auratus</i>	red-headed woodpecker [s]	<i>Melanerpes erythrocephalus</i>
common grackle	<i>Quiscalus quiscula</i>	red-winged blackbird	<i>Agelaius phoeniceus</i>
downy woodpecker	<i>Picoides pubescens</i>	red-tailed hawk	<i>Buteo jamaicensis</i>
Eastern kingbird	<i>Tyrannus tyrannus</i>	song sparrow	<i>Melospiza melodia</i>
Eastern meadowlark	<i>Sturnella magna</i>	tufted titmouse	<i>Parus bicolor</i>
European starling	<i>Sturnus vulgaris</i>	white-breasted nuthatch	<i>Sitta carolinensis</i>
gray catbird	<i>Dumetella carolinensis</i>	wood thrush	<i>Hylocichla mustelina</i>

[e] NYS endangered species

[t] NYS threatened species

[s] NYS special concern species

* Species observed on-site by NP&V staff during field visits

Mammals – The only mammal that was observed during the May 2018 ecological survey was a grey squirrel. The habitats found within the proposed HBDOD could, however, support a number of mammal species, particularly those that are tolerant of human activities, but due to the limited size of the natural habitat, the degree of habitat fragmentation and the presence of considerable development and human activity including active streets, significant numbers of individuals are unlikely. Small mammals such as mice, moles, shrews, grey squirrels, chipmunks, raccoons, and Eastern cottontail rabbits are the most likely inhabitants of the area but the property and surrounding land may also support or be occasionally visited by larger mammals such as white-tailed deer which are relatively ubiquitous on eastern and central Long Island or possibly an occasional red fox.

Table 2-7 is a list of the mammal species that could occur in the Study Area based on existing oak-hickory, terrestrial cultural and wet recharge basin habitats in the HBDOD and in the surrounding area. This list is not meant to be all-inclusive or to suggest that all listed animals are or will be present at one time or another but instead is intended to provide a list of the most common species found within the identified habitat types.

**Table 2-7
MAMMAL SPECIES**

Common Name	Scientific name	Common Name	Scientific name
big-brown bat	<i>Eptesicus fuscus</i>	Virginia opossum	<i>Didelphis virginiana</i>
hoary bat	<i>Lasiurus borealis</i>	raccoon	<i>Procyon lotor</i>
Keen's bat	<i>Myotis keenii</i>	masked shrew	<i>Sorex cinereus</i>
little-brown bat	<i>Myotis lucifugus</i>	short-tailed shrew	<i>Blarina breuicauda</i>
red bat	<i>Lasiurus borealis</i>	striped skunk	<i>Mephitis mephitis</i>
Eastern pipistrelle	<i>Pipistrellus subflavus</i>	Eastern gray squirrel	<i>Sciurus carolinensis</i>
silver-haired bat	<i>Lasionycteris noctivagans</i>	southern-flying squirrel	<i>Glaucimys volans</i>
Eastern chipmunk	<i>Tamias striatus</i>	Woodchuck	<i>Marmota monax</i>

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Common Name	Scientific name	Common Name	Scientific name
Eastern cottontail	<i>Sylvilagus floridanus</i>	long-tailed weasel	<i>Mustela frenata</i>
white-tailed deer	<i>Odocoileus virginianus</i>	Eastern cottontail	<i>Sylvilagus floridanus</i>
red fox	<i>Vulpes vulpes</i>	black rat	<i>Rattus rattus</i>
Eastern mole	<i>Scalopus aquaticus</i>	Norway rat	<i>Rattus norvegicus</i>
house mouse	<i>Mus musculus</i>	least shrew	<i>Cryptotis parva</i>
white-footed mouse	<i>Peromyscus leucopus</i>	striped skunk	<i>Mephitis mephitis</i>

[e] NYS endangered species

[t] NYS threatened species

[s] NYS special concern species³

* Species observed on-site by NP&V staff during field visits

Amphibians and Reptiles - The HBDOD may support a limited number of terrestrial amphibian and reptile species, as well, as some water-dependent species may be able to survive in and around the State recharge basin which frequently if not permanently contains some standing water.

Two toads are common on Long Island in upland habitats. The spadefoot toad occurs in woods, shrublands and fields with dry, sandy loam soils, and breeds in temporary pools (**Behler and King, 1979**). The Fowler’s toad prefers sandy areas near marshes (not present), irrigation ditches (not present) and temporary pools (present). Grey tree frogs and red-backed salamanders may also be present. Spring peepers may inhabit the area due to the presence of the stormwater recharge basin near the middle of the Downtown depending on various factors. These species are the most likely amphibians to be present in the HBDOD. Species that might be present based on the identified habitat types (although none were observed during the field surveys), are included in the species list below in order to fully account for potential impacts on amphibians and reptiles.

Several species of reptiles might potentially be found in the Study Area, such as the eastern garter snake which is relatively tolerant of human activity, but prefers moist soils, would be most likely to be present near the recharge basin and eastern milk snakes which are found in areas with varying moisture conditions may occur as well (**Wright, 1957**). These snakes are colubrid snakes, which feed on whole animals such as worms, insects or small amphibians (**Behler and King, 1979**). The larger milk snake will also take small rodents and birds (**Behler and King, 1979**).

The only turtle species common to terrestrial habitats on Long Island (which is listed in New York State as a species of “special concern”) is the eastern box turtle, which requires very little water (**Obst, undated**). The box turtle is found in a variety of habitats but does prefer moist woodlands. The box turtle primarily feeds on slugs, earthworms, wild strawberries and

³ Endangered Species: Any native species in imminent danger of extirpation or extinction in New York State.

Threatened Species: Any native species likely to become an endangered species within the foreseeable future in New York State.

Special Concern Species: Any native species for which a welfare concern or risk of endangerment has been documented in New York State.

mushrooms (**Behler and King, 1979**). The wet conditions on the stormwater recharge site may attract various other types of other turtles and snakes to the area that have a greater need and affinity to water.

Table 2-8 presents a list of possible amphibian and reptile species that might be present in the Study Area given the existing habitats, including oak-hickory dominated woods, terrestrial cultural habitats and a recharge basin containing water habitats. This list is not intended to be all-inclusive or to suggest that all species are present but provides a detailed representation of what is or could be found within the proposed HBDOD based on existing conditions.

**Table 2-8
AMPHIBIAN AND REPTILE SPECIES**

Common Name	Scientific name	Common Name	Scientific name
Amphibians			
spring peeper	<i>Hyla crucifer</i>	common gray treefrog	<i>Hyla versicolor</i>
Fowler’s toad	<i>Bufo woodhousei fowleri</i>	green frog	<i>Rana clamitans</i>
Eastern spadefoot toad [s]	<i>Scaphiopus holbrooki</i>	Southern leopard frog [s]	<i>Rana pipiens sphenoccephala</i>
wood frog	<i>Rana sylvatica</i>	red-backed salamander	<i>Plethodon cinerus cinerus</i>
marbled salamander [s]	<i>Ambystoma opacum</i>	spotted salamander	<i>Ambystoma maculatum</i>
Reptiles			
Eastern box turtle [s]	<i>Terrepepe carolina</i>	painted turtle	<i>Chrysemys picta</i>
Eastern garter snake	<i>Thamnophis sirtalis</i>	eastern milk snake	<i>Lampropettis d. triangulum</i>
Eastern ribbon snake	<i>Thamnophis s. sauritus</i>	Northern brown snake	<i>Storeria dekayi</i>
Northern ringneck snake	<i>Diadophis punctatus</i>	Northern water snake	<i>Natrix sipedon sipedon</i>

- [e] NYS endangered species
- [t] NYS threatened species
- [s] NYS special concern species
- * Species observed on-site by NP&V staff during field visits

Rare and Endangered Species and Unique Habitat Potential

NP&V reviewed the NYSDEC’s online Environmental Mapper database and conducted two field inspections on May 31, 2018 and July 16, 2018, to inventory existing wildlife habitats, vegetation and wildlife species within the proposed HBDOD. Based on this review no rare habitats or rare wildlife were observed in the field, although three “exploitably vulnerable” plant species, including flowering dogwood, American holly and Northern bayberry were identified.⁴ The review of the NYSDEC’s Environmental Mapper does, however, indicate that the western half of the proposed HBDOD is located at the periphery of an area identified as potentially supporting a rare moth species. Due to this finding, NP&V reached out to the New York Natural Heritage Program (“NYNHP”) to request any records regarding the possible presence of this

⁴ State law declares that: “[n]o person shall, in any area designated by such list or lists, knowingly pick, pluck, sever, remove, damage by the application of herbicides or defoliants or carry away, without the consent of the owner thereof, any protected plant.”

species or any knowledge of other rare plants, habitats or wildlife in the HBDOD or vicinity. The NYNHP, by letter dated November 1, 2018 to NP&V, stated that its records indicate the possible presence of the coastal barrens buckmoth (*Hemileuca maia ssp. 5*) in the area, based on sightings in 1984 on land located west of the proposed HBDOD in an area containing a scrub oak and tree oak forest (**Appendix H-4**). The coastal barrens buckmoth is classified as a New York State “special concern” insect species and has a heritage conservation status listing of “imperiled in New York State and globally uncommon.” No other rare plants, species or habitats were identified by NYNHP.

Of the wildlife species listed as possibly occurring on the site (but not observed during project field surveys), the red-headed woodpecker, Eastern spadefoot toad, Southern leopard frog, Eastern box turtle, and marbled salamander are classified as NYS special concern species. Special concern species are native species which are not recognized as endangered or threatened, but for which there is documented concern about their welfare in New York State as a whole. Unlike threatened or endangered species, species of special concern receive no additional legal protection under Environmental Conservation Law Section 11-0535 but are listed as special concern to enhance public awareness of those species which deserve additional attention.

2.3.2 Anticipated Impacts

Vegetation

The impacts to the ecological resources of a site are generally a direct result of the clearing of natural vegetation, increased human occupation, site activities and other associated wildlife stressors, and the consequential fragmentation of wildlife habitat. Most of the properties within the HBDOD are already cleared and developed. Some of the developed sites could accommodate additional density, but future site disturbance and development is expected to take place within the portions of the HBDOD that still contain native oak-hickory forest.

A projection of Reasonable Theoretical Development coverage conditions was performed to determine future 10-Year build conditions under the proposed zoning. Based on the proposed zoning and the assumptions described regarding the Reasonable Theoretical Buildout Scenario, habitat quantities could be estimated. The projected changes in habitat quantities for the HBDOD are listed in **Table 2-9**. As illustrated in **Table 2-9**, the Reasonable Theoretical Development Scenario build condition would leave an estimated 4.2 acres of naturally vegetated coastal oak-hickory woodlands and contain approximately 50.04 acres of mixed mowed lawn & urban exterior structure areas (streets parking lots buildings and sidewalks). The 0.56-acre NYS stormwater recharge basin would remain as is. As a result, the HBDOD will provide less natural habitat for wildlife, fragment the remaining habitat more than it currently is, and diminish the overall quality of habitat in this area for wildlife. One of the primary purposes of the proposed HBDOD, however, is to focus new development and growth in a more suitable and sustainable centralized location, while reducing development and development related impacts, especially on critical environmental resources, in areas outside the core. The Town, County, State and Nature Conservancy have been very successful in preserving extensive areas of contiguous open space in Hampton Bays, including areas comprising part of Long Island’s Central Pine Barrens and the

environmentally sensitive barrier island in Ponquogue, to ensure that wildlife habitat and various other unique and sensitive natural resources are protected or preserved to the extent reasonable. Red Creek Park, Hubbard County Park, Squiretown Park, Sears Bellows County Park, Munn’s Pond County Park, Henry’s Hollow Preserve, Stuyvesant Wainwright Refuge, Shinnecock County Park, area beaches and Town coastal parks when considered collectively, contain hundreds of acres of open space and natural habitat that has been and always should be protected and preserved.

**Table 2-9
HABITAT QUANTITIES**
Existing Conditions vs. Conditions Resulting
From the Reasonable Theoretical Development Scenario

Coverage/Habitat Type	Existing Condition		Reasonable Theoretical Development Scenario		Change	
	Coverage (acres)	Coverage (%)	Coverage (acres)	Coverage (%)	Coverage (acres)	Coverage (%)
Mixed Mowed Lawns & Urban Structure Exterior	36.81	67.11	45.12	82.26	8.31	22.58
Coastal Oak-Hickory Forest/ Natural Woodlands	10.38	18.92	5.87	10.70	-4.51	-43.45
Urban Vacant Land ¹	7.10	12.95	3.30	6.02	-3.80	-46.48
Stormwater Recharge Basin with Standing Water	0.56	1.02	0.56	1.02	---	---
TOTAL	54.85	100.00	54.85	100.00	N/A	N/A

1- Includes a mix of natural, invasive, naturalized, ornamental or planted, and/or successional overgrowth that is not characteristic of the native Coastal Oak-Hickory Forest.

As previously stated, the NYNHP identified one record of the known occurrence of a rare moth species, the coastal barrens buckmoth (*Hemileuca maia ssp. 5*) which is a NYS special concern species, and three exploitably vulnerable State-listed shrubs and trees, but no records of any, significant natural communities or other significant habitats or wildlife in the proposed HBDOD.

Wildlife

The only remaining natural habitat within the HBDOD consists of coastal oak-hickory woodland which exists primarily along the north side of the proposed DOD. This habitat can support some rare native flora and fauna and does contain a small population of local birds and common mammals, reptiles and amphibians. The proposed project will favor those wildlife species that prefer edge and suburban habitats and those that are tolerant of human activity. Most of the species expected on the property are at least somewhat tolerant of human activity, but others will be impacted by the proposed clearing operation and increase in human activity. It is also

expected that particular species of wildlife (particularly avian species) will migrate to undisturbed areas adjacent or near the site as a result of development.

As previously stated, the NYNHP found one record of a known occurrence of a rare moth species, the coastal barrens buckmoth (*Hemileuca maia ssp. 5*) in the area. This record dates back to 1984 and the occurrence was on property that is outside to the west of the HBDOD. The coastal barrens buckmoth is classified as a NYS species of special concern. With regard to other rare wildlife species that may be present in the Study Area based on habitat requirements, the red-headed woodpecker, eastern spadefoot toad, Southern leopard frog, Eastern box turtle, and marbled salamander, all of which are NYS special concern species, could be inhabit the area but their presence has not been documented. Special concern species are native species which are not recognized as endangered or threatened, but for which there is documented concern about their welfare in New York State as a whole. Unlike threatened or endangered species, species of special concern receive no additional legal protection under Environmental Conservation Law Section 11-0535 but instead, are specifically noted to enhance public awareness of those species which deserve additional attention (**NYSDEC, Endangered Species Unit, 2015**)

No other special concern or rare, threatened or endangered wildlife species are known or expected to be present in the HBDOD given the habitats present, limited habitat and level of human activity in the area. A minimum total of 7.96± acres of highly fragmented vegetation would be retained in the HBDOD upon full buildout. Land adjacent to future development sites may experience a small increase in the abundance of some wildlife populations due to displacement of individuals during construction projects. Mobile species and particularly large mammals such as fox and deer, if any, would be expected to find suitable habitat to the north and northwest of the site where larger areas of natural open space currently exist. Ultimately, competition with both conspecifics and other species already utilizing the resources of the surrounding lands would be expected to result in a net decrease in population size for most species.

The long-range plan has been to reduce total buildout and overall residential development density in Hampton Bays outside the Downtown by reducing the potential for hotel conversions in outer areas of the Hamlet, and focusing the remaining development potential inside the HBDOD. By doing this, the total number of new residential units will not exceed previously projected buildout and new residential development will be provided at a location that is more appropriate and can help to address multiple goals (e.g., a greater human presence and more economic activity including new jobs and goods and services in the Downtown, promoting a more transit-oriented centralized development, creating new diverse housing opportunities, etc.). Focusing growth in the “development center” of the Hamlet in a less environmentally sensitive area should help to reduce environmental impacts in these hinterland areas which are often more environmentally important and sensitive.

2.3.3 Mitigation

- The loss of coastal oak-hickory forest habitat on the property will be partially mitigated by the requirement for a minimum of ten percent green space on each development site and

retention of a portion of Good Ground Park in the HBDOD in its naturally vegetated condition.

- In accordance with the Sustainability requirements of the proposed HBDOD, native and low maintenance plant species are required; such species will provide food and shelter to wildlife.
- Invasive Plants species must not be utilized for landscaping, screening or any other purpose, including those species specifically listed in 6NYCRR Part 575 and the “New York State Prohibited and Regulated Invasive Plants” publication (**NYSDEC and NYDAM, 2014**).
- Disturbances to vegetation and habits will be minimized to the maximum extent practicable, including delineating tree-clearing limits where necessary at development sites prior to construction to avoid inadvertent clearing.

SECTION 3.0

HUMAN ENVIRONMENTAL RESOURCES



3.0 HUMAN ENVIRONMENTAL RESOURCES

3.1 Land Use, Zoning and Plans

3.1.1 Existing Conditions

Land Use

The area of the proposed HBDOD has historically been the business center of Hampton Bays and is currently developed with a mix of land uses that are characteristic of a traditional eastern Long Island hamlet central business district. Uses present at the time the land use inventory for this Supplemental DGEIS was conducted include the following:

- restaurants and delis;
- miscellaneous small stores and shops;
- a small hardware store with a small outdoor storage yard;
- personal services businesses including beauty and nail salons, barber shops, a spa, etc.);
- a small movie theater;
- bank;
- small offices for insurance, real estate, medical, legal practice and other professional services;
- a small single-story multi-family residential building;
- a few apartments over ground-floor businesses;
- a few scattered single-family homes;
- various institutional land uses including the Hampton Bays Post Office, Hampton Bays Fire Station, a small church-owned thrift shop, and a small Downtown hamlet green or pocket park which connects to a larger section of Good Ground Park that is located outside of the proposed HBDOD;
- transportation related uses (public streets, on-street parking, off-street parking, NYS stormwater recharge basin, a Long Island Railroad track, and the Hampton Bays railroad station);
- a few vacant lots; and
- woodlands on vacant and partially developed lots.

Figures 1-2 and 3-1 depict the general types, locations and patterns of land uses in the proposed HBDOD. Hampton Bays' Downtown has existed for over a hundred years (formerly known as "Good Ground") yet there has been limited new development or redevelopment in the VB in recent years, perhaps in part due to on-site wastewater restrictions, the presence of publicly owned land, the long narrow shapes of many lots on the north side of Main Street, and the downturn in the local economy a decade ago. Despite this lack of new development or redevelopment in recent years, there is potential of new and expanded growth if new or upgraded infrastructure is provided and adjustments are made to current zoning and land development regulations.

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A breakdown of existing land uses in the HBDOD by general land use category and acreage is provide in the table below.

**Table 3-1
EXISTING LAND USE BY BUILDING AREA**

Land Use Category	Building Area & Dwelling Units
<i>Non-Residential Land Uses (SF)</i>	
Retail	118,261
Auto-Related Business	1,943
Non-Medical Office or Bank	60,254
Medical Office	5,897
Warehouse	5,204
Storage	9,209
Restaurants/Bars	14,717
Hotel	1,903
Fire Station	10,101
Total Non-Residential Developed (SF)	227,489
<i>Residential by Total Number of Dwellings Units</i>	
Single Family Homes (DUs)	11
Apartments (DUs)	43
Total Dwelling Units	54
<i>Hotel by Total Number of Hotel Rooms</i>	
Hotel Rooms	9
Total Hotel Rooms	9

Total existing land use by land area is summarized in **Table 3-2**

**Table 3-2
EXISTING LAND USE BY LAND AREA**

Land Use Category	Total Land Area (SF)	Total Land Area (Acres)	Proportion of Study Area (%)
Commercial	635,383	14.59	26.60
Single-Family Residential	384,405	8.82	16.08
Mixed Use (Commercial/MF Residential/Other)	406,911	9.34	17.03
Institutional	134,082	3.08	5.62
Parks & Open Space with Municipal Office	119,819	2.76	5.03
Vacant Land	197,385	4.53	8.26
Public Parking, Streets and Railroad	462,025	10.60	19.35
Private Parking (on undeveloped lot)	4,626	0.11	0.20
Stormwater Recharge Basin ¹	43,560	1.0	1.82
Total	2,388,196	54.83	100.00

¹ -Also includes informal drainage area not containing a basin or standing water. The State recharge basin site is estimated to be 0.56 of an acre.

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Existing buildings in the proposed HBDOD are mostly single-story detached wood-frame buildings with some two and two-and-a-half story buildings along Montauk Highway, particularly, near its intersection with Ponquogue Avenue and Squiretown Road, and a few brick buildings, including the Hampton Bays Fire Station. Architecture is variable in the Downtown, in terms of its general design and architectural style, height, scale, rooflines, and materials. A few buildings contain more than one business, such as the building containing the United Artists movie theater ant Montauk Highway and Springville,¹ the Hamlet Green development² and the small strip commercial building at 39 West Montauk Highway.³

Land uses that are outside of the existing VB/proposed HBDOD but are adjacent to it include:

- To the North:* Good Ground Park with pedestrian access from Main Street and pedestrian and vehicle access from Squiretown Road;
- To the South:* Long Island Railroad, senior housing, Hampton Bays Ambulance Headquarters, Hampton Bays Water District office and facilities, a public utility building (Verizon), and an automobile repair shop;
- To the East:* Town of Southampton Community Center, Hampton Bays Town Center (mixed retail), other mixed retail/commercial, and Bishop Ryan Village senior housing; and
- To the West:* Single-family residences, Good Ground Cemetery, United Methodist Church, a restaurant, office, and Woodbridge Senior Apartments.

Zoning

The area within the proposed HBDOD is currently zoned Village Business or “VB”. A review of the Town’s “Business Districts Table of Use Regulations,” indicates that a total of 113 different land uses are currently allowed within in the VB district. This includes 96 land uses that are permitted “as-of-right” (“P”) as indicated in the Table of Use Regulations and 17 that may be permitted subject to Special Exception Use Permit review and approval (“SE” as denoted in the Table of Use Regulations) by the Planning Board. Of the 113 permitted and SE uses, 101 are principal land uses and 12 are accessory uses. Eight of the accessory uses are permitted as-of-right and four are subject to SE review and approval. The uses that are permitted or that may be allowed subject to the issuance of an SE Permit are fairly diverse and are classified under ten separate general land use categories in the Table of Use Regulations but consist primarily of: 1) retail and office uses that are typical of traditional small town central business districts, 2) some personal service and other service businesses, as well as, 3) institutional uses and community facilities. “Grandfathered” dwellings are also permitted and apartments may be allowed in the VB zone through the Town’s SE Permit process, as authorized by Article IIA and § 330-158 of the Southampton Town Code. Conversions into residential condominiums and cooperatives are also permitted by SE Permit. A complete list of the Permitted (P) and potentially allowable Special Exception (SE) uses is provided in **Appendix I**. A summary of the types and number of

¹ Includes a movie theater, deli, bargain store, liquor store, and donut shop

² Includes a family health services facility, barber shop, realty office, law office, bakery, and deli

³ Includes a pharmacy, deli, apparel cleaner, bakery, small retail shops, and Latin center/store/multiservice

land uses currently permitted in the VB District or potentially allowed through the SE Permit process is provided below.

**Table 3-3
SUMMARY OF EXISTING VILLAGE BUSINESS DISTRICT
PERMITTED AND SPECIAL EXCEPTION LAND USES
BY GENERAL LAND USE CATEGORY**

General Land Use Category	No. of Permitted Uses	No. of SE Uses	General Land Use Category	No. of Permitted Uses	No. of SE Uses
Residential	1	2	Office Business	24	0
Residential Community Facilities	5	2	Personal and Other Service Business	5	1
General Community Facilities	1	3	Amusement or Recreational Business	3	2
Agricultural Business	3	0	Nonmanufacturing Industry	0	0
Wholesale Business	3	0	Manufacturing Industry	0	1
Retail Business	43	2	Accessory	8	4
Subtotal				96	17
TOTAL				113	

Based on the Town’s dimensional zoning requirements and a comparison of these standards with other zones within the Town, it is clear that the VB zone is meant to be a compact multiple-use central business district. This includes:

- no minimum lot area requirement and a minimum lot width standard of just 20 feet, thereby, allowing relatively small lots which is common in traditional downtowns where compact development is desirable;
- considerable lot coverage (up to 70 percent) and minimal front and side yard setbacks ranging between 10 feet for the front yard and a zero lot line for one side yard to allow for dense development and for buildings to address the street and facilitate accessibility by pedestrians;
- a relatively large rear yard to provide a suitable transition between residential uses located outside the VB zone in some areas; and
- a modest building height requirement (maximum of 35 feet/up to two stories) to keep consistent with the “small-town” scale, feel and ambiance.

The dimensional zoning requirements for the existing VB zone are provided below in **Table 3-4**.

**Table 3-4
EXISTING VILLAGE BUSINESS (VB) DISTRICT
DIMENSIONAL ZONING STANDARDS**

Dimension	Requirement
Lot area ¹	---
Minimum (square feet)	None
Minimum per dwelling unit (square feet)	None
Lot coverage	---
Maximum lot coverage by main and accessory buildings (percent)	70
Lot width, minimum (feet)	20
Height, maximum	---
Stories	2
Feet	35
Yards, principal building, minimum (feet)	---
Front ² (feet)	10
Side, minimum for one ³	No
Side, total for both on interior lot (feet)	No requirement, 15 if provided
Side, abutting side street on corner lot (feet)	10
Rear (feet)	35
Yards, accessory buildings and structures, except fences and retaining walls, minimum (feet)	---
Distance from street (feet)	20
Distance from side line	None
Distance from rear line	35

Zoning districts that border the VB (proposed HBDOD) and may therefore affect or be affected by the HBDOD are as follows:

- To the North:* Residence 40,000 SF (R-40);
- To the South:* Residence 20,000 SF (R-20) directly to the south, Senior Citizen Zoning District (SC-44) on the southwest side of the VB/HBDOD, and Office District (OD) and Mixed Use Planned Development District (MUPDD) on the southeast side of the VB/HBDOD;
- To the West:* Office District (OD), a small area zoned R-40 on the northwest side, and Senior Citizen Zoning District (SC-44) on the southwest side; and
- To the East:* Senior Citizen Zoning District (SC-44) to the northeast, Highway Business (HB) due east, and Mixed Use Planned Development District (MUPDD) on the southeast side.

Figure 3-2 provides a graphic illustration of the pattern of existing zoning in the area.

Plans

Existing adopted plans and studies of particular note that provide the basic policy framework for codified standards and guidelines include: “Southampton Tomorrow: Comprehensive Plan

Update” (**Land Ethics, Inc. 1999**); “The Hampton Bays Corridor Strategic Plan” (**Hutton Associates, Inc., 2010**); “Generic Environmental Impact Statement (DGEIS): Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout Study” and its SEQRA “Findings Statement” (**Town of Southampton, Cashin Associates, P.C. and LK McLean, Associates, P.C., 2010 and 2013**, respectively, incorporated herein by reference); and the “Pattern Book for the Hampton Bays Downtown Overlay District, Town of Southampton, New York” (**Town of Southampton and Historical Concepts, 2017**). A summary of the relevant plans and studies which support, guide or affect the HBDOD are as follows. Some of the recommendations of these plans, which may not be directly applicable to the HBDOD geographic area or specifically targeted to this area, share a close relationship with the HBDOD and could positively or negatively affect or be affected by future actions in the HBDOD, and are therefore included for context and consideration.

1999 Southampton Tomorrow: Comprehensive Plan Update

The 1999 update to the 1970 Master Plan is the most complete Town-wide amendment to the 1970 Master Plan to date. The 1999 Comprehensive Plan Update provides additional focus and more contemporary issue-based guidance relative to the 1970 Plan but is still very general due to the large geographic area and broad subject matter covered by the plan, and is now nearly twenty years old. Major topics discussed in the 1999 Update include transportation⁴, the local economy, housing, public facilities and capital infrastructure, and natural, historic and cultural resources.

General recommendations identified by 1999 Update for the Town’s hamlet business centers are as follows:

- Combine convenience, destination, and specialty shopping, and therefore serve larger portions of the town;
- Promote streetscape improvements unique to each hamlet/village center’s themes and assets, through zoning guidelines, Planned Development District (“PDD”) guidelines, design guidelines, Capital Improvement Projects (CIP), etc.;
- Focus landscape and other improvements on critical vistas which shape the image of hamlet/village centers;
- Retain or promote train stations, bus and jitney stops, beach shuttles, and other public transportation elements in the hamlet/village centers;
- Carefully consider how arterial access to hamlet/village centers can be improved without compromising on-street parking, the tranquility of adjoining neighborhoods, and pedestrian ambiance;
- Provide parking waiver fees in order to keep pace with inflation;
- Pursue on-street parking, sidewalk extensions, pedestrian-oriented lighting, street trees, traffic lights, and consistent building setbacks so as to create a pedestrian ambiance in hamlet/village centers;

⁴ In 2004, the Town amended the comprehensive plan by adopting a transportation element.

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- Target hamlet/village centers for TDR, PDD, MX zoning, and infill zoning (zero-lot line and 100 percent coverage) so as to promote concentration of uses in these centers;
- Target hamlet/village centers for civic and Town facilities and amenities, including “greens” and pocket parks;
- Establish a Town Business Development Center to serve as a resource and clearing house for technical assistance and small business development services; and
- Explore the options of establishing Business Improvement Districts in one or several of the hamlet/village centers.

In addition to the above general policies listed above for Hamlet Business Centers in the Town, the 1999 Update noted that pressure for retail development in Hampton Bays should be channeled to the traditional center at and near Ponquogue Avenue, strip development should be discouraged in the area of the HBDOD, the hamlet center should be linked to nearby shopping centers and highway business development, and the Downtown area of Hampton Bays should be a town-wide shopping and transportation center with civic identity.

A summary of the specific recommendations from the 1999 Update for Downtown Hampton Bays are summarized below. Some of the recommendations have already been implemented while others have not. Some of the recommendations also target areas that are near the HBDOD but may not be located within its actual boundaries. These recommendations should nevertheless be taken into consideration as future actions that occur within the HBDOD can affect areas outside the HBDOD and actions taken outside the HBDOD can affect land within the HBDOD.

Land Use and Zoning:

- Intensify development in the hamlet center, including redevelopment and infill development.
- Promote anchors, such as a multiplex theater, larger supermarket, transportation center, and civic or town facilities.
- Create pocket park at current Post Office site.
- Prioritize preservation of historic buildings in hamlet center.
- Apply Planned Development District (PDD) zoning where appropriate in order to intensify commercial uses in one development, rather than spread such uses out along the “strip.”⁵
- Relocate Justice Court and Nutritional Community Center to hamlet center.
- Consider planned contractors’ park on the south side of the railroad tracks, just to the east of Ponquogue Avenue

Housing and Residential:

- Promote “Traditional Neighborhood Development” to the north of the hamlet center, (perhaps senior housing).

⁵ The option to create a PDD has been removed from the Code and is no longer available.

- Consider planned senior citizen housing on the south side of the railroad tracks, between Springfield Road and Ponquogue Road.

Design, Aesthetics and Community Character:

- Create Hamlet Green between Montauk Highway and Good Ground Road.
- Traditional town center design elements should include historic lighting, facade improvements, contextual development, continuous sidewalks, and a pocket park at the Post Office.
- Consider a tree-lined center meridian on Good Ground Road, perhaps terminating with a view of a monument or flagpole at the Ponquogue Avenue intersection. Consider a nautical or beach theme.
- Create a landscaped boulevard ambiance for the proposed Route 24 extension.
- Maintain the residential scale and historic appearance of development between Route 24 and the hamlet center.
- Provide landscaping treatments along the railroad.

Traffic and Access:

- Build a “Transportation Center” at LIRR, with bus, jitney, taxi, bicycle rental, car rental, etc.
- Create: shuttle services and bike routes to beaches access roads from Montauk Highway.
- Enhance/increase sidewalk connections from the central business district.
- Link the Hamlet Center with shopping centers.
- Promote a gridded street system in the hamlet center.
- Provide shared parking facilities on the south side of Montauk Highway.
- Replace parallel parking on Good Ground Road with diagonal parking.
- Construct a new access road extending Route 24 to Good Ground Road. Consider extending Good Ground Road eastward and then up to Montauk Highway

1999 Hampton Bays Hamlet Center Strategy Study

A summary of recommendations from the plan are as follows:

Land Use and Zoning:

- Planned Development District (PDD) recommendations including creation of the “Hampton Bays Center” and “Hampton Bays West.”⁶
- Create new parks and preserve open space.
- Establish a “Good Ground Green,” “Post Office Park,” and “Montauk Green.”
- Relocate the Hampton Bays Post Office.
- Create a Farmer’s Market.
- Create new Hamlet Office/Residential and Hamlet Commercial/Residential (HO/HC) zoning districts.

Design, Aesthetics and Community Character:

⁶ The option to create a PDD has been removed from the Code and is no longer available.

- Create visual focal point at Route 24 median
- Provide coordinated entry signage
- Restrict curb cuts
- Establish dimensional regulations, beautification guidelines and signage criteria (prepared by HB Beautification & Chamber of Commerce)

Traffic and Access:

- Extend Good Ground Road east and west.
- Restrict commercial curb cuts.
- Add new north/south cross streets to create more of a grid system street pattern.
- Provide or enhance bicycle and pedestrian links between central area and County Park and other destinations.
- Rename Montauk Highway “Main Street” in the Downtown.
- Create Montauk Highway median area to control left turns.
- Promote shared, interconnected parking and new parking lots at the Long Island Railroad and north of Montauk Highway.

2004 Transportation Element Update

The 2004 Transportation Element Update was prepared to identify strategies to mitigate transportation-related impacts throughout the Town. The recommended mitigations were intended to relieve congestion by using a multi-modal approach and land use and zoning policies were recommended to protect the Town’s transportation infrastructure and to facilitate the use of public transportation in the future. Applicable recommendations for Hampton Bays are listed below.

Land Use and Zoning:

- Direct development into existing hamlet centers, employment centers and areas served by transit.
- Apply access management techniques to key roads, including Montauk Highway (CR-80) and Flanders Road (Route 24).
- Reduce the number of through trips by moving traffic to bypass routes.
- Concentrate high traffic generating uses in Hamlet Centers.
- Reduce high traffic generating uses in the HB zone.
- Promote cross-access agreements and wider curb cut spacing.

Traffic and Access:

- Provide traffic calming on Montauk Highway from Tiana/Sears Bellows to Shinnecock Canal.
- Develop an integrated bus and rail system.
- Update/improve the intersection of NYS Route 24 and Montauk Highway at Springville Road, and at Ponquogue Avenue, including enhanced lane widths and curbing, to improve truck turns.

- Update/improve parking in the Hamlet Center.
- Eliminate left hand turns onto and off of the entire length of Montauk Highway.

2010 Hampton Bays Corridor Strategic Plan

The 2010 Hampton Bays Corridor Strategic Plan was initiated to provide detailed inventory, analyses and outreach to refine and implement applicable recommendations from the 1999 Comprehensive Plan Update for the Montauk Highway corridor in Hampton Bays. Recommendations from this plan are summarized below.

Land Use and Zoning:

- Discourage lot mergers that would allow largescale commercial development.
- Establish mixed-use development around the Stop & Shop supermarket.
- Reemphasize water related resort and tourism uses in eastern end.
- Promote multiple ownership ‘themed development’ adjacent to the new Good Ground Park — i.e., ‘Good Ground Green’.
- Establish HO/HC zoning outside of hamlet core.

Housing and Residential:

- Traditional neighborhood development in the vicinity of the new Stop ‘n Shop center.

Design, Aesthetics and Community Character:

- Establish transition zones to ensure open, wooded character on both ends of the Montauk Highway corridor in Hampton Bays.
- Define design review procedures for new development.
- Establish landscape buffers and reserve small town character.
- Create gateway signage at the railroad bridge.
- Improve County Park fencing to enhance views.

Traffic and Access:

- Locate parking lots behind rather than in front of buildings.
- Expand pedestrian paths and bikeways.
- Explore the possibility of a landscaped entry roundabout approaching an upgraded canal bridge from the east.
- Explore roundabout at Montauk Highway Route 24 intersection.
- Consider removing portions of the NYS Route 27 cloverleaf exit ramps in favor of less environmentally impacting slip ramps.
- Encourage cross-access agreements.

2013 Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout Study and Generic Environmental Impact Statement (DGEIS)

The 2013 DGEIS and Buildout Study is particularly relevant to current action as it provided particular focus on the Hampton Bays community, considered and assessed several previous local and area plans, was very comprehensive, involved considerable public outreach, and is one of the more recent studies for the Hampton Bays community. A total of 96 separate recommendations were developed as part of this study. Recommendations from the study that are either general and therefore applicable or directly or indirectly relevant to the HBDOD area are summarized below.

Land Use and Zoning:

- Enact hamlet and location-specific site planning standards to promote improved aesthetics and implement corridor design concepts including:
 - Creation or maintenance of a wooded buffer on commercial properties outside the hamlet center.
 - Development of a “Good Ground Green” commercial area utilizing the new access road to Good Ground Park.
- Explore the potential for coordinated development among multiple owners south of the Good Ground Green site.
- Consider designating the proposed Good Ground Green commercial area as a Residential Receiving Area for Density (“RRAD”) in order to preserve the remaining Pine Barrens credits (“PBCs”) in the school district and shift density to the hamlet center. This would compensate for the loss of a RRAD at the adjacent Good Ground Park & Tiana Commons properties and would be necessary if the Town decided not to entertain new PDDs in the area.
- Consider building municipal parking in the hamlet center, possibly on land provided jointly by Good Ground Green property owners, parking fees from new development, and/or special fees assessed within a business improvement district.
- Promote infill development in the downtown district to concentrate commercial development, combat sprawl, make the area more pedestrian friendly, and increase physical and economic activity in the area.
- Review and update policies and procedures for processing PDD applications to achieve:
 - Density neutrality for new PDDs in Hampton Bays, utilizing Central Pine Barrens credit redemption or transferred development rights (“TDRs”).⁷

Community Character:

- Pursue acquisition of the former Hampton Bays Diner site should it become available for gateway redevelopment.
- Investigate the feasibility of burying electrical utilities and eliminating telephone poles in the Hamlet to improve aesthetic qualities. All new utilities should be installed underground.

⁷ The option to create a PDD has been removed from the Code and is no longer available.

- Allow community organizations to request to be placed on the notification list for identifying potential impacts of roadwork and other construction in the public right of way where they may have buried irrigation lines.
- Develop a tree protection ordinance to preserve large, mature, or otherwise notable trees, and prevent clear cutting.
- Create a façade improvement program to stimulate upgrades in the hamlet center through loans, grants or tax abatements.

Cultural Resources:

- Review new development in the vicinity of the Prosper King House (i.e. Good Ground green area) for compatibility with that historic building.
- Promote the use of façade easements as a tool for historic preservation.

Environmental Resources and Protection:

- Construction of approved drainage systems.
- Compliance with State and local erosion and sedimentation standards including State Pollution Discharge Elimination System (“SPDES”) permits (as applicable).
- Use of stormwater management best management practices such as silt fencing, staked hay bales, project limiting fences, etc. during construction.
- Revegetating disturbed areas immediately after completion of work to prevent erosion and retain soil on site.
- Compliance with SCHED sanitary system requirements.
- Promote/require the use of native plant or ornamental species well-adapted to area and site conditions.
- Promote the use of water conservation techniques and technologies on substantial development. While there is sufficient groundwater, conservation can lessen strain on water system infrastructure thereby reducing costs.
- Promote stormwater management best practices on developed property as well as through permit applications and site plan review.
- Require that any project (e.g. a PDD) that requires the use of an advanced sewage treatment facility and is the subject of an EIS, compare and contrast the available Health Department approved technologies (e.g., Chromaglass, Nitrex, Besst) and determine the system that is most suitable or reduces pollutants the most.
- For PDDs exceeding density standards for groundwater, require a modified subsurface sewage disposal (“MSSD”) systems that treats for nitrates.
- Require that any project (e.g. a PDD) that requires the use of an advanced sewage treatment facility and is the subject of an EIS, demonstrate that the total daily nitrogen loading from fertilizer and sanitary disposal for a proposed development that requires an advanced treatment facility is no greater than the total daily as-of-right loading of fertilizers and sanitary disposal using conventional septic systems. The goal should be to reduce pollutant loading to the maximum extent practicable even if it meets this standard.

Community Services and Facilities:

- Conduct outreach to recruit Fire & EMS volunteers from new residents resulting from area build out.
- Monitor changes in LIRR service for potential impacts to the northern portion of the hamlet from increased delays in track crossings.
- Make the DGEIS build out available to the Water District for use in planning new facilities.
- Promote the cause of water conservation through the Town’s Sustainability Committee. Explore the potential for home water conservation audits as well as those for energy efficiency.
- Link development regulations to Groundwater Management Zone limitations, with potential amendments to the Accessory Apartment code, and the anticipated motel conversion code.
- Pursue solid waste reduction and increased recycling of household hazardous waste, yard waste, usable goods, etc.
- Pursue the recommendations of the Town’s Recreation Plan to increase the amount of active recreation facilities in the hamlet.
- Build an off-road bikeway adjacent to the Long Island Railroad.
- Offset density bonuses granted through PDD rezonings with preservation of residentially zoned land elsewhere.⁸
- Ensuring that any transferred development rights that are used in the hamlet come from inside rather than outside the Hampton Bays school district to ensure land preservation in the district, fulfill the requirements of the Pine Barrens Plan, provide compensation to affected land owners, and help to maintain density neutrality in Hampton Bays. Using Pine Barrens credits as part of a community benefit for a PDD should be a priority. Bringing in development rights from outside the school district should be avoided.
- Maintain and enhance the resort qualities of the hamlet to encourage vacation and second home use of existing and new dwelling units. Efforts to maintain local character and revitalize the hamlet center will contribute to this goal.
- Respond to demographic shifts in the hamlet with new services for the growing youth population.

Economic and Fiscal Considerations:

- Offset bonuses for residential density with open space preservation.
- Prioritize the public improvements proposed in the Corridor Strategic Plan in order to begin feasibility and cost assessments, and identify funding sources.
- Assess options for financing public improvements through a Business Improvement District (BID) for the hamlet, Tax Increment Financing (“TIF”) or a special assessment district.

⁸ The option to create a PDD has been removed from the Code and is no longer available.

Traffic and Transportation:

- Create a North Main Street to provide access into Good Ground Park, opportunities for new hamlet center development.
- Remove the recommendation to extend Good Ground Road west and connect with Montauk Highway from the Corridor Plan or indicate in the Plan in writing that the Board chose to have the recommendation removed and why.
- Ensure ample parking is provided at Good Ground Park & New North Main Street.
- Work with Suffolk County Transit to provide direct shuttle service along Montauk Highway.
- Work with the LIRR to provide more frequent and locally-oriented service.
- Create safe bicycle accommodations through a system of off road paths and on-street bike lanes. Two of the targeted areas are:
 - Along Ponquogue Ave to/from train station, library, the beach, and into the Red Creek area; and
 - Alongside the LIRR.
- Provide bike amenities — racks, lockers, air pump, water fountains — in the hamlet center.
- Develop a plan to install cross walk markings, signage and pavement extensions where needed.
- Create paths to improve pedestrian circulation in the traditional hamlet center, connecting Montauk Highway with Good Ground Road and the proposed North Main Street.
- Create centralized parking in the hamlet center to facilitate “park and walk” activity. Coordinated development of the Good Ground Green concept would provide an opportunity.
- Use cross access easements to reduce curb cuts on to Montauk Highway.

Air Quality and Energy Conservation:

- Coordinate energy conservation efforts through the Town’s Sustainability Committee.
 - Consider a Hampton Bays subcommittee to facilitate hamlet-focused activities.
- Promote Transit Oriented Development in the hamlet center to reduce energy used in transportation
- Promote energy-efficient building and site design, including “daylighting” to reduce indoor lighting demands and shade trees to decrease air conditioning needs.
- Develop a green building/green community ordinance or rating system similar to LEED with possible incentives for participation.

Other Recommendations:

- Address Town Code enforcement before and after development.
 - Enhance building code enforcement through additional inspectors and community involvement.
 - Promote zoning code enforcement through strict application and the reduction of variances

- Future actions that are subject to SEQR review must be individually assessed for environmental impacts and rather than falling under the umbrella of the current environmental review (GEIS)

2017 Pattern Book for the Hampton Bays Downtown Overlay District

The Town of Southampton, along with the Hampton Bays Civic Association, Hampton Bays Economic Development Task Force, other individuals from the community, and architecture and planning consultants, Historical Concepts, identified the need for the Hampton Bays HBDOD. The purpose of the HBDOD was to create the standards and boundaries for a new form-based code that would deliver a cohesive land use pattern and building form that augments the historic character of the Downtown by incorporating the architectural styles, street features and land use elements preferred by residents and business owners. The final product for this effort was the 100-page “Pattern Book for the Hampton Bays Downtown Overlay District” which addresses the importance of land development pattern, building form, architecture, street trees, street amenities, landscaping, pavement, outdoor lighting, and signage within the HBDOD with the overall goal of encouraging future development that complements and enhances the existing character, identity and locally identified historic structures in the Downtown (**Town of Southampton and Historical Concepts, 2017**). The Pattern Book serves as a useful tool to property owners, developers, design professionals, and the community in guiding future development and redevelopment in the Hampton Bays HBDOD.

The specified goals of the Pattern Book are to:

- Create the foundation and general framework for a future form-based code;
- Encourage the development of a walkable, thriving, family-friendly district;
- Embrace and complement the historic fabric and context of Hampton Bays;
- Create the framework for pedestrian-friendly development, and attractive storefronts that will allow for a mix of uses over time while providing a consistent and pleasing experience;
- Encourage more consistent setbacks along streets with focused and more usable open space; and
- Encourage a consistent architectural and geometric language which will allow for changing needs over time.

This commitment toward excellence is evident in the level of study, community involvement and public and private investment in the Hamlet, but there is still work to be done including the establishment and implementation of basic land development guidelines to ensure the Downtown grows in accordance with the Pattern Book and a carefully vetted purpose driven vision.

3.1.2 Anticipated Impacts

Land Use

Land uses that are permitted in the proposed HBDOD are generally similar to those that are currently permitted in the VB zone, such as mixed retail, restaurant, professional offices, medical

offices, some personal service uses, banks, and civic/public uses which are common in hamlet business districts. Some differences between the proposed HBDOD and VB include stand-alone multifamily residences and hotels which would be permitted in the HBDOD's CDD and TD zones, assisted living facilities which would be allowed by SE permit in the CDD, and a few other exceptions. The biggest difference between existing land uses or land uses that are not currently present in the VB but are permitted under the existing VB zoning, and land uses permitted under the proposed HBDOD zoning, are multifamily residential uses which will create more Downtown activity, increase the customer and employee base, provide housing options for the Hamlet's essential volunteers or workforce (firefighters, ambulance personnel, school teachers, town workers, etc.) and support and promote economic activity.

Based on the Theoretical Development Scenario that was developed for this SEQRA investigation, the proposed HBDOD could increase the number of individual housing units from the existing 43 apartments and 11 single-family homes to an estimated total 248 multifamily residential units or apartments which would result in a corresponding increase in the total population of the Hamlet and Downtown by approximately 437 persons (from 119 to 556) (see also **Section 3.2**, "Community Services and Facilities"). This increase is partially offset by the Town's decision not to implement recommendations for new HO/HC zoning along the Montauk Highway corridor (which included multifamily residential uses) as recommended by the 2013 Hampton Bays Strategic Plan and Cumulative Impact of Buildout Study and its GEIS. The maximum number of residential units that could have been constructed pursuant to the previously recommended HO/HC zones based on SCDHS on-site sanitary density loading restrictions was 257 multifamily units (155 in the HC Zone and 102 in the HO Zone). Additionally, the Town of Southampton Coastal Resources & Water Protection Plan (adopted April 2016) and this DGEIS recommend that the Town revisit the existing Town Code provisions that allow for conversions of motels/lodging facilities in the MTL and RWB zoning districts to multifamily residential units (see **Section 1.3.7**). The 2013 Hampton Bays Strategic Plan and Cumulative Impact of Buildout Study and its GEIS conservatively projected 91 residential units could be created from the conversion of 50% of the existing lodging facilities in the MTL and RWB zoning districts in Hampton Bays under the current Town Code provisions.

In addition, since the original buildout projections for the Hampton Bays Corridor Strategic Plan DGEIS were conducted, the Town has acquired approximately 55.17 acres (53.4 Development Rights) through the CPF purchases in Hampton Bays. Therefore, since the 2013 study and GEIS, land acquisition and reallocation of residential uses to the newly proposed HBDOD from the previously contemplated HO/HC zones and potentially from motel conversions to multifamily in the MTL and RWB (should the Town enact such limitation) is anticipated to help offset the potential residential multifamily units in Hampton Bays (see **Section 1.6**). Promoting residential uses in the Downtown, where multifamily uses are more appropriate, would provide the following benefits to the Downtown:

- Improving the appearance, character, functionality, business and service capabilities, and economic well-being of Downtown Hampton Bays, while protecting the Hamlet's environmental resources and quality of life;

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- Providing housing options to serve the community’s residential needs, including creating more multifamily units and apartments for persons of diverse incomes, the local workforce, and providing new live/work opportunities and arrangements;
- Creating new business opportunities and boosting the local customer base and employee base by allowing multifamily residential uses, encouraging upstairs apartments and creating a greater full-time residential presence;
- Enhancing the character of the Downtown, increasing walkability, and promoting more activity and Downtown vitality;
- Increasing the selection and availability of goods and services for locals;
- Concentrating growth in the Downtown rather than in environmentally sensitive areas outside the core that are integral to the Hamlet’s long-range sustainability;
- Creating a pedestrian and bike friendly, transit accessible, community with suitable parking, access, and traffic circulation;
- Developing and implementing a new form-based code that meets smart growth objectives and promotes long-term community sustainability; and
- Allowing for more efficient land use.

The proposed HBDOD and implementation of the above land use objectives are designed to make the Downtown more economically successful and sustainable and to ensure that future growth is based on reasoned long-range planning and the use and application of state-of-the-art zoning principles and practices.

Potential changes in future development conditions based on the proposed HBDOD standards include modifications to: 1) the overall development pattern of the Downtown; 2) individual lot layouts/site designs, based on new dimensional zoning standards (e.g., lot depths, yard setbacks, build-to zones, building footprints, required greenspace, parking setback and parking drive lane standards and requirements for locating parking behind buildings; and 3) building form, including building heights, number of stories, building types or designs, and building frontage types. Since these aspects of development are related more with dimensional zoning standards, than land use, they are discussed in detail in the “Zoning” section below.

Zoning

The primary changes to zoning in Hampton Bays’ VB district from the Proposed Action include the:

- creation of the HBDOD and its three subzones by amending the Town’s official Zoning Map;
- creation of new cross streets to establish a more traditional central business district with an enhanced street grid and smaller blocks providing more street frontages and improved accesses and district walkability; and
- adoption of corresponding dimensional zoning standards and design guidelines.

The proposed regulations create an additional layer of standards and specifications that will apply to future development in the HBDOD in order to enhance the Hamlet’s central business

district and implement the Town’s vision for the Downtown based on several past planning and public hearings and visioning processes, and the goal of establishing a more traditional mixed-used central business district that will be more vibrant, successful and sustainable. The proposed standards and regulations for the subject action are outlined in the proposed draft Local Law, which is included in **Appendix B**. A summary of the proposed changes are as follows:

HBDOD 1 (“Central Downtown Zone”)

The primary intent of this zone is to serve as the core mixed-use pedestrian-friendly shopping center in the Hampton Bays central business district. Emphasis is placed on optimizing the physical characteristics of the built environment for increased storefront shopping opportunities, pedestrian access, enhanced walkability and convenience. While much of the land encompassed in the this zone was originally designed to be accessed by and accommodate motor vehicles, the intent is to facilitate a transition of individual parcels over time, each contributing to a more traditional Downtown ambiance with enhanced streetscapes and increased pedestrian activity.

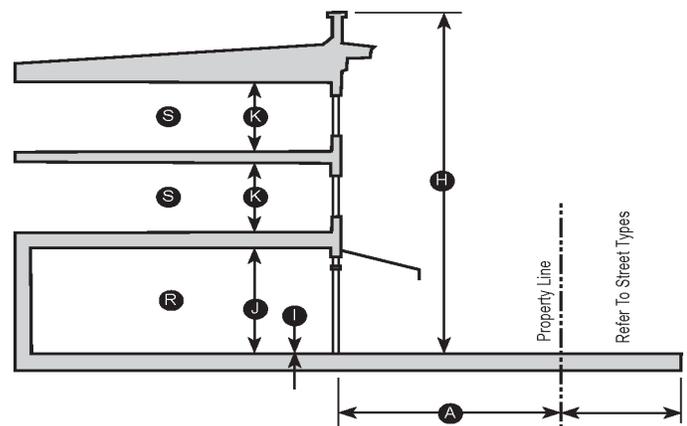
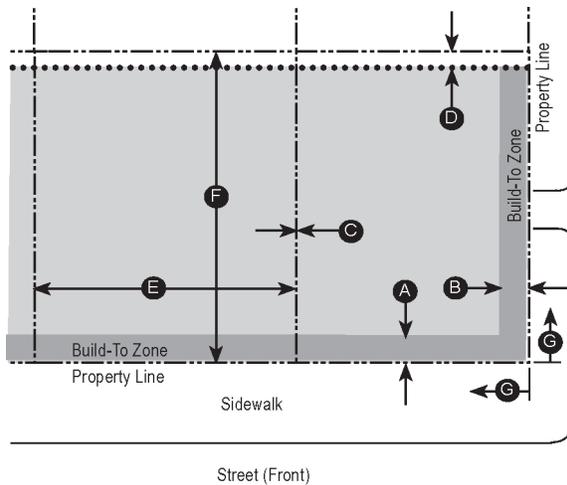
Development form and pattern will be characterized by a network of side streets and service alleys, wide sidewalks, street trees and shopfronts served by on-street parking, with parking lots and garages hidden behind buildings within the center of blocks, where possible. To maximize street activity, the new overlay district features buildings located close to the sidewalk, plentiful shade for pedestrians, and parking lots screened from view. Mixed-use buildings are permitted in this zone including service, retail, recreation, education and public assembly. Only residential dwelling units and service uses are permitted above commercial spaces.

Proposed land use and dimensional design standards for this zone are summarized below:

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Illustrative example of buildings and site arrangements in the HBOD 1 Central Downtown District.



Key

- Property Line
- Setback Line
- Build-to Zone (BTZ)
- Building Area

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**Table 3-5
DIMENSIONAL STANDARDS AND BUILDING FORM
(HBDOD 1 Central Downtown Zone)**

Building Placement and Front Yard Design (HBOD 1/CDZ)			Building Form (HBOD 1/CDZ)		
Build-to zone (Distance from Property Line)			Height (See § 330-422.D.(6))		
Front	10' min., 15' max.	A	Main Building	35' max. ¹	H
Side Street	10' min., 15' max.	B	2.5 Stories max. ² H		
Building Facade at BTZ			Ground-Floor Finish Level 6" max. above sidewalk I		
Front	80% min		Ground-Floor Commercial 10' min. clear; 12'+ Ceiling preferred. J		
Side Street	30% min. preferred		Upper-Floor(s) Ceiling 8' min. clear K		
<i>Corner Properties: Both street facades must be built in the build-to zone for the first 30' from the corner of the building.</i>			1. Different standards for flat roofs vs. sloped roofs (See § 330-422.D.(6))		
Setback (Minimum Distance from Property Line)			2. 3.5 story heights may be permitted for a maximum of 60% of the street frontage, only along those street frontages indicated on the Regulating Plan § 330-422.D.(6).		
Side	0' min. or 15' if provided	C	Allowed Building Types (See § 330-424.D)		
Rear	35' min.	D	▪ Commercial Block ▪ Liner Building		
Lot Configuration			Allowed Frontage Types (See § 330-424.E.)		
Width	20' min.	E	▪ Shopfront ▪ Forecourt		
Depth	N.A.	F	Allowed Use Types (See § 330-422.C)		
Greenspace	10% min.		Ground Floor Office, Personal Services, Retail, or Recreation, Education and Public Assembly R		
Footprint			Upper Floor(s) Residential, Office or Personal Services S		
Depth, ground-floor commercial space	Main Building, 40' min.				

**Table 3-6
DIMENSIONAL PARKING STANDARDS AND ALLOWED ENCROACHMENTS
(HBDOD 1 Central Downtown Zone)**

Parking (See § 330-427 for general standards)	Allowed Encroachments (See § 330-424.C.)
Parking Location (Distance from Property Line)	Balconies, Bay Windows, Awnings, and Cornices.
Front Setback 30' min. M	Front 5' max. T
Side Street Setback 30' min. N	
Side Setback 10' min. ¹ O	Miscellaneous
Rear Setback 10' min. ¹ P	Where a building facade steps back or is absent from the BTZ, the BTZ line should be maintained and defined by fence, landscape wall or hedge 30"-54" high.
1. Setback reduced if associated with a coordinated joint access driveway and/or joint parking areas with adjacent property.	All buildings must have a primary entrance along the front facade.

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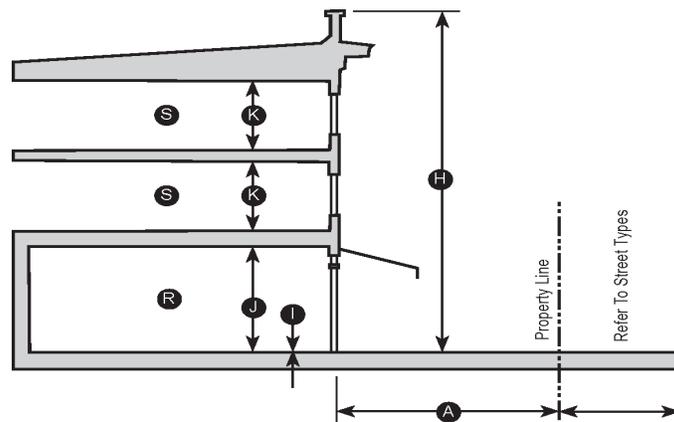
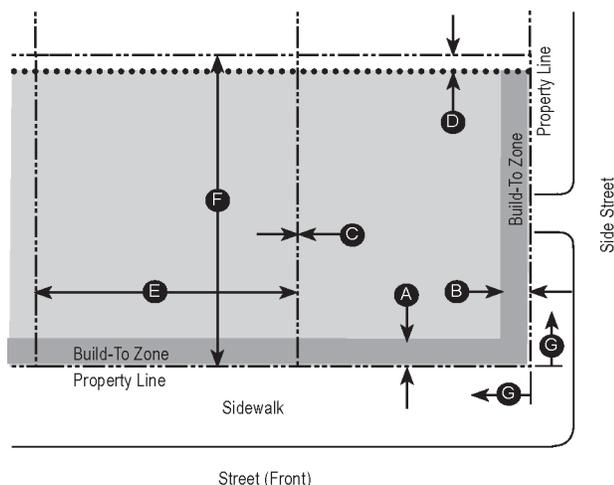
District Specific Parking Req. (See § 330-427 for general standards)		Loading docks, overhead doors and other service entries shall not be located on street-facing facades.
Parking Drive Lane Width 24' max. (2-way), 15' max. (1-way)	Q	
Parking must be provided on-site, off-site within 500', or as part of a district-wide parking management strategy.		

HBDOD 2 (“Transition Zone”)

The primary intent of this zone is to provide a commercial area which acts as a transition to the surrounding residential neighborhoods around the HBDOD. Characterized primarily by two-story buildings, this district allows primarily office uses, with some mixed-use residential and limited retail uses, in order to provide appropriate transitions and lessen potential impacts on nearby residences. Multifamily residential uses are permitted as a principle use in this zone; however, townhouse/rowhouse residential buildings are not permitted along Montauk Highway. The required frontage buildout for the HBDOD 2 zone is less than that of the HBOD 1 zone.



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Key

----- Property Line Setback Line
■ Build-to Zone (BTZ)	■ Building Area

Land use and dimensional design standards for this zone are summarized below in **Table 3-7**.

**Table 3-7
DIMENSIONAL STANDARDS AND BUILDING FORM
(HBDOD 2 Transition Zone)**

Building Placement and Front Yard Design (HBOD 2/TZ)			Building Form (HBOD 2/TZ)		
Build-to zone (Distance from Property Line)			Height (See § 330-422.D.(6))		
Front	10' min., 15' max.	A	Main Building	35' max. ¹	H
Side Street	10' min., 15' max.	B		2.5 Stories max. ²	H
Building Facade at BTZ			Ground-Floor Finish Level	6" max. above sidewalk	I
Front	50% min		Ground-Floor Commercial Ceiling	10' min. clear; 12'+ preferred.	J
Side Street	30% min. preferred		Upper-Floor(s) Ceiling	8' min. clear	K
<i>Corner Properties: Both street facades must be built in the build-to zone for the first 30' from the corner of the building.</i>			1. Different standards for flat roofs vs. sloped roofs (See § 330-422.D.(6))		
Setback (Minimum Distance from Property Line)			2. 3.5 story heights may be permitted for a maximum of 60% of the street frontage, only along those street frontages indicated on the Regulating Plan (see § 330-422.D.(6).)		
Side	0' min. or 15' if provided	C	Allowed Building Types (See § 330-424.A)		
Rear	35' min.	D	<ul style="list-style-type: none"> ▪ Commercial Block ▪ Live-Work Unit (Good Ground Road Only) ▪ Liner Building ▪ Townhouse/Rowhouse (Not Permitted on Montauk) 		
Lot Configuration					
Width	20' min.	E			
Depth	N.A.	F			
Greenspace	10% min.				
Footprint					

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**Table 3-9
DIMENSIONAL STANDARDS AND BUILDING FORM
(HBDOD 3 Edge Zone)**

Building Placement and Front Yard Design (HBOD 3/EZ)			Building Form (HBOD 3/EZ)		
Build-to zone (Distance from Property Line)			Height (See § 330-422.D.(6))		
Front	30' min., 40' max.	A	Main Building	32' max. ¹	H
Side Street	30' min.	B		2 Stories max. ²	H
Building Facade at BTZ			Ground-Floor Finish		
Front	50% min		Level above sidewalk	18" min.	I
Side Street	30% min. preferred		Ground-Floor Commercial Ceiling		
<i>Corner Properties: Both street facades must be built in the build-to zone for the first 30' from the corner of the building.</i>			Commercial Ceiling	9' min. clear; 10' preferred.	J
Setback (Minimum Distance from Property Line)			Upper-Floor(s) Ceiling	8' min. clear	K
Side	15' min.	C	Allowed Building Types (See § 330-424.A)		
Rear	30' min.	D	<ul style="list-style-type: none"> ▪ Single Family ▪ Duplex/Triplex/Fourplex 		
Lot Configuration			Allowed Frontage Types (See § 330-424.E.)		
Width	75' min.	E	<ul style="list-style-type: none"> ▪ Porch ▪ Stoop ▪ Shopfront 		
Lot Area	10,000 sq. ft. min.	F	Allowed Use Types (See § 330-422.C)		
Greenspace	10% min.		Ground Floor	Residential, Service, Retail, or Recreation, Education and Public Assembly	R
Footprint			Upper Floor(s)	Residential or Service	S
Depth, ground-floor commercial space	Main Building, 40' min.				

**Table 3-10
DIMENSIONAL PARKING STANDARDS AND ALLOWED ENCROACHMENTS
(HBDOD 3 Edge Zone)**

Parking (See § 330-427 for general standards)			Allowed Encroachments (See § 330-424.C.)		
Parking Location (Distance from Property Line)			Balconies, Bay Windows, Awnings, and Covered Porches		
Front Setback	30' min.	M	Front	5' max.	T
Side Street Setback	30' min.	N	Miscellaneous		
Side Setback	10' min. ¹	O	Where a building facade steps back or is absent from the BTZ, the BTZ line should be maintained and defined by fence, landscape wall or hedge 30"-54" high.		
Rear Setback	10' min. ¹	P	All buildings must have a primary entrance along the front facade.		
District Specific Parking Req. (See § 330-427 for general standards)			Loading docks, overhead doors and other service entries shall not be located on street-facing facades.		
Parking Drive Lane Width	20' max. (2-way), 15' max. (1-way)	Q			
Parking must be provided on-site, off-site within 500', or as part of a district-wide parking management strategy.					

The number of parking spaces that are required for each permissible land use is the same throughout the HBDOD, regardless of subzone. The proposed Form-Based Zoning Code provides a matrix outlining the minimum parking requirements for each permissible land use in the HBDOD, and establishes numerous standards and specifications for parking lot design. The proposed parking code includes provisions for the following:

- the circumstances in which compliance to the new parking code is or isn't required (i.e., exemptions);
- minimum standards for the number of spaces required for each permissible land use;
- parking space and aisle dimensional standards based on parking type and design (e.g., 90-degree or 60-degree parking designs, and on-street parking);
- specifications for the use of on- and off-site parking, in-street parking, and shared parking;
- general location of parking (within side or rear yards, behind buildings, near the centers of blocks), and parking lot setbacks;
- parking lot landscaping, including landscaped islands and bulb-outs;
- pedestrian access and walkway requirements;
- requirements for cross accesses between adjacent sites; and
- provisions for service areas, loading docks and transit.

The proposed zoning standards are designed to provide a suitable number of convenient and properly located and designed parking spaces for future uses, more efficient and effective use of limited available space, safe and efficient vehicle and pedestrian access and movement, greater site interconnectivity, screening, landscaping that provides shade, enhance aesthetic qualities, and reduces the urban heat island effect, and other purposes. The minimum on-site parking requirements for each use is shown below in **Table 3-11**, unless parking reductions are approved using staggered-hours (**Table 3-13**) or shared parking arrangements (**Table 3-13**) as detailed below. Fractional results must be rounded up. Values shown are for net usable square feet (not including mechanical, storage, etc.), unless otherwise noted. A summary of the off-street standards is contained in the table below.

**Table 3-11
HBDOD PARKING STANDARDS**

Use Classification	Use	Minimum Parking Requirements
Residential	Single-family	2 spaces per unit plus 1 space for each bedroom in excess of 4 bedrooms
	Multifamily	1 space per unit plus 0.5 spaces for each bedroom in excess of 1 bedroom.
Commercial	Retail/Personal Services	3 spaces per 1,000 square feet
	Restaurant	1 space per 3 seats
	Office/Professional service/business incubator, including medical offices	3 spaces per 1,000 square feet
	Hotel / Bed-and-breakfast	1 space per unit

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Use Classification	Use	Minimum Parking Requirements
	Cultural Center	2.5 spaces per 1,000 square feet
	Theater or place of public assembly	1 space per 4 seats
	School/educational use	2.5 spaces per 1,000 square feet
	Recreational business	3 spaces per 1,000 square feet
	Artisan production	2 spaces per 1,000 square feet

**Table 3-12
ADJUSTMENTS FOR STAGGERED HOURS PARKING**

Use Type	Weekdays			Weekends		
	8am-6pm	6pm-12am	12am-8am	8am-6pm	6pm-12am	12am-8am
Residential	50%	100%	100%	80%	100%	100%
Office	100%	20%	5%	5%	5%	5%
Retail/Commercial	90%	80%	5%	100%	70%	5%
Restaurant	70%	100%	10%	70%	100%	20%
Civic Institution	100%	20%	5%	10%	10%	5%
Religious Institution	10%	5%	5%	100%	50%	5%
Bar/Entertainment	40%	100%	10%	80%	100%	50%
Movie Theater	40%	80%	10%	80%	100%	10%
Hotel	70%	100%	100%	70%	100%	100%

**Table 3-13
ALLOWABLE SHARED PARKING REDUCTION**

Total Number of Shared Parking Spaces	Number of Businesses Sharing					
	2	3	4	5	6	+7
<20	0	1	1	1	1	1
20-29	1	2	3	4	4	4
30-39	2	3	4	5	6	6
40-49	3	4	5	6	7	8
50-59	4	5	6	7	8	9
60-69	5	6	7	8	9	10
70 or more	6	7	8	9	10	11

Notes: Numbers shown are the total spaces that may be deducted below the minimum parking requirements for all combined businesses using the shared lot. Shared parking configurations of 70 or more spaces may be prorated with one additional space for each 10 additional spaces shared but may not be additionally prorated by the number of businesses beyond seven.

The section on parking also contains requirements for parking lot landscaping. See **Appendix B** for a full copy of the proposed Code and its parking standards. **Appendix J-1** contains the Traffic Impact Study (“TIS”) and **Appendix J-2** contains the Parking Study.

Public Parkland and Open Space

A portion of the proposed HBDOD, which consists of parks and open space, is not included in the HBDOD 1, HBDOD 2 or HBDOD 3, and therefore stands alone. This area which has frontage on both Montauk Highway and Squiretown Road consists of four contiguous tax lots, totaling 3.29± acres that are owned by the Town of Southampton, and includes an existing hamlet green and the Town of Southampton's Community Preservation Department offices. The hamlet green extends to the north and contains a short wooded trail that leads to the main portion of Good Ground Park which is outside of but adjacent to the HBDOD.

Development Pattern

Overall, the pattern of development in the Downtown will be enhanced by new cross streets, smaller blocks, and a Good Ground Road extension that will distribute traffic better; improve access, particularly to the rear of narrow but deep lots on the north side of Montauk Highway; provide more street frontage; improve business visibility; and create a more walkable business district. Parking will be located behind buildings and buildings and shopfronts will address the street to enhance pedestrian activity, window shopping, and the quality of the streetscape. There will be three separate subzones within the HBDOD, including the HBDOD 1 ("Central Downtown District"), HBDOD 2 ("Transition Zone"), and HBDOD 3 ("Edge Zone"), rather than one uniform Village Business (VB) zone. The HBDOD 1 will be the core area of the Downtown which will be focused primarily around the Montauk Highway-Ponquogue Avenue intersection and adjacent to the "Hampton Bays Town Center" anchor development. There are two HBDOD 2 zones one that extends across the north and south sides of Montauk Highway on the west side of the District and the other which is adjacent to the west side of the south extension of Good Ground Park. The HBDOD 3 subzone is located at the northeast corner of the district between the east side of the Park and south side of the Bishop Ryan Village access road. **Figure 3-3** depicts the location, size and distribution of the proposed HBDOD and respective HBDOD subzones.

Individual Site Layouts and Building Design

Future site layouts and building design standards will help to shape the character, quality and functional success of the Downtown. Many of the proposed HBDOD standards are the same as existing VB standards, which will help to integrate the new overlay zones, with the existing underlying VB zone, including no minimum lot area or minimum lot area per dwelling unit, a minimum lot width of 20 feet (75 feet in the HBDOD-3 zone), a minimum rear yard setback of 35 feet (30 feet in the HBDOD-3 zone), and a maximum building height of 35 feet in the VB District and the HBDOD 1 and HBDOD 2 zones (32 feet in the HBDOD 3 zone). The primary differences between VB District and each HBDOD zone's dimensional standards are as follows:

- No new maximum lot coverage by main and accessory buildings in the HBDOD compared to 70 percent maximum coverage in the VB District; however, there must be strict adherence to parking requirements.
- A change in the side setback from no set back to a minimum of 0 feet and maximum of 15 feet in all three HBDOD subzones.

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- New front and side build-to zones in the HBDOD, including a minimum of 10 feet and maximum of 15 feet in the HBDOD 1 and HBDOD 2 subzones and a minimum of 30 in the HBDOD 3 subzone.
- New minimum build-to zone percentages for front and side yard setbacks, including 80 percent for front yards and 30 percent for the side yards in the HBDOD 1 subzone; between 50 and 80 percent for front yards and 30 percent for side yards in the HBDOD 2 subzone; and 50 percent in the front yard and 30 percent in the side yard in the HBDOD 3 subzone.
- An increase in building height from a maximum of 2 stories to 2.5 stories or up to 3.5 stories along a maximum of 60 percent of property frontage on streets indicated in the Regulating Plan in HBDOD 1 and HBDOD 2. Maximum height in the HBDOD 3 zone will remain the same as the VB (32 feet).
- A new minimum 10 percent green space requirement for each of the three subzones where no such requirement currently exists.
- A new minimum ground floor footprint depth of 40 feet in the HBDOD for each subzone, where no ground floor footprint depth is currently required.
- New parking area setback standards.

Existing and proposed dimensional zoning and design parameters are indicated below in **Table 3-14**.

**Table 3-14
COMPARISON OF VILLAGE BUSINESS ZONE AND
HAMPTON BAYS DOD DIMENSIONAL STANDARDS**

Zoning Parameter	Village Business	HBDOD 1	HBDOD 2	HBDOD 3
Lot Area	---	---	---	---
Minimum (SF)	None	None	None	None
Minimum per dwelling unit (SF)	None	None	None	None
Lot Coverage	---	---	---	---
Maximum lot coverage by main and accessory buildings (%)	70	None	None	None
Minimum ground-floor footprint depth (Ft)	None	40	40	40
Minimum lot width	20	20	20	75
Maximum height (Ft)	35	35	35	32
Maximum stories	2	2.5 or 3.5 ¹	2.5 or 3.5 ¹	2
Yards, principal building setbacks (Ft)	---	---	---	---
Front	10	See “build-to zone, below”	See “build-to zone, below”	See “build-to zone, below”
Side, minimum for 1	None	0-15, if provided	0-15, if provided	15 min.
Side, total for both on interior lot	None, but 15 if provided	See above or “build-to zone”	See above or “build-to zone”	See above or “build-to zone”

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Zoning Parameter	Village Business	HBDOD 1	HBDOD 2	HBDOD 3
Side abutting side street, corner lot	10	See above or “build-to zone”	See above or “build-to zone”	See above or “build-to zone”
Rear	35	35	35	30
Build-to Zone (Distance from Property Line)	---	---	---	---
Front (Ft)	None	10-15	10-15	30-40
Side (Ft)	None	10-15	10-15	30 min.
Minimum build-to zone (%); front (F), side (S)	None	F:80, S:30	F:50-80, S:30	F:50, S:30
Minimum greenspace (% of lot)	0	10	10	10

Notes:

- 1) 3.5 story heights may be permitted for maximum 60 % of the street frontage, only along those street frontages indicated in the Regulation Plan (§ 330-422 D.(6)).

The Proposed Action is based on numerous past studies, adopted plans, GEISs and considerable public, and interested and involved agency outreach. The purpose of these past studies and the current action, which is proposed by the Town, itself, is to improve conditions in the Hamlet center. Significant adverse impacts are not expected from the rezoning, and instead, the new standards and guidelines should have a positive effect on the Downtown and help the community to achieve certain goals, specifically as set forth in the HBDOD Pattern Book.

Plans

Assessing consistency with previously vetted and duly adopted Town and Hamlet plans is a fundamental component of the SEQRA review and ultimate adoption of the proposed zoning. In so doing, Town officials and the public can be assured that the Proposed Action supports previously established goals and objectives and fulfills the requirements of SEQRA and NYS Town Law. Existing plans and studies of particular note include: “Southampton Tomorrow: Comprehensive Plan Update” (**Land Ethics, Inc. 1999**); “The Hampton Bays Corridor Strategic Plan” (**Hutton Associates, 2010**); “Generic Environmental Impact Statement (DGEIS): Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout Study” and its SEQRA Findings Statement (**Town of Southampton, Cashin Associates, P.C. and LK McLean, Associates, P.C., 2010 and 2013**, respectively); and “A Pattern Book for the Hampton Bays Downtown Overlay District, Town of Southampton, New York” (**Town of Southampton and Historical Concepts, 2017**).

Recommendations from older plans have for the most part have been implemented and have provided the foundation for current actions led, while others which were based on past issues, conditions and concerns, may now be somewhat outdated. More recent studies, like the Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout Study, the GEIS and Findings Statement for that Study, and the Pattern Book for the Hampton Bays Downtown Overlay District, build off of the previous plans, were previously assessed relative to these past plans (e.g., the Comprehensive Plan), specifically targeted the Downtown Hampton Bays area, and focus on more specific issues that are relevant to present community needs and this current action. For these reasons, this assessment focuses on more recent studies.

2013 Generic Environmental Impact Statement (DGEIS)/Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout Study

There are numerous recommendations contained within the referenced Strategic Plan, Buildout Study and GEIS, many of which are general, may be more direct toward the Hamlet as a whole or the Montauk Highway corridor and not directly related to the Downtown, have been implemented already, were expanded upon in the Pattern Book or will be implemented during future development within the Downtown such as identified impact mitigation techniques for future development provided in the previous GEIS. Nevertheless, the concepts and goals of the Strategic Plan seek to build off of the Plan/Study and GEIS and have been developed to continue the trajectory toward achieving the community's vision for future growth in the Downtown. Recommendations that relate specifically to land use and zoning in the Downtown/proposed HBDOD, include concepts such as:

- Promoting infill and shifting density toward the Hamlet Center;
- Supporting density neutrality by concentrating the remaining development density for the Hamlet in the Downtown, including new residential development, and eliminate potential hotel conversions in the Hamlet.
- Vitalizing the area with more physical and economic activity;
- Developing site planning standards to promote improved aesthetics, enhanced place-making and desired Hamlet character, through traditional Downtown development rather than strip commercial development and supporting appropriate architecture, streetscapes, and landscaping;
- Creating a more walkable Downtown;
- Protecting cultural resources such as the Prosper King House;
- Improving traffic circulation by creating a “North Main Street” or cross street on the north side of Montauk Highway that connect to new cross streets and alleys to improve vehicle and pedestrian traffic and creating a Good Ground Road Extension that will serve as a bypass for residents do avoid Downtown traffic and to reduce overall traffic levels in the Hamlet center;
- Ensuring there will be suitable parking and access to available transit services; and
- Providing suitable stormwater and sewage controls and ensuring environmentally sound development.

2017 Pattern Book for the Hampton Bays Downtown Overlay District

The Pattern Book specifically targets the land and future development and redevelopment within the HBDOD boundaries. It was based on considerable investigation as well as community surveys, public presentations and community meetings and hearings. The purpose of the Pattern Book was to specifically define and describe the desired forms and architectural styles for future development and redevelopment and identify the way in which buildings should relate to streets and public spaces. The goal of the Pattern Book was to encourage future development in the Downtown Hampton Bays Business District in a manner that complements and enhances the existing character and historic structures. The Pattern Book, therefore, is a useful tool for

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property owners, developers, design professionals, and the community to use when contemplating future development for the HBDOD. Its implementation, including the incorporation of identified concepts and the community's overall vision into the current action is expected to improve the quality of future development, ensure that future uses and site and building design is appropriate to the character of the area, and assist in the enhancement and revitalization of the Downtown area for residents and visitors alike.

Not all concepts or design recommendations that are included in the Pattern Book (e.g., specific architectural features, signage, landscape details, etc.) are directly addressed or codified in the proposed HBDOD regulations. This is because the Pattern Book, as well as some existing regulations, will also be used as guidance by the Town's discretionary boards, its staff, advisory committees, and developers to inform the preparation and review of site plans and development, while providing the flexibility to meet site- and project-specific needs. Elements or concepts from the Pattern Book that have been incorporated into the proposed HBDOD code include but are not necessarily limited to:

- subzones to allow for the formation of a Downtown core area and necessary transition and edge zones with particular forms;
- a grid of side streets and alleys that break the Downtown into several smaller blocks, with more street frontage and public spaces, improved walkability, better access and traffic calming;
- building and parking setbacks and build-to zones that influence the proper siting of buildings and parking areas; and
- standards affecting building scale such as additional height in appropriate areas, specified minimum building depth.

The Proposed Action is expected to support and address the main goals of the pattern Book which are to:

- Create the foundation and general framework for a future form-based code;
- Encourage the development of a walkable, thriving, family-friendly district;
- Embrace and complement the historic fabric and context of Hampton Bays;
- Create the framework for pedestrian-friendly development, and attractive storefronts that will allow for a mix of uses over time while providing a consistent and pleasing experience;
- Encourage more consistent setbacks along streets with focused and more usable open space; and
- Encourage a consistent architectural and geometric language which will allow for community's needs change.

Since actual permissible land use is not significantly changing, and the proposed rezoning to a form-based approach, in conjunction, with future implementation of Pattern Book design guidelines, is expected to provide an overall benefit with little significant land use and zoning related impacts, and is considered to be generally consistent with previous plans and policies.

3.1.3 Mitigation Measures

- Future site-and project-specific site plans should be designed and reviewed to determine overall consistency with the recommended guidelines established in the Pattern Book for the Hampton Bays Downtown Overlay District, as well as applicable recommendations of the Strategic Plan/Buildout Study and its GEIS.
- To date, the Town Board has not enacted the HO/HC zoning districts that were previously recommended by the 2013 Hampton Bays studies along Montauk Highway, east and west of the Downtown. Any HO/HC zoning modifications contemplated by the Town Board should no longer include residential uses; as residential/mixed use would be shifted to the Downtown by the proposed HBDOD.
- As recommended by the Town of Southampton Coastal Resources & Water Protection Plan (April 2016), the Town should consider restricting conversions of existing motels in MTL and RWB zoning districts to reduce the number of new residential units.
- Side streets entering/exiting on both sides of Montauk Highway should be aligned where possible or adequately separated rather than slightly offset to prevent traffic turning conflicts.
- Good Ground Road extension.

3.2 Community Services and Facilities

3.2.1 Existing Conditions

Public Schools

The proposed HBDOD is located entirely within the Hampton Bays Union Free School District (**Figure 3-4**). This district encompasses a total land area of 10.88 square miles within Hampton Bays including the Tiana, West Tiana, Springville, Ponquogue, and Canoe Place sections of the Hamlet, portions of the Squiretown and Shinnecock Hills neighborhoods, and all of the proposed 54.84-acre HBDOD. The School District has three schools: Hampton Bays Elementary School, Hampton Bays Middle School, and Hampton Bays High School.

- 1) *Hampton Bays Elementary School* is located at 72 Ponquogue Avenue, Hampton Bays, approximately one-half ($1/2$) mile south of the proposed HBDOD. This school provides educational services to children in grades k-4. Total enrollment in the Elementary School during the 2016-2017 academic year was 746 and the average class size was 23. The school is in session between 8:40 AM and 3:10 PM during the school year.
- 2) *Hampton Bays Middle School* is located adjacent to the Hampton Bays Elementary School, approximately one-half ($1/2$) mile south of the HBDOD, at 70 Ponquogue Avenue, Hampton Bays. The Middle School serves children in grades 5 through 8 and had a total enrollment of 685 students during the 2016-2017 school year. Average class size was 24 for Common Branch, 15 for Grade 8 Mathematics class, and 19 for Grade 8 Science class. During the school year, the Middle School is open between 7:45 AM and 2:27 PM.

- 3) *Hampton Bays High School* is located less than a mile from the proposed HBDOD, at 88 East Argonne Road, Hampton Bays. The school provides educational services to children enrolled in grades 9 through 12. According to the school's website, Hampton Bays High School is a comprehensive secondary program accredited by the New York State Board of Regents. HBHS students benefit from 14 Advanced Placement courses and two collaborative dual enrollment agreements with Suffolk Community College, University at Albany, and SUNY Farmingdale. In addition, the school district offers over twenty co-curricular activities and has thirty athletic teams from which students can develop and display their distinctive talents. Hampton Bays High School had 58 faculty members during the 2017-2018 school year. All faculty members that teach dual enrollment courses are credentialed and approved by either Suffolk Community College or SUNY Farmingdale. In addition all Advanced Placement instructors have attended the appropriate College Board professional development seminars and possess approved AP Audits. The High School is open between 7:35 AM and 2:12 PM during the school year and a total student enrollment of 648 during the 2016-2017 academic year. Average class size during 2016-2017 was 22 for Grade 10 English, 16 for Grade 10 Mathematics, 10 for Grade 10 Science, and 21 for Grade 10 Social Studies (**HBUFSD, 2018 and NYSED, 2018**).

There is one Principal and one Assistant Principal for each school, and the District employs 21 other professional staff and 71 paraprofessional staff.

A letter was sent to the HBUFSD and a follow-up conference call was held between the Superintendent of schools, representatives of the Town's Land Management Division, and the Town's consultants on March 6, 2019. The purpose of the letter and call was to inform the school district of the proposed action, request general background information about the district, and to seek input pertaining to any issues, concerns or recommendations it may have regarding the subject action. See **Appendix G** for information and input obtained from the school district.

Public Library Services

Hampton Bays Public Library is located at 52 Ponquogue Avenue at the southwest corner of Ponquogue Avenue and Argonne Road in Hampton Bays and is located approximately 0.3 of a mile south of the study area. The library's website provides background information including the history of the library:

The Hampton Bays Library Association held its first meeting in 1922. The Association operated out of a number of locations over the years until the Hampton Bays Public Library opened with a provisional charter in 1960 in a rented store-front on Main Street. In the same year, the Association sold a piece of property and purchased the present site []. In 1962, the NY Telephone Co. donated and moved a portion of their old building to the Ponquogue Avenue lot. The building was modified several times over the following years.

On March 20, 1970, the Hampton Bays Public Library received its Absolute Charter from the New York State Board of Regents for and on behalf of the State Education Department. The

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library is governed by an appointed Board of Trustees dedicated to the mission of providing high quality library services at a reasonable cost to the community. In addition to providing full library services to the residents of the Hampton Bays School District, the Public Library serves the residents of the East Quogue School District with all of their library needs on a contractual basis.

Situated on a couple of acres of library owned park like property with ample parking, beautiful plantings and outdoor benches, the Hampton Bays Public Library is an inviting, fully accessible public building that is the informational, cultural and recreational center of the Hampton Bays Community. In 2003 the Hampton Bays Public Library completed a renovation and expansion project that increased it to its current size of approximately 20,000 square feet. In October of 2006, a new Teen Services Department opened in a previously unfinished area in the lower level.

At the end of 2013 the Hampton Bays Public Library had a physical collection of over 80,500 physical items including books, magazines, music, audio books, and DVDs, as well as electronic databases and a vast collection of free downloads of eBooks, audio books, music and videos. The library has more than 30 computers for public use and wireless access. The library offers a wide variety of programs for community members of all ages. Visiting the Hampton Bays Public Library or the library's web-site provides visitors with a world of information.

(HBPL, 2018)

A letter was sent to the Hampton Bays Public Library to request general background information about the library and to seek its input on any issues, concerns or recommendations it may have regarding the subject action. A response was not received by the time this SDGEIS was completed.

Police Protection

A letter was sent to the SHPD and a follow-up conference call was held on March 6, 2019 with the Department's Captain. The purpose of the letter and conference call was to inform the police department of the proposed action, request general background information about the police district and department, and to seek input on any issues, concerns or recommendations it may have regarding the subject action. Information was also collected from the Town's website and this information was verified with the police department during the conference call to ensure it was accurate and up-to-date.

The proposed HBDOD is served by the Town of Southampton Police Department ("SHPD"). Southampton Town Police headquarters is located at 110 Old Riverhead Road at the northeast corner of the intersection of Jackson Avenue and Old Riverhead Road at the Town's Jackson Avenue Municipal Facility. Police headquarters are located roughly 1.0 to 1.25-mile or a two-minute drive from the HBDOD, and therefore, is conveniently located for quick response. The Police Department has a jurisdiction of over 122 square miles, which it routinely patrols, including Hampton Bays, other unincorporated Hamlets and neighborhoods, and the Incorporated Villages of North Haven and Sagaponack. The Department is a full-service police force which is on duty and conducts criminal investigations and staffs an E-911 dispatch system, 24 hours a day, 365 days per year. The SHPD serves a population of about 60,000 year-round residents or twice that number on weekends in the summer. The police force has 100 full-time

police officers and during the summer months, employs 15 or 16 additional part-time seasonal officers to assist with the increased demands of the increased summer population. The Police Department responded to a total of 1,005 calls within the HBDOD in 2018. This involved a wide variety of calls, including but not limited to accidents, traffic stops, larcenies, burglaries, alarms, vagrants, and others. The number of calls received in 2017 was consistent with those of 2018.

The Department has forged partnerships and performs outreach to the community through the implementation of a variety of programs and services, including:

- Crime Prevention
- Neighborhood Watch
- Citizens Police Academy
- Silver Alerts for missing persons
- Medicine Disposal Locations
- Representation on numerous advisory boards, panels, and committees

(Town of Southampton, 2018)

Other relevant information and observations from the conference call is as follows:

- Traffic along Montauk Highway tends to be most congested in the morning, especially in the summer.
- With regard to parking, the parking lot near the post office tends fill up quickly especially in the summer season.
- On-street parking along Montauk Highway is generally not full but more spaces are occupied near the Ponquogue Avenue/Squiretown Road intersection.
- On-street parking along Ponquogue Avenue near the Montauk Highway intersection is also heavily utilized.
- Parking at the United Artists Theater parking lot can fill up but there is overflow parking to the rear of the building which has the spaces to accommodate more cars.
- The on-street parking along Good Ground has additional spaces. In the summer more spaces are utilized. Also, some nearby residents who live in multifamily developments who are restricted in terms of the number of cars they can park on-site use it for overflow parking.
- The Police Department frequently provides coverage at community events held in the Downtown.

See **Appendix G** for correspondence from community services and utility providers.

Fire Protection

The proposed HBDOD is located within the Hampton Bays Fire District and is served by the Hampton Bays Volunteer Fire Department (**Figure 3-4**). The Fire Department has provided fire protection services to the Hampton Bays community for over 85 years. The Hampton Bays Fire Department (“HBFD”) operates two fire stations, one which is located at 69 West Montauk Highway (Main Street) in the center of the Hamlet business district and proposed HBDOD. This station is along the Main Street corridor with frontage and direct access on and off of both Main Street and Good Ground Road. Due to this central location and direct access on and off two major streets in the HBDOD, the Department has a very rapid if not immediate response time to emergencies that occur within Downtown Hampton Bays. A newer fire station (Station 1) was opened in 2008 in south-central Hampton Bays. This facility is located along the west side of the south end of Ponquogue Avenue at 106 Ponquogue Avenue, which is 0.91± of a mile south-southeast of the HBDOD.

The HBFD has nearly 100 volunteer members who respond to more than 400 alarms per year and train for a variety of potential emergency situations throughout the year. In addition to its fire suppression responsibilities and capabilities, firefighting and supervisory units respond to calls for water rescues, confined space incidents, hazardous material releases, vehicle accidents, gas main breaks, utility emergencies, and other non-fire emergencies. Members also visit local schools to educate children about Fire Safety and Prevention (**Hampton Bays Fire Department, 2018**).

The Town’s Fire Prevention office is located at the Jackson Avenue Complex in Hampton Bays which is north of the study area and a travel distance of roughly 1.5 miles. The Department of Fire Prevention was created to promote fire safety and prevention, assist businesses in their compliance with various fire codes, and to collaborate with local fire departments and emergency medical personnel.

In fulfilling this mission, Fire Prevention personnel are responsible for:

- Inspections of commercial properties;
- Performing fire investigations;
- Issuing permits for outdoor dining, public assemblies, certain outdoor fires, and other activities;
- Conducting investigations of fire scene and fire-related complaints, including those in the Incorporated Villages of North Haven, Quogue, Sagaponack and Westhampton Beach;
- Reviewing subdivision, commercial building, fire sprinkler, and site plans; and
- Maintaining a hazardous materials response team.

The Chief Fire Marshal also serves as liaison to the Fire Advisory Board, EMS Advisory Committee, and other organizations related to local volunteer emergency services, such as the Southampton Town Fire Chiefs Council and Southampton Town Fire District Officers Association. (**Town of Southampton, 2018**)

A letter was sent to the HBFD to request general background information about the district and department and to seek its input on any issues, concerns or recommendations it may have regarding the subject action. See **Appendix G** for correspondence from community services and utility providers.

Ambulance Services

A letter was sent to the Corps to request general background information about the district and to seek its input on any issues, concerns or recommendations it may have regarding the subject action. A conference call was also held between the Chairman of the Board for Hampton Bays Volunteer Ambulance District (“HBVAC”), representatives of the Town Land Management Division and the Town’s environmental consultants on March 7, 2019 to provide additional background information and to gather more input. In addition, HBVAC’s website was visited and information obtained was verified to ensure it was accurate and up-to-date. Information collected is summarized below.

The proposed HBDOD is within the HBVAC’s jurisdiction (**Figure 3-4**). The HBVAC was established in 1998. Ambulance headquarters are located along the south side of the LIRR tracks, south of Good Ground Road at 18C Ponquogue Avenue. The Corps provides basic life support as well as advanced life support services and is centrally located within the Hampton Bays community, adjacent to the proposed HBDOD. The HBVAC’s jurisdiction covers approximately 21.42 square miles and includes the area generally between Peconic Bay to the north, Dune Road to the south, Peconic Road to the east, and Jones Road to the west. Due to the location of ambulance headquarters, prompt responses to the Downtown is expected, although the station is separated from the HBDOD by the LIRR and railroad crossing gates which can delay responses, when the gates are down for a passing train.

Ambulance services are provided 24 hours a day, 7 days a week in Hampton Bays. At last count, the Corps had a total of 103 members including: 5 Paramedics, 1 Critical Care Emergency Medical Technician, (“EMT CC”), 3 EMTs, 12 Drivers, 18 Helpers, 12 Probationary, 12 Junior, 30 Life, 4 Military and 6 Honorary members (HBVAC, 2018). Between 2014 and 2018, the Corps received a total of 7,879 calls and averaged 1,576 calls per year during that period. The year 2017 was the busiest of the five years, with a total of 1,637 calls (HBVAC, 2019). The number of calls received during the summer is roughly three times that received during the off-season. The HBVAC responds to a wide variety of calls and serves local parks, beaches, medical facilities, senior housing, and other land uses and responds to traffic accidents, marine-related calls, and a wide variety of other incidents. Currently, Hampton Bays has a number of medical offices and facilities and senior housing which result in many of the calls.

According to the Ambulance Corps webpage, the organization has the following vehicles and equipment:

**Table 3-15
HAMPTON BAYS VOLUNTEER AMBULANCE CORPS
Vehicles and Equipment**

<u><i>Ambulances</i></u>	<u><i>Command and Support</i></u>
7-12-16: ALS Ambulance, 2014 Ford E450	7-12-30: BLS Chief's Vehicle, 2010 Ford Expedition
7-12-17: ALS Ambulance, 2016 Ford E450	7-12-31: BLS First Asst. Chief's Vehicle, 2011 Ford Expedition
7-12-18: ALS Ambulance, 2008 Ford E450	7-12-32: BLS Second Asst. Chief's Vehicle, 2008 Ford Explorer
7-12-19: BLS Ambulance, 2003 Ford E450	District Vehicle
<u><i>Special Operations</i></u>	<u><i>First Responder</i></u>
7-12-82: Special Operations Truck and Trailer, 2007 Ford F150 and 2011 Homesteader trailer	7-12-80: ALS First Responder, 2015 Ford Expedition
	7-12-81: BLS First Responder, 2006 Ford Explorer

Source: Hampton Bays Ambulance Corps, 2019

Appendix G for correspondence from community services and utility providers.

Water Supply

A letter was sent to the HBWD to request general background information about the district and to seek its input pertaining to any issues, concerns, recommendations or requirements it may have. The Town's engineering consultants, H2M Architects and Engineers, responded to the letter and its several questions, and the information obtained has been included in the discussion provided below. (See **Appendix G** for correspondence to and from community service and utility providers.)

The HBDOD is served primarily by public water from the Hampton Bays Water District ("HBWD") (**Figure 3-4**). Twelve-inch water mains exist along Main Street (Montauk Highway) and Good Ground Road within the Downtown and eight-inch and twelve-inch mains are present along Ponquogue Avenue, Squiretown Road and Springville Road. There is no water main within the Cemetery Road ROW and there are no water pressure issues under normal operating conditions. The average existing annualized daily water demand in the HBDOD was estimated by NP&V to be 58,503± gpd, including 45,460± for commercial and domestic demand and 13,043± gpd for landscape irrigation. Based on Town GIS data, there appears to be a total of ten fire hydrants along area streets within the proposed HBDOD.

The water district currently operates 11 wells that are distributed throughout the community from five different sites and draw from both the Upper Glacial and Magothy Aquifers. HBWD's water system is "dynamic," meaning that any one of the wells at any of the five well sites provide water to the Downtown but the closest public supply wells are at the Ponquogue Avenue wellfield (3 wells) and the Old Riverhead Road wellfield (2 wells). According to the HBWD's 2016 Drinking Water Quality Report, water quality is good to excellent in the area and the water supply is in compliance with all Federal, State, and County requirements. However, some localized contamination does exist in the community (**HBWD, 2017**). Water from these locations is treated to remove contaminants and to ensure a fresh and potable drinking water supply for

HBWD customers. In addition, the pH of the water is increased by adding sodium hydroxide which reduces potential corrosion of mains and water lines; CALCIQUEST, which contains phosphate, is added as an iron sequestering agent to minimize the discoloring of the water and staining of laundry; and HBWD disinfects the water supply by adding a small amount of calcium hypochlorite (chlorine). The water supply is routinely sampled in accordance with State Health Department and US Environmental Protection Agency (EPA) standards and procedures to make sure the water is safe to drink (**HBWD, 2017**).

HBWD served a total of 15,500 persons throughout the Hamlet in 2016, including 7,212 household and commercial establishments. The total water withdrawn from the aquifer in 2016 was 1.23 billion gallons, of which 93 percent was billed directly to consumers. In terms of water storage, the HBWD has three elevated water storage tanks with a total combined storage volume of 1.5 million gallons.

The New York State Department of Health (“NYSDOH”) in conjunction with SCDHS conducted a source water assessment of the district’s wells. The purpose of the assessment was to determine the potential susceptibility of the district’s wells to contamination based on existing potential pollution sources within the wells’ contributing areas, and the sensitivity of the wells to contamination based on the likelihood that a contaminant that is released within the wells’ source water area will then travel through the aquifer system and impact the water to be withdrawn. Sensitivity to contamination is determined based on the hydrogeologic conditions surrounding the well and within its contributing area and the specific characteristics of the pollutant of concern.

The source water assessment concluded that the wells had a high susceptibility to contamination from nitrates and industrial solvents; however, this does not mean the wells are or will become contaminated in the future. This susceptibility is based on geologic conditions, as well as pollution sources such as unsewered areas/on-site septic systems and cesspools, lawn fertilization, and stormwater runoff from streets.

The HBWD’s water supply is tested many times throughout the year. The HBWD monitors for more than 135 different water quality parameters, including coliform bacteria, turbidity, inorganic contaminants, lead and copper, nitrates, volatile organic compounds (“VOCs”), synthetic organic compounds (“SOCs”), and total trihalomethanes (**HBWD, 2017**).

Traces of some contaminants were detected in the HBWD supply during 2016; however, no violations of the required standards occurred, with the exception of iron, a common and naturally occurring metal, which as previously indicated, is addressed through the treatment process. Also, some of the water samples taken by the HBWD in 2016 exhibited elevated levels of nitrate with a maximum concentration of 5.1 mg/l in 2016; however, this concentration is still well below (roughly half) the maximum contaminant level of 10 parts per million established by federal and state authorities (**HBWD, 2017**).

It should be noted that the three public water supply wells at HBWD’s wellfield located south of the LIRR, east of Ponquogue Avenue, and west of Springville Road, were reactivated in July of

2018 after being shut down due to local groundwater contamination stemming from a materials release at the Hampton Bays Fire Department, and after a period of inactivity over the winter, it is expected that the wells will be back up for service as of April of 2019. The three wells range in depth between 108 and 120 feet below grade. Groundwater monitoring and remedial investigations and cleanup are ongoing in the area. See **Appendix D** for detailed discussions of existing conditions and proposed plans for remediation of this contamination.)

Sanitary Wastewater Treatment and Disposal

There are currently no publicly or privately owned and operated sewage treatment plants (“STPs”), innovative on-site septic systems, package treatment facilities or delineated sewer districts within the proposed HBDOD. Existing land uses in the Downtown, instead, rely on individual on-site septic systems or cesspools for wastewater disposal. The proposed HBDOD straddles two Suffolk County Groundwater Management Zones (“GMZs”) which determine the maximum permissible on-site sewage density loading (discharge) that is allowed on a development site, when a conventional on-site sewage disposal system (septic system) is proposed (**Figure 2-9**). Land within the proposed HBDOD that is located north of Montauk Highway and west of Squiretown Road is within Suffolk County GMZ III and land located south of Montauk Highway and/or east of Squiretown Road and Ponquogue Avenue is within GMZ IV. Groundwater Management Zone III roughly corresponds with deep aquifer recharge areas, while GMZ IV is typically associated with coastal areas or is nearer to the coastal zone and is within a “shallow flow” system. Using SCDHS’ “Calculation Method” for estimating density loading, GMZ III commercial developments utilizing conventional on-site septic systems are permitted to discharge a maximum sewage density load⁹ of 300 gpd/acre; while, commercial projects that utilize a conventional on-site septic system in GMZ IV are permitted to discharge a maximum density load of 600 gpd/acre. Maximum permitted on-site loading for multiple residence developments are calculated slightly differently. In these instances, when the Calculation Method is used, the total permitted septic system density load is based on 75 percent of adjusted gross land area in square feet, multiplied by 300 gpd/40,000 SF in GMZ III or 75 percent of adjusted gross land area in square feet, multiplied by 600 gpd/40,000 SF in GMZ IV. Some existing development within the proposed HBDOD, especially older more densely developed and intensively used, two-story developments on small lots within GMZ III, may currently exceed the County’s GMZ density load thresholds and may be “grandfathered,” while other larger and less densely and/or intensively developed lots are expected to have some residual density loading capacity.

Solid Waste Management

The Town does not provide curbside garbage collection services. Rather, private collection service companies collect approximately one-half of the residential waste stream and the entire

⁹ SCDHS defines “density load” as “[t]he quantity of sewage expected to be discharged from existing and/or proposed permanent structure(s) on a parcel, excluding kitchen/gray load, expressed in gallons per day per applicable unit and utilized to evaluate the need for sewage treatment when compared to the population density equivalent for the project.”

waste stream generated by multifamily residential developments, commercial, industrial, non-hazardous institutions, and farms. Such large-volume generators must arrange for private carters to haul trash and recyclables to receiving centers located outside the Town. Residents of the Town may also self-haul garbage and recyclables to Town transfer facilities, which are located at 30 Jackson Avenue, Hampton Bays; 66 Old Country Road, Westhampton; 1370 Majors Path, North Sea; and 1404 Sag Harbor-Bridgehampton Turnpike, in Sag Harbor. The Jackson Avenue facility is the closest to the proposed HBDOD and is just minutes or an approximately 1.4-mile drive from the Downtown. Non-recycled garbage (including bulk items) is then transported to a transfer station in the Town of Babylon, and is later hauled off of Long Island for final disposal. This arrangement was made through an inter-municipal agreement between the Town of Southampton and the Town of Babylon. Recyclable items are transported to regional receiving centers. Depending on the status of the recycling markets, the Town may then receive payment for the individual recyclable materials.

The Town recycles approximately 50 percent of the waste that is handled at its transfer facilities (CDM, 2011 & Town of Southampton et al., 2010). Residents who wish to participate in the self-hauler “Pay-Per-Bag” program must use official Town Garbage Bags for all non-recyclable trash, and source separate all recyclables. All non-recyclable items that do not fit in the Town Garbage Bags may be disposed for an additional fee. There is no charge for the proper disposal of recyclables, as defined by Town Code.

The Jackson Avenue (Hampton Bays) facility accepts non-recyclable household solid waste (garbage in TOS green bags), recyclables (commingled glass, cans and Type 1 and 2 PE plastic; mixed paper; and corrugated cardboard), household hazardous wastes (waste oil), appliances, metal, bulk waste, e-waste (electronics), and yard waste (leaves and brush). Users of the facility must be a resident of the Town and are subject to drop off fees. Landscapers and estate care professionals are also permitted to drop off some yard wastes at the Jackson Avenue facility at a prescribed fee. The Town also holds periodic STOP (“Stop Throwing Out Pollutants”) events at its transfer stations to accept certain items such as vehicle batteries and other household hazardous wastes that are not normally accepted at the facilities. Finally, the Town’s North Sea disposal center also accepts items not accepted at the Jackson Avenue facility, including construction and demolition debris (“C&D”), empty propane tanks, car tires and bulk items such as scrap metal, construction material, yard waste, and household hazardous waste.

A letter was sent to the Town’s Waste Management Division to request general background information about operations and to seek its input on any issues, concerns or recommendations it may have regarding the subject action (See “Impacts” and “Mitigations” sections).

Energy Supply

Electric

Hampton Bays’ electrical demands are currently provided by Public Service Electric and Gas of Long Island (“PSEG LI”). Above ground electric and telephone services are strung to telephone poles which line streets within the proposed HBDOD during field investigations. Poles exist primarily along the south side of Montauk Highway, east sides of Springville Road, Squiretown

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Road and Ponquogue Avenue, and north side of Good Ground Road in the HBDOD. Property owners are responsible for purchasing electric service directly from the Authority and are assessed a monthly fee based on utility consumption determined through metering.

A letter was sent to PSEG LI requesting information about the availability of electric service in the Study Area and any issues or concerns the utility may have with future increased demand from implementation of the subject action (**Appendix G**). No response had been received by the time the Supplemental DGEIS was finalized for submission. PSEG routinely advises that service to project sites or a specified geographic area will be provided in accordance with the filed tariff and schedules in effect at the time of request.

Natural Gas

National Grid supplies natural gas service on Long Island. Individual property owners must purchase natural gas from National Grid contingent upon infrastructure availability and National Grid’s tariff schedule. Natural gas lines are known to exist in the area. A letter was sent to National Grid requesting information regarding service in the Study Area and any issues and concern the utility may have. A response was not received by the time this Generic DEIS was completed (**Appendix G**). The current level of energy use in the area is not known.

Tax Revenue Stream & Distribution (Fiscal Analysis)

The majority of the Town’s revenues are levied through property tax generation, which is based upon a rate per \$1,000 of assessed valuation for a given parcel. As indicated in **Table 3-16**, the parcels located within the study area are assessed at \$98.5 million, and currently¹⁰ taxed at a rate of \$16.587 per \$1,000 of assessed valuation. These tax rates account for property taxes paid to the Hampton Bays UFSD, Library District, County, Town, and other local/special taxing jurisdictions.

**Table 3-16
CURRENT TAX REVENUE**

Taxing Jurisdiction	Current Tax Rate (per \$1,000 Assessed Valuation)	Current Tax Revenue	Percent of Total Tax Distribution
School Tax	13.599	\$1,340,169	82.0%
Hampton Bays UFSD	13.007	\$1,281,827	78.4%
Hampton Bays Library	0.592	\$58,341	3.6%
Suffolk County	0.177	\$17,443	1.1%
Town Tax	1.383	\$136,293	8.3%
Southampton Town – General	0.392	\$38,631	2.4%
Highway	0.353	\$34,788	2.1%
Police	0.541	\$53,315	3.3%
Emergency Dispatch - E911	0.052	\$5,125	0.3%
Part-Town Outside of Villages	0.037	\$3,646	0.2%
Out of County Tuition	0.008	\$788	0.0%

¹⁰ As of the date of submission of this analysis, 2018-19 tax bills were the most current available.

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Taxing Jurisdiction	Current Tax Rate (per \$1,000 Assessed Valuation)	Current Tax Revenue	Percent of Total Tax Distribution
Other Tax	1.428	\$140,728	8.6%
New York State Real Property Tax	0.069	\$6,800	0.4%
New York State MTA Tax	0.006	\$591	0.0%
Hampton Bays Fire District	0.699	\$68,886	4.2%
Hampton Bays Lighting District	0.046	\$4,533	0.3%
Hampton Bays Water District	0.251	\$24,736	1.5%
Hampton Bays Ambulance District	0.323	\$31,831	1.9%
Hampton Bays Park District	0.014	\$1,380	0.1%
Hampton Bays Parking District	0.020	\$1,971	0.1%
TOTAL: ALL TAXING JURISDICTIONS	16.587	\$1,634,633	100.0%

Source: Town of Southampton; Analysis by Nelson, Pope & Voorhis, LLC.

The tax parcels that comprise the study area currently generate an estimated total of \$1.6 million in property tax revenues.¹¹ Of this, approximately \$1.28 million, or 78.4% of the total tax revenues are distributed to the Hampton Bays UFSD, and an additional \$58,341 are distributed to the Library District. Approximately 1.1%, or \$17,443, is distributed to Suffolk County. An estimated 8.3% of the total tax generation is levied to the Town of Southampton, providing \$136,293 in revenues. An additional \$140,728 or 8.6% of the total taxes generated by the site are distributed to other local taxing jurisdictions, including the Hampton Bays Fire District, Lighting District, Water District, Ambulance District, Park District and Parking District.

3.2.2 Anticipated Impacts

Public Schools

Increased residential development in the Downtown from the new HBDOD zoning, including possible new multifamily dwellings and additional upstairs apartments could increase total enrollment in the Hampton Bays School District depending on the exact characteristics of the housing (e.g., size and number of bedrooms per unit, whether the units are renter or owner occupied, and whether they are age-restricted, etc.) This increase in the total number of residential units and associated new student enrollment, however, is recommended to be offset by prohibiting residential uses in the previously proposed HO/HC zoning districts located east and west of the Downtown, and the adoption of restrictions on motel conversions in the Town's MTL and RWB districts. Moreover, the Town has purchased 55.17 acres of land (53.4 Development Rights) since the 2013 Hampton Bays studies and GEIS were completed (see **Appendix C-2**), which will further offset potential strain on the school district from new Downtown residential development. It should be noted that future residents or their landlords

¹¹ It is important to note that this is an estimate, based upon the total assessment of all parcels within the study area, and the current tax rates. This figure does not include any tax exemptions that may exist among parcels located in the study area.

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will be responsible for making their fair share property tax contributions to the school district to support the additional students.

The Proposed Action is anticipated to generate 30 school-aged children. According to the latest population estimates, 10.2% of the school-aged children residing within the boundaries of the Hampton Bays UFSD attend private schools.¹² When this is applied to the 30 school-aged children anticipated to reside within the units proposed for development, it results in three (3) students that would likely attend private schools; the remaining 27 children would likely attend public schools within the Hampton Bays UFSD. Despite this, the increase in enrollment in the Hampton Bays School District has already been accounted for in the density determined in the build out and re-confirmed in this Supplemental GEIS.

The estimated 27 public school-aged children projected from the development of the Proposed Action will result in additional costs to the Hampton Bays UFSD; however, these costs will be offset by the school tax revenue, with a substantial surplus that will benefit the school district as noted in review of **Table 3-17**, below. Expenditures averaged \$12,469 per general education student and \$42,895 per special education student within the Hampton Bays UFSD during the 2015-16 academic year. During this year, 235 students, or 10.2% of the students within Hampton Bays UFSD, were enrolled in the special education program.¹³

**Table 3-17
FISCAL IMPACT ON HAMPTON BAYS UFSD**

Parameter	General Education	Special Education	Total: All Students
Student Enrollment: Existing Conditions	2,061	235	2,296
Percentage of Enrollment: Existing Conditions	89.8%	10.2%	100.0%
Number of Additional Students in Public Schools and Estimated to Attend Hampton Bays UFSD: Proposed Action	24	3	27
Expenditure per Pupil: Existing Conditions	\$12,469	\$42,895	--
Additional Expenditures: Proposed Action	\$299,256	\$128,685	\$427,941
Projected Tax Revenue Allocated to Hampton Bays UFSD: Proposed Action	--	--	\$2,149,767
Net Additional Revenue	--	--	\$1,721,826

Source: Hampton Bays UFSD; NYS Education Department; analysis by Nelson, Pope & Voorhis

For lack of any other statistics to use as a basis for projection, it is assumed that the portion of special education students as well as the per-pupil expenditures within the Hampton Bays UFSD will remain constant with the development of the Proposed Action. When such factors are applied to the estimated 27 school-aged children that are projected to attend public schools within the Hampton Bays UFSD, it is anticipated that 24 of these students would be enrolled

¹² 2017 5-Year Estimates, published by the American Community Survey

¹³ New York State Report Card, Fiscal Accountability Supplement, 2018. As of the date of submission of this analysis, this represents the most current year that such detailed financial data is available.

within the general education program, while 3 of these students would be enrolled within the special education program. When applying per-pupil expenditures, is estimated that the 27 students will result in additional costs to the Hampton Bays UFSD amounting to approximately \$427,941 per academic year. As seen in **Table 3-17**, the Proposed Action is anticipated to levy tax revenues for the Hampton Bays UFSD, estimated to total over \$2.1 million per year upon full build-out. These property tax revenues would cover all associated expenses incurred by the 27 public-school students, resulting in net surplus revenue to the Hampton Bays UFSD of over \$1.7 million per year. This net revenue could ease the district's need to tap into additional fund balances and could also help alleviate an increased burden on other taxpayers throughout the district. These revenues are most crucial to the fiscal well-being of the Hampton Bays UFSD.

A letter was sent to the HBUFSD to request general background information about the district and to seek its input on any issues, concerns or recommendations it may have regarding the subject action. A conference call was held between the HBUFSD, Town representatives and the environmental consultants on March 6, 2019 to discuss the proposed action, existing conditions and possible issues. See **Appendix G** for input from the HBUFSD. Meeting notes are summarized below.

- The Superintendent is generally supportive of the proposed zoning and revitalization of the Downtown.
- Current enrollment is around 2,100 (2,061) and the current average cost to educate a student based on allocated budget divided by number of students is around \$25,000. This average cost includes all students, including both general education and special education students.
- The projected number of school age students was thought to be a little lower than expected, but the private school enrollment of 10 percent was consistent with what has been seen by the HBUFSD in the past. The only private school in Hampton Bays no longer exists, and therefore, the number of students attending private school may actually decrease.
- Representatives from the Town and its environmental consultants discussed the breakdown of the projected number of dwelling units based on the zoning and Theoretical Development Scenario and noted that the projection was based on studio, one-bedroom, and two-bedroom units and 20 percent senior citizen housing which would generate few school age children. The Town and NPV discussed the source of the multipliers used in the projection.
- The Superintendent noted that in Hampton Bays there are some households with more than one-family, large families or extended families in a home and this living arrangement may impact the actual number of students that will be generated.
- According to the Superintendent, in general, enrollment has gone down in recent years and the schools are operating at around 2007 levels, so there is an overall net decrease; however, the enrollment at the high school has surged more recently.
- Tax generation was noted as an issue that affects Hampton Bays. According to the Superintendent, Hampton Bays has the highest tax rate in the Town, but its schools receive a smaller share.

- The Superintendent asked whether there would be any tax incentives to attract businesses to the Downtown. Town representatives responded that it was not planning on this and the only incentives from the Town would be the zoning that may allow for a little more development density. It was noted that based on the projections, there would be a net revenue stream as additional retail, restaurant, office, and other land uses would generate revenues without generating many school age children.
- The Superintendent noted that although the projections included estimates of both general and special education students, approximately 25 percent of students in the HBUFSD are English learners. It costs more to educate these students than general education students.
- Significant issues/impacts on the HBUFSD are not apparent based on the development scenario discussed which was based on a 10-year build period.
- The Superintendent said that he would discuss the matter further with the School Board and provide a letter to the Town with any comments from the Board.

Public Library Services

Additional residential land uses in the Downtown is expected to slightly increase demand for library services; however, as previously discussed, this increase in population has been offset by the elimination of future hotel conversions. Future residents or their landlords will be responsible for contributing to property tax revenues that support the school district. Also, it should be noted that the Hampton Bays Public Library is located just 0.3 of a mile south of the study area which is roughly within walking or biking distance, thereby potentially reducing demand for parking at the library. Based on the fiscal analysis prepared for the Proposed Action, estimated annual tax revenues for the Hampton Bays Library District would increase from \$58,341 to \$97,844± under the 10-year build scenario.

Police Protection

A letter was sent to the SHPD to request general background information about the district and department to seek its input on any issues, concerns or recommendations it may have regarding the subject action. See **Appendix G** for correspondence from community services and utility providers.

More development density, activity and residents in the Downtown may increase demand for police services, and would likely create additional traffic and parking demand but based on coordination with the Department's police captain, significant impacts on SHPD is not expected based on the projected growth over the 10-year planning horizon. The Captain also noted that the Good Ground Road Extension between Springville Road and Riverhead-Hampton Bays Road (SR 24) is a good idea and would be effective at relieving congestion along Montauk Highway.

It is expected that vehicles, equipment and personnel would be provided as demand warrants and based on the fiscal analysis performed for the Proposed Action, estimated annual tax revenues for the Town Police Department from the anticipated growth in the HBDOD would increase from \$53,315 to \$89,415± under the 10-year build scenario.

Fire Protection

Increased development in the Downtown is expected to increase demand for firefighting and prevention services in this area. Nevertheless, HBFD operates a fire station out of the center of the Downtown and proposed HBDOD with direct access on to Main Street and Good Ground Road which allows for rapid response to fire-related emergencies in the Downtown. The area is served by public water and numerous fire hydrants are readily available in the area. Traffic can be expected to increase in the Downtown but the construction of additional cross streets, including the Good Ground Extension, along with existing cross streets (Squiretown Road, Ponquogue Avenue, and Springville Road), will help to distribute traffic and offset traffic congestion issues that can affect emergency response times. Each future site plan must be reviewed to ensure that an adequate water supply and access to existing or new hydrants and buildings is sufficient and that new buildings comply with applicable building and fire codes. Since building heights will be capped at 3.5 stories and 35 feet of building height by the proposed HBDOD zoning, height does not appear to be a significant issue.

A letter was sent to the HBFD to request general background information about the district and department to seek its input on any issues, concerns or recommendations it may have regarding the subject action. See **Appendix G** for correspondence from community services and utility providers.

Estimated annual tax revenues for the Hampton Bays Fire District is expected to increase from \$68,886 to \$115,529± under the 10-year build scenario.

Ambulance Services

A letter was sent to the HBVAC to request general background information about the district and to seek its input on any issues, concerns or recommendations it may have regarding the subject action and a conference call was held between Town representatives, the Town's environmental consultants and the Chairman of the Board for the Hampton Bays Ambulance Corps. Additional information was gathered from the HBVAC's website and this information was verified with the Chairman.

The Chairman indicated that serving future residential and mixed commercial uses in the proposed HBDOD at the 10-year build condition is not anticipated to be a problem but an assisted living facility and some types of medical uses do raise concerns as they would place additional strain on the Corps. Assisted living facilities sometimes contract with professional ambulance service providers but HBVAC would likely have a substantial role if not fully responsible for future emergency medical services at such a facility. Some ambulance companies use a billing system to pay for services but HBVAC currently does not utilize this approach. Access/accessibility and ADA compliance will be important factors in terms of response but it is assumed that new development will be constructed in accordance with ADA and Town design standards and specifications. A Good Ground Road Extension from Springville Road to the intersection of Montauk Highway/Riverhead-Hampton Bays Road (SR 24) would be

beneficial in terms of access and response, although railroad crossings are an issue and sometimes delay a response when the gates are down.

As with the Town police and HBFD, there is a benefit to concentrating development density in a centralized location that is well served by emergency services, and other essential services and facilities. Also, new housing in the Downtown may provide opportunities for housing for existing or future ambulance volunteers, including some affordably priced units. Estimated annual tax revenues for the HBVAC is expected to increase from \$31,831 to \$53,385± under the 10-year build scenario. See **Appendix G** for the notes from the March 7, 2019 conference call.

Water Supply

Downtown landowners are served by the HBWD. The average existing annualized daily water demand within the HBDOD is estimated to be 58,503± gpd, including 45,460± gpd for commercial and domestic purposes and 13,043± gpd for landscape irrigation. The total annualized daily water demand for the Reasonable Theoretical Development Scenario is expected to increase to 141,176± gpd (128,829± gpd for commercial and domestic purposes and an average annualized demand of 12,347± gpd for landscape irrigation for an overall increase of 82,673± gpd. This additional demand is expected to increase incrementally over the course of the estimated 10-year time frame as infill development occurs and sites are redeveloped.

The HBWD encourages customers to implement their own water conservation measures such as:

- installation or retrofitting of plumbing fixtures with flow restrictors;
- utilization of water conserving fixtures and appliances;
- repair of leaky pipes and fixtures;
- planting of well-adapted native vegetation that require less watering than poorly adapted non-native ornamental species;
- installation or modification of automatic lawn sprinklers with timers or moisture sensors that control the frequency and timing of water applications and reduce the total volume of water needed; and
- maintaining an awareness of land owners' and maintenance staff's water use and educating them on conservation practices.

This SDGEIS recommends the same and notes that conserving water supplies not only protects the quantity and quality of drinking water resources for future generations but also can provide long-range cost savings to the customer both in terms of water and energy costs from hot water bills. Since the Downtown is meant to be a compact densely developed mixed-use activity center, the need for irrigation for landscaping is expected to be limited. In some instances, the HBDOD's requirement for a minimum of ten percent of each parcel may be satisfied by not clearing existing native vegetation. Native and/or well-adapted plant species that require little watering should be used in areas that are landscaped to eliminate or reduce overall irrigation water demands. Water recycling (e.g., foundation drain, air conditioning condensate, stormwater runoff and/or grey water) and other innovative conservation techniques are also encouraged.

It should be noted that the three public water supply wells at HBWD's wellfield located south of the LIRR, east of Ponquogue Avenue, and west of Springville Road, which had been closed due to local groundwater contamination stemming from a materials release at the Hampton Bays Fire Department, have since been reopened. Ongoing monitoring and remedial investigations are underway to fully correct this issue. Also, the proposed HBDOD falls within Suffolk County's Water Supply Sensitive Area defined as land that is within 1,500 feet upgradient of a public water supply well that is pumping from the Upper Glacial Aquifer. Developments in these areas must comply with applicable standards and requirements identified by the SCDHS in Article 7. Connection to an STP, conformance to state and local stormwater control requirements, limits on the use of fertilizer dependent landscaping, allowing uses that are mostly low impact uses (as proposed), and other factors as applicable should be considered during site plan reviews to ensure that the Ponquogue Avenue water supply and wellfield is adequately protected. See **Appendix D** and **Section 2.1.2** of this SDGEIS for detailed discussions of existing conditions and proposed plans for remediation of this contamination.)

A letter was sent to the HBWD to request general background information about the district and to seek its input on any issues, concerns or recommendations it may have regarding the subject action. The Town's engineering consultants responded in writing with various input and identified the following possible issues and recommendations:

- The Water District currently operates with a surplus on peak demand days; however in the event of a mechanical failure, the surplus will be severely reduced. To service the future development, the District should be at a minimum planning for an additional supply well, if not two, depending on capacity.
- Additional storage may also need to be considered.
- Water transmission main(s) may be required, depending on the location of any future well(s).
- Projected water demand should include a peak day and hour assessment to adequately determine the impact on the water system.
- Fire flow demand for future development is also needed and should be determined based on Insurance Service Office ("ISO") standards.

Water service is paid for primarily by HBWD customers based on consumption. However, total estimated annual tax revenues for the HBWD is expected to increase from \$24,736 to \$41,485± under the 10-year build scenario.

Appendix G contains correspondence from the Town's water engineers. The most recent HBWD annual water quality report is provided in **Appendix F**.

Sanitary Wastewater Treatment and Disposal

Full buildout under the proposed HBDOD zoning as projected by the Theoretical Development Scenario under the 10-Year build condition will increase the overall density of development in

the Downtown and allow for additional residential apartment units that will increase wastewater generation. Hampton Bays is not currently sewered and there are no existing advanced sewage treatment and disposal facilities within the proposed HBDOD or any nearby sewer districts. As such, existing single-family homes, apartments, businesses and institutional land uses within the area utilize conventional on-site septic systems or may still use outdated substandard cesspools with limited treatment capabilities to dispose of wastes.

As discussed in **Section 3.2.1**, individual conventional septic systems and cesspools do not provide the same level of sewage treatment as public or private community STPs or individual modified on-site treatment systems. For this reason, SCDHS has established regulations that restrict the maximum sewage discharge on a site through a conventional system to ensure that environmental resources and public health are protected. The SCDHS does this by restricting the maximum wastewater discharge/maximum development potential on a site based on the Suffolk County Groundwater Management Zone that the property is located within and a mathematical equation that considers the type of land use proposed, the size of property, whether development rights (or sewer rights) are being transferred to the site, and other factors. Since the proposed HBDOD is located within two GMZs, GMZ III and GMZ IV, flow is typically restricted to 300 gpd/acre or 75 percent of gross land area multiplied by 300 gpd/divided by 40,000 SF in GMZ III or 600 gpd/acre or 75 percent of land area multiplied by 600 gpd/divided by 40,000 SF for GMZ IV, depending on GMZ zone and type of land use proposed. This cap on flow can be quite restrictive in a central business district and greatly restricts the potential for compact mixed-use commercial/residential/institutional development that is often necessary to the economic success and sustainability of Downtown zones. Moreover, some existing on-site sanitary systems may have been designed, sized, sited and installed in accordance with outdated policies that do not reflect current technical and scientific standards or may exceed or be close to exceeding current on-site discharge requirements on a few sites. Finally, if additional compact mixed-use development and infill is to occur, and water intensive land uses such as apartments, barber shops, hair and nail salons, restaurants, coffee shops and delis are to be established or expanded, the issue of wastewater flow must be addressed.

For the above reasons, and to assess potential conditions and environmental impacts, it is assumed that the HBDOD will be served by a sewage treatment plant (“STP”) or other advanced treatment facility to accommodate the envisioned uses and development density necessary for economic growth and sustainability, while optimizing environmental protection and safeguarding public health.

Based on County requirements, the necessary land area and site conditions to support a treatment facility including required setbacks, and proximity to the Downtown, one possible site for a sewage treatment plant is the 2.2-acre lot located at 30 Cemetery Road (SCTM Section 223; Block 1; Lot 8.1) located near the northwest corner of the HBDOD. This property is located south and east of Good Ground Cemetery, west of Good Ground Park and north of a residential lot with homes that are setback at least 175 feet from the subject site. The size and adjacency of this property to the HBDOD and the fact that it is setback and buffered from area development by Good Ground Park, Good Ground Cemetery and existing woodlands, make this site especially suited for this land use. Moreover, a preliminary screening of existing environmental conditions

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at the site did not reveal any significant environmental issues such as the presence of wetlands, shallow depth to groundwater, poor soil conditions, location within a Special Groundwater Protection Area, Central Pine Barrens or other Critical Environmental Areas that would preclude or greatly restrict the use of this site for this purpose, and possible minor slope issues could be easily addressed. Also as previously noted, the possible STP site is well over 1,600 feet from the HBWD property and as such is outside of the Water Supply Sensitive Area. If the Town is amenable to the possible use of this site for the purpose of advanced wastewater treatment, additional site analyses, technology assessments, landowner outreach, and project design(s) would be necessary. Other possible future STP sites in the vicinity of the HBDOD include:

- The Hampton Bays Volunteer Ambulance Corps property located at 18C Ponquogue Avenue;¹⁴
- Land located behind the Hampton Bays Methodist Church (160 West Montauk Highway); and
- A landlocked parcel owned by the Town identified as SCTM #900-222-1-19.2 that is north of the LIRR tracks, east of a NYS recharge basin and north of the electrical substation.

Preliminary wastewater flow projections were prepared to provide an idea of present baseline flow conditions and possible conditions in the future upon buildout of the Downtown so that potential impacts and service demands can be considered. The flow scenarios that were assessed, included current development conditions, theoretical buildout under existing zoning, Theoretical Development Scenario buildout under the proposed HBDOD zoning with certain existing hard site developments¹⁵ such as the fire station, post office, etc. remaining, and total HBDOD/hard site flow minus existing development conditions flow, so that potential impacts and additional service demands from the Proposed Action could be more clearly defined and considered. **Table 3-18** provides a summary of the total flow projections for the above-described flow scenarios:

¹⁴ An immediate concern for this site is that it is adjacent to the Ponquogue Avenue site and is within the Water Supply Sensitive Area.

¹⁵ As noted previously, for the purposes of this environmental review, the phrase “hard sites” shall mean an existing land use or development site—typically a public or institutional land use—that is unlikely to change, be removed or be redeveloped in the near future due to a critical need, the suitability of its current location and other factors. In the Hampton Bays Downtown, this includes but is not limited to the Hampton Bays Fire Department, Hampton Bays Post Office, Good Ground Park and the New York State stormwater recharge basin.

**Table 3-18
SUMMARY OF PROJECTED WASTEWATER FLOWS**

Development Scenario	Projected Wastewater Flow (GPD)
10-Year Percent Buildout Under Existing Zoning	62,787
Existing Condition	45,461
<i>Difference Between 10-Year Build Condition Under Existing Zoning & Existing Condition</i>	+17,326
Buildout Under Theoretical Development Scenario 10-Year Build Projection	128,830
Existing Condition	45,461
<i>Difference Between Theoretical 10-Year Development Scenario & Existing Condition</i>	+83,369
Theoretical 10-Year Development Scenario under Proposed Zoning	128,830
10-Year Build Condition Under Existing Zoning	62,787
<i>Difference Between 10-Year Build Conditions Under Theoretical Development Scenario & 10-Year Build Conditions Under Existing Zoning</i>	+66,043

Based on existing County rules and regulations, it is estimated that a STP with the capacity for approximately 150,000 gallons would need to be constructed on the site of approximately 2.5 to 3 acres. A plant with this capacity would not only be suitable to accommodate the estimated future flow from new or expanded land uses contemplated by the HBDOD, but could also support existing land uses if a HBDOD sewer district was established (a portion of which would be redeveloped and accounted for as part of the Theoretical Development Scenario wastewater flow projection). The acceptance and advanced treatment of existing and future wastewater flows at a future HBDOD STP would not only support the additional stimulative economic growth envisioned by past and present plans and visioning but would also provide an environmental benefit by eliminating the use of substandard septic systems and cesspools that currently serve individual properties in the area.

It should also be noted that the Proposed Action involves the concentration of density and development in the Downtown at an appropriate location which is not within any designated Special Groundwater Protection Areas (“SGPAs”), the Town’s Aquifer Protection Overlay District (“APOD”) or the Central Pine Barrens (including the Town’s Central Pine Barrens Overlay District). The HBDOD and adjacent land also does not contain any natural surface waterbodies or wetlands and is not near any coastal areas or areas having a shallow depth to groundwater.

Solid Waste Management

As discussed in **Section 3.2.1**, multi-family residential developments, businesses, and other commercial uses are prohibited from utilizing Town transfer stations and therefore must contract with private carters who transport these materials to licensed disposal locations outside of the Town. Since the proposed zoning will allow primarily small businesses and multifamily

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residences or apartments above stores, it will be the responsibility of residential managers and individual business owners and operators to contract with a local hauler. Trash removal contractors would then cart these wastes out of Town for disposal at licensed solid waste disposal and recycling facilities, therefore having little to no impact on the Town's transfer station operations or the local environment (some landscaping wastes may be disposed in the Town).

Solid waste estimates were performed to provide a basis of comparison between existing conditions and the Theoretical Development Scenario so that impacts could be quantified and assessed.

Based on the estimated Theoretical 10-Year Development Scenario, a total of 8,735± lbs/day (4.368± tons/day) of solid waste could be generated within the HBDOD at buildout. Comparing this with the 4,293± lbs/day (2.147 tons/day) projected under existing conditions, suggests that approximately 2.03 times more solid waste would be generated in the HBDOD under the Proposed HBDOD than currently occurs under existing conditions.

**Table 3-19
SOLID WASTE PROJECTIONS
THEORETICAL DEVELOPMENT SCENARIO
(10-Year Build Conditions)**

Land Use	Existing Condition Projection (lbs/day)	Solid Waste Multiplier	HBDOD TDS 10-Year Build Condition (lbs/day)
Single-Family Residence	113.58	3.5/lbs/day per resident @ 2.95/c/home	0
Apartment	301.00	4 lbs/unit/capita/day @ 1.75/c/unit	1,736.00
Adult Care/Home for Aged	0	3 lbs/unit/day	300.00
Retail	1,537.39	13 lbs/1,000 SF/day (wet or dry retail)	1,968.82
Non-Medical Office	602.54	1 lb/100 SF/day (0.01 lbs/SF/day)	1,679.11
Medical Office	58.97	1 lb/100 SF/day (0.01 lbs/SF/day)	65.63
Restaurant	1,324.53	0.09 lb/SF/day	2,602.35
Hotel/no kitchen/400SF/Room)	27.00	3 lbs/room/day	174.00
Fire Station (meeting/event)	200.00	1/lb/day per capita @ 200	200.00
Auto Repair	17.49	0.09 lb/SF/day	0
Warehouse/Storage	110.51	4 lbs/1 occupant/50 SF	8.34
Total	4,293.01	---	8,734.25

Source: Salvato, 2009

Considering the types of uses permitted in the proposed HBDOD, significant amounts of potentially toxic or hazardous materials are not expected. Solid waste will be collected by private carters operating under contract with the site owners/operators and would be disposed at a licensed solid waste management facility outside of the Town, therefore, placing no additional

burden on the Town's waste transfer facilities. Moreover, some Construction and Demolition debris may be generated on some sites in the future, over many years. Phase I Environmental Site Assessments would be necessary prior to demolition to identify and potential hazardous materials and/or conditions and further investigations and cleanups will be performed in accordance with applicable thresholds and standards and all materials whether hazardous, recyclable, or solid waste, will be properly managed on-site and disposed at licensed disposal or recycling facilities.

A letter was sent to the Town's Waste Management Division to request general background information about operations and to seek its input on any issues, concerns or recommendations it may have regarding the subject action. No input was received on solid waste management; however, a letter was received from the Town's Director of Municipal Works that contained several transportation-related recommendations:

1. "Try to improve the intersection at Squiretown Rd/ Montauk Hwy thru property acquisition to accommodate turn lanes and other potential improvements.
2. Continuous sidewalk on both sides of Squiretown Road within the corridor.
3. Coordinate and encourage use of mass transit as a green alternative to vehicles.
4. Work towards the western connection of GGP to Montauk Highway – I believe already in the plans."

The Director of Municipal Works also referred the Town's request for input to the Town's Director of Transportation and Traffic Safety for additional consideration. See also **Section 3.3** for more on "Transportation and Parking."

Energy Supplies

Electric

The proposed HBDOD is currently served by PSEG LI infrastructure for its electrical needs. A letter was sent to PSEG LI to confirm that increased service could be provided to the area and whether there were any issues or concerns associated with service delivery; however, a response from the utility provider was not received by the time the Supplemental DGEIS was completed. Generally, PSEG LI provides service in accordance with its filed tariff and schedules in effect at the time service is required. The anticipated increase in density and electrical demands is very small in comparison with the total electrical power required to serve the PSEG LI service area and therefore the overall increase will likely be negligible. It is anticipated that PSEG LI maintains adequate resources to support the Theoretical Development Scenario or will ensure that power is available as the area comes to full buildout over the course of many years. Connections will be made to the utility as needed and preferably all new utilities will be installed underground if possible.

The proposed Code also contains standards and specifications to reduce nonrenewable energy use as follows:

New construction and substantial renovation shall seek to reduce GHG Emissions through the following mitigation strategies:

- 1) Produce up to 50% of their energy consumption needs through a combination of Passive Solar Design elements and renewable energy production (Solar, Wind, Geothermal, etc.)
- 2) Must be constructed to be solar ready.
- 3) Where appropriate the Planning Board shall require new structures to incorporate Passive Solar Designs including but not limited to building orientation and window location. Interior layouts shall allow for the natural flow of heat during winter months and ventilation during the summer season.

Also, it should be noted that exterior lighting must conform to the requirements of Southampton Town Code Chapter 330, Article XXIX, and Attachment 12, Figure 5, “Outdoor Lighting”. The policies contained within Article XXIX and Attachment 12 not only address excessive lighting and energy consumption concerns but also address nuisance lighting, glare, light trespass, skyglow, impacts on natural nocturnal communities, and interference with pedestrian and vehicular activity from site, parking lot, and private street lighting. Related energy conservation and lighting impact mitigations are addressed through specific polices relating to lamp type, maximum illumination levels, hours of operation, fixture mounting heights, lighting setbacks, and shielding. In addition, Chapter 176 of the Town Code, “Solar Electric and Solar Hot Water System Rebate and Incentive Program,” incentivizes the use of energy efficient electric and hot water systems which may provide an additional benefit if utilized by property owners and Chapter 123, Article V “Building Construction,” “Energy Conservation,” which contains energy conservation standards and regulations for certain types of residential developments, including multifamily housing, that would be permitted in the HBDOD. Energy efficient fixtures, appliances and outdoor lighting is required for all new development to reduce power demands in accordance with the proposed HBDOD Sustainable Development Standards (Section 330-430). The Sustainable Development Standards include the following provides to specifically reduce energy demands of projects within the HBDOD:

- Heat Island reduction for 50 percent of the non-roof site hardscape by providing increased shade and permeable cover or installation of vegetated (green) roofs or use roofing materials with a low solar reflectance index (SRI) of 75% of roof;
- Projects proposed pursuant to the HBDOD must:
 - produce up to 50% of their energy consumption needs through a combination of Passive Solar Design elements and renewable energy production (Solar, Wind, Geothermal, etc.).
 - Must be constructed to be solar ready.
 - Where appropriate the Planning Board shall require new structures to incorporate Passive Solar Designs including but not limited to building orientation and window location. Interior layouts shall allow for the natural flow of heat during winter months and ventilation during the summer season.

A letter was sent to PSEG LI to request general background information about the utility and to seek its input on any issues, concerns or recommendations it may have regarding the subject action. See **Appendix G** for correspondence from community services and utility providers.

Natural Gas

National Grid currently serves the proposed HBDOD with its natural gas needs. A letter was sent to National Grid to confirm that increased service could be provided to the area and further outreach by phone and email was conducted; however, a final response had not been received from the utility provider prior to the Generic DEIS being submitted. National Grid does not typically respond to preliminary requests for service availability but is expected to provide service when infrastructure is available in the area, as is the case in Hampton Bays. It is anticipated that National Grid maintains adequate resources and facilities to support the relatively limited development envisioned by the proposed Code and Theoretical Development Scenario as it comes to fruition over the anticipated long development horizon or that the required infrastructure can be provided. Further verification of service and permission for connections will occur as necessary during future site plan approval processes.

A letter was sent to the National Grid to request general background information about the utility and to seek its input on any issues, concerns or recommendations it may have regarding the subject action. See **Appendix G** for correspondence from community services and utility providers.

Tax Revenue Stream & Distribution (Fiscal Analysis)

Many of the Town and County's community services and facilities are supported in large part by the revenues generated through property taxes. Southampton Town and Suffolk County, as well as other local taxing jurisdictions will greatly benefit from an increase in such property tax revenues, resulting from the development and operation of the Proposed Action.

For the purpose of this analysis, fiscal impacts are projected based on full build-out and full taxation based on current assessments and projected revenues. It is noted that any future tax deferral programs will delay and phase-in full taxation.

For the purpose of this analysis, projected taxes were based on the income-approach method. For commercial uses, including medical and non-medical office, retail, restaurant, and warehouse/storage uses, gross annual rents were applied to each use to project the estimated gross income. For medical and non-medical office, retail and restaurant, rental rates of \$30/SF and rental rates of \$20/SF for warehouse/storage uses are in line with market conditions in the vicinity of the study area. The estimated gross income was then applied to an estimated loss from vacancies and expenses to come up with net income for each use. A capitalization rate of 0.10 was deemed appropriate for the purpose of projecting taxes that would result from the Proposed Action, and as such it was applied to the net income to project an estimated market value. The current equalization rate of 100% was then applied to each, to project an assessed valuation for each component. This is shown in **Table 3-20**.

**Table 3-20
ASSESSED VALUATION: COMMERCIAL USES**

	Non-Medical Office	Retail	Medical Office	Restaurant	Warehouse/ Storage
Average Gross Annual Rent	\$30.00	\$30.00	\$30.00	\$30.00	\$20.00
Size	167,911	151,448	6,563	28,915	695
Estimated Gross Income	\$5,037,330	\$4,543,440	\$196,890	\$867,450	\$13,900
Loss from Vacancies	5%	5%	5%	5%	5%
Loss from Expenses	30%	30%	30%	30%	30%
Net Income	\$3,274,265	\$2,953,236	\$127,979	\$563,843	\$9,035
Capitalization Rate	0.10	0.10	0.10	0.10	0.10
Estimated Market Value	\$32,742,645	\$29,532,360	\$1,279,785	\$5,638,425	\$90,350
Equalization Rate	100%	100%	100%	100%	100%
Assessed Value	\$32,742,645	\$29,532,360	\$1,279,785	\$5,638,425	\$90,350

Source: Town of Southampton; Analysis by Nelson, Pope & Voorhis, LLC.

The assessed value of the hotel component assumes a nightly room rate of \$175, which is slightly higher than the average daily room rate of \$153 on Long Island.¹⁶ This reflects the seasonal peak nature of hotels located in the vicinity of the study area, yielding a higher room rate during the summer months. Assuming Long Island’s average 72.2% occupancy rate, and when applied to the 58 hotel rooms proposed, estimated gross income is projected to total approximately \$2.67 million per year. When applied to a 50% expense ratio, net income is estimated at \$1.34 million. A capitalization rate of 0.10 was applied to the net income to project an estimated market value of \$13.3 million. The current equalization rate of 100% was then applied, to project an assessed valuation of \$13.3 million, as shown in **Table-21**.

**Table 3-21
ASSESSED VALUATION: HOTEL USE**

Estimated Gross Income	\$2,674,830
Expense Ratio	50%
Net Income	\$1,337,415
Capitalization Rate	0.10
Estimated Market Value	\$13,374,148
Equalization Rate	100%
Assessed Value	\$13,374,148

Source: Town of Southampton; Analysis by Nelson, Pope & Voorhis, LLC.

¹⁶ Smith Travel Research, Inc. “The State of the Long Island Hotel Industry” 2018.

For residential rental units, the estimated gross income was based upon monthly rental rates of \$2,000 per month for one (1)-bedroom units and \$2,500 per month for two (2)-bedroom units. Such rental rates are comparable to other newly constructed units in the region. The estimated gross income was then applied to a 5% loss from vacancies and a 20% loss from expenses to come up with net income for this type of use. A capitalization rate of 0.10 was applied to the net income to project an estimated market value. The current equalization rate of 100% was then applied, to project an assessed valuation for this component. This is shown in **Table 3-22**.

**Table 3-22
ASSESSED VALUATION: RESIDENTIAL RENTAL UNITS**

Gross Annual Rents	\$3,348,000
Loss from Vacancies	5%
Loss from Expenses	20%
Net Income	\$2,511,000
Capitalization Rate	0.10
Estimated Market Value	\$25,110,000
Equalization Rate	100%
Assessed Value	\$25,110,000

Source: Town of Southampton; Analysis by Nelson, Pope & Voorhis, LLC.

Since condominiums and townhomes are taxed differently than single-family homes, the assessed valuation for the owner-occupied residential units was based upon the annual rental rates that would be generated from a comparable type of unit. In an effort to project a conservative tax projection for owner-occupied residential units, the estimated gross income was based upon the same monthly rental rates as the rental units: \$2,000 per month for one (1)-bedroom units and \$2,500 per month for two (2)-bedroom units. This results in gross annual rents of approximately \$3.3 million. The estimated gross income was then applied to a 5% loss from vacancies and a 20% loss from expenses to come up with net income of \$2.5 million. A capitalization rate of 0.10 was applied to the net income to project an estimated market value of \$25.1 million. The current equalization rate of 100% was then applied, to project an assessed valuation of approximately \$25.1 million. This is shown in **Table 3-23**.

**Table 3-23
ASSESSED VALUATION: OWNER-OCCUPIED RESIDENTIAL UNITS**

Gross Annual Rents	\$3,348,000
Loss from Vacancies	5%
Loss from Expenses	20%

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Net Income	\$2,511,000
Capitalization Rate	0.10
Estimated Market Value	\$25,110,000
Equalization Rate	100%
Assessed Valuation	\$25,110,000

Source: Town of Southampton; Analysis by Nelson, Pope & Voorhis, LLC.

For residential rental units, the estimated gross income was based upon monthly fees of \$6,000 per month. Such rental rates are comparable to other newly constructed units in the region. The estimated gross income was then applied to a 5% loss from vacancies and a 50% loss from expenses to come up with net income for this type of use. A capitalization rate of 0.10 was applied to the net income to project an estimated market value. The current equalization rate of 100% was then applied, to project an assessed valuation for this component. This is shown in **Table 3-24**.

**Table 3-24
ASSESSED VALUATION: ASSISTED LIVING FACILITY**

Gross Annual Rents	\$7,200,000
Loss from Vacancies	5%
Loss from Expenses	50%
Net Income	\$3,240,000
Capitalization Rate	0.10
Estimated Market Value	\$32,400,000
Equalization Rate	100%
Assessed Value	\$32,400,000

Source: Town of Southampton; Analysis by Nelson, Pope & Voorhis, LLC.

Table 3-25 shows a summary of the assessed values stemming from each component of the Proposed Action. In total, and at full build-out, all uses have an assessed valuation of over \$165.2 million. This assessed valuation can be applied to the current tax rates to project the impact on the local tax base.

**Table 3-25
ASSESSED VALUATION: PROPOSED ACTION**

Non-Medical Office	\$32,742,645
Retail	\$29,532,360
Medical Office	\$1,279,785
Restaurant	\$5,638,425
Warehouse/Storage	\$90,350
Hotel	\$13,374,148
Residential Rental Units	\$25,110,000

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Owner-Occupied Residential Units	\$25,110,000
Assisted Living Facility	\$32,400,000
Total: Proposed Action	\$165,277,713

Source: Town of Southampton; Analysis by Nelson, Pope & Voorhis, LLC.

Table 3-26 shows taxes and revenue distribution that are projected to be levied from full build-out of the Proposed Action. The information provided in the table was derived from the current tax rates provided by the Town of Southampton’s Tax Receiver, as well as the total projected taxes calculated for the Proposed Action upon full build-out. It is important to note that all analyses are based on current tax dollars, and the revenue allotted among taxing jurisdictions will vary from year to year, depending on the annual tax rates, assessed valuation and equalization rates. Further, the final assessment and levy will be determined by the sole assessor at the time of occupancy. Projections included herein are as accurate as possible using fiscal impact methodologies, for the purpose of the planning and land use approval process.

**Table 3-26
PROJECTED TAXES**

Taxing Jurisdiction	Current Tax Rate (per \$1,000 Assessed Valuation)	Percent of Total Tax Distribution	Projected Tax Revenue
School Tax	13.599	82.0%	\$2,247,612
Hampton Bays UFSD	13.007	78.4%	\$2,149,767
Hampton Bays Library	0.592	3.6%	\$97,844
Suffolk County	0.177	1.1%	\$29,254
Town Tax	1.383	8.3%	\$228,579
Southampton Town – General	0.392	2.4%	\$64,789
Highway	0.353	2.1%	\$58,343
Police	0.541	3.3%	\$89,415
Emergency Dispatch - E911	0.052	0.3%	\$8,594
Part-Town Outside of Villages	0.037	0.2%	\$6,115
Out of County Tuition	0.008	0.0%	\$1,322
Other Tax	1.428	8.6%	\$236,017
New York State Real Property Tax	0.069	0.4%	\$11,404
New York State MTA Tax	0.006	0.0%	\$992
Hampton Bays Fire District	0.699	4.2%	\$115,529
Hampton Bays Lighting District	0.046	0.3%	\$7,603
Hampton Bays Water District	0.251	1.5%	\$41,485
Hampton Bays Ambulance District	0.323	1.9%	\$53,385
Hampton Bays Park District	0.014	0.1%	\$2,314
Hampton Bays Parking District	0.020	0.1%	\$3,306
TOTAL: ALL TAXING JURISDICTIONS	16.587	100.0%	\$2,741,461

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Taxing Jurisdiction	Current Tax Rate (per \$1,000 Assessed Valuation)	Percent of Total Tax Distribution	Projected Tax Revenue
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Source: Town of Southampton; Analysis by Nelson, Pope & Voorhis, LLC.

The Proposed Action will significantly increase taxes generated by such parcels, resulting in a substantial increase in revenues distributed to each taxing jurisdiction. At full build-out, and without consideration of any type of tax deferral programs, the Proposed Action is projected to generate over \$2.7 million in annual taxes. Of this, over \$2.1 million, or 78.4% of the total taxes projected to be generated by the development, would be distributed to Hampton Bays UFSD, and an additional \$97,844 would be distributed to the Library District. Suffolk County would generate 1.1% of the taxes, totaling approximately \$29,000, and over \$228,000, or 8.3% of the taxes, would be allocated to the Town of Southampton. An additional \$236,017 would be distributed among other local taxing jurisdictions including the Hampton Bays Fire District, Lighting District, Water District, Ambulance District, Park District and Parking District.

The tax revenue projections presented in this analysis provide an estimate based upon current tax rates and assessed valuations for the various uses proposed within the development; however, it is noted that some uses may be tax-exempt and since the exact uses are not yet known, this analysis assumes that all such uses will generate property taxes. Furthermore, it is important to note that other tax related considerations such as a payment in lieu of tax (PILOT) agreement and/or other tax-based incentives could apply to one or more uses within the development. PILOTs or other tax incentives would be evaluated on a site-specific basis as projects move forward with site specific site plan review and subsequent environmental review under SEQRA to determine any related socioeconomic impacts. It should be noted that projects moving forward under the existing zoning would also be subject to the same requirements.

3.2.3 Mitigation Measures

- Sewage flow that exceeds SCSC Article 6 standards must connect to sewers and/or use other methods of acceptable mitigation such as the transfer of development rights or sanitary credits in accordance with Town and SCDHS standards and requirements.
- Conduct an STP site and design feasibility study to determine/verify the most suitable location for an STP, conduct a detailed on-site conditions assessment, determine the final required capacity for such a facility, evaluate the types of treatment technologies that are available and the system that is best suited for the HBDOD, determine required main locations and sizes and the necessity for pump stations, calculate the total costs to construct and operate the collection system and treatment facility, and identify and apply for any available funding sources.
- Future development and redevelopment projects envisioned under the Proposed Action and Theoretical Development Scenario will require a source of potable drinking water and must connect to a public water supply. Written confirmation must be obtained from the HBWD demonstrating that an adequate supply of water is available to satisfy both the

“domestic” (drinking water) and “non-domestic”(non-drinking water) needs of the project prior to issuance of a building permit.

- The Water District currently operates with a surplus on peak demand days; however in the event of a mechanical failure, the surplus will be severely reduced. To service future development, the District should:
 - Plan for an additional supply well, if not two, depending on capacity.
 - Plan for additional storage. The HBWD will continue to monitor its storage and demand and plan for additional storage facilities as warranted.
 - The HBWD will also have to plan for additional water transmission main(s), depending on the location(s) of any future well(s).
 - Future water demand projections should include peak day and hour estimates to adequately determine the impact on the water system. Fire flow demand for future development will also be necessary and should be determined based on Insurance Service Office (“ISO”) standards.
- Energy efficient fixtures, appliances and outdoor lighting is required for all new development to reduce power demands in accordance with the proposed HBDOD Sustainable Development Standards (Section 330-430). The Sustainable Development Standards include the following provides to specifically reduce energy demands of projects within the HBDOD:
 - Heat Island reduction for 50 percent of the non-roof site hardscape by providing increased shade and permeable cover or installation of vegetated (green) roofs or use roofing materials with a low solar reflectance index (SRI) of 75% of roof;
 - Projects proposed pursuant to the HBDOD must:
 - produce up to 50% of their energy consumption needs through a combination of Passive Solar Design elements and renewable energy production (Solar, Wind, Geothermal, etc.).
 - Must be constructed to be solar ready.
 - Where appropriate the Planning Board shall require new structures to incorporate Passive Solar Designs including but not limited to building orientation and window location. Interior layouts shall allow for the natural flow of heat during winter months and ventilation during the summer season.
- The Fire Department/Fire Marshal will have the opportunity to review future proposed site plans to ensure that their needs, including provisions for emergency access, hydrant locations, sprinkler systems, fire alarms, and smoke and carbon monoxide detection, are properly addressed.

3.3 Traffic, Transportation and Parking

3.3.1 Existing Conditions

The following is a summary of the Traffic Impact Study (“TIS”) prepared for the subject action. The full traffic report can be viewed in **Appendix J-1** of this SDGEIS.

Land Use

Existing land use in Downtown Hampton Bays is comprised of a mix of commercial, residential and institutional uses.

Roadway Conditions

Montauk Highway (CR 80) in the vicinity of the study area is an urban collector roadway under the jurisdiction of Suffolk County with a general east/west orientation. It provides one lane per travel direction with turning lanes at several key intersections. Sidewalks are present and are equipped with planters and decorative street lighting on both sides of the roadway in the Downtown area. Marked pedestrian crossings are provided at several intersections. A midblock crossing is located east of Ponquogue Avenue and supplemented with pedestrian crossing signs. This section of roadway between Springville Road and Ponquogue Road has an average annual daily traffic (AADT) volume of approximately 17,093 vehicles per day (source: Traffic Data collected by Nelson & Pope in July 2018). Fronting land uses are predominantly commercial and on-street parking is permitted in designated areas. The posted speed limit is 30 miles per hour.

Riverhead-Hampton Bays Road (NYS Route 24) is a north-south NYSDOT roadway that extends from Exit 71 of the Long Island Expressway to Montauk Highway (CR 80). Within the Study area, NYS Route 24 is a four-lane divided highway with acceleration and deceleration lanes at the Sunrise Highway interchange and provide exclusive turn lanes at its intersection with Montauk Highway. No sidewalks are present on this roadway. Pedestrian crossings are painted across NYS Route 24 at its intersection with Montauk Highway.

Springville Road is a north-south roadway which provides one lane per travel direction. Sidewalks are present on this roadway between Montauk Highway and Good Ground Road. Pedestrian crossings are painted across Springville Road at its intersection with Montauk Highway.

Squiretown Road is north-south roadway under the jurisdiction of the Town of Southampton and provides one lane per travel direction with no shoulders. Sidewalks are provided on both sides of the road and on-street parking is prohibited.

Ponquogue Avenue is north-south roadway under the jurisdiction of the Town of Southampton with a three lane cross-section; one lane per travel direction with a center left turn lane. Sidewalks are present on this roadway between Montauk Highway and Good Ground Road. Pedestrian crossings are painted across Springville Road at its intersection with Montauk Highway. On-street parking is permitted on both sides of the roadway.

Traffic Volume Data

Turning movement volumes were collected at the study intersections during the weekday AM (6:00-9:00 AM), PM (4:00-7:00 PM) and Saturday midday (11:00 AM-2:00 PM) peak periods in the months of May and July in 2018. The May counts were conducted on Thursday May 3, and

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Saturday May 5 and the July counts were conducted on Thursday, July 12 and on Saturday, July 14. The manual turning movement traffic volumes obtained for each of the months counted were tabulated to identify the month with the highest traffic volumes. The following table summarizes the traffic volumes obtained.

**Table 3-27
COMPARISON OF TRAFFIC VOLUMES**

Intersection	May Traffic Volumes			July Traffic Volumes		
	AM	PM	Saturday	AM	PM	Saturday
Montauk Highway (CR 80) at Riverhead-Hampton Bays Road (NYS Route 24)	2032	2395	2449	1935	2639	2649
Montauk Highway (CR 80) at Springville Road	1564	1920	2127	1495	1995	2189
Montauk Highway (CR 80) at Squiretown Road -Ponquogue Avenue	1224	1637	1775	1086	1743	1812
Montauk Highway (CR 80) at Rite Aid Access	823	1194	1290	845	1258	1303
Montauk Highway (CR 80) at King Kullen Access	870	1248	1279	730	1343	1286
Montauk Highway (CR 80) at Old Riverhead Road E	1065	1365	1291	1041	1423	1367
Good Ground Road at King Kullen Access	943	991	1206	963	1069	1260
Good Ground Road at Rite Aid Access	1250	1390	1448	1181	1378	1649
Good Ground Road at Ponquogue Avenue	307	392	394	366	388	516
Good Ground Road at Springville Road	155	258	222	167	262	309
Average Volumes	1023	1297	1348	981	1350	1434

As can be seen from the review of **Table 3-27** above, the July counts are higher than the May counts during the Weekday PM and Saturday peak hours, however, the July counts are slightly lower than the May counts during the weekday AM peak hour. The July counts were therefore utilized in this study, since they represent the highest traffic volumes. The existing intersection peak hour volumes collected in July 2018 are shown on Figures 3, 4, 5 and detailed data in Appendix A of the TIS provided in **Appendix J-1** of this SDGEIS.

Proposed Increase in the Hampton Bay LIRR Train Service

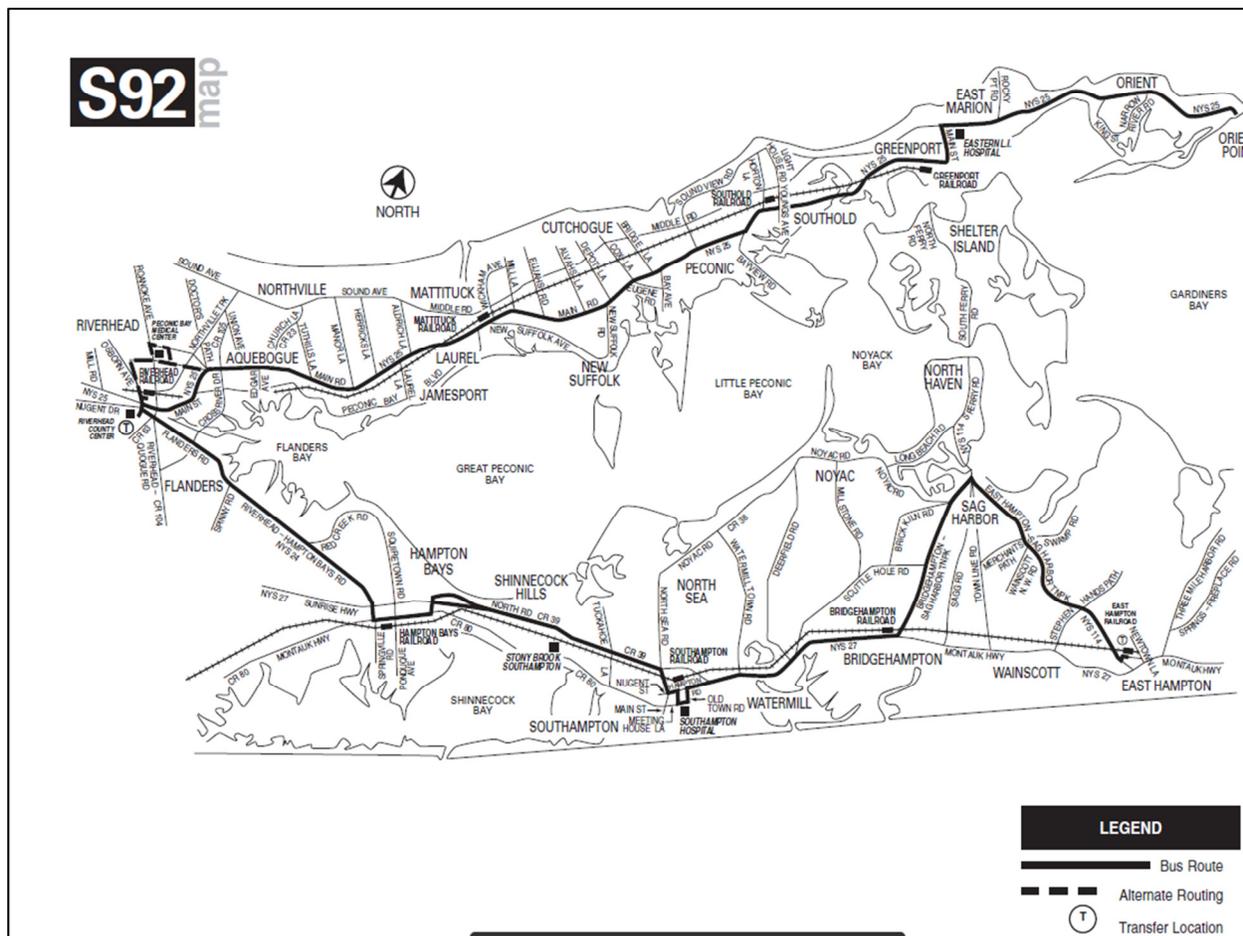
The Hampton Bays Train Station is located in the southeast corner of the proposed HBDOD. As part of the Dormitory Authority of the State of New York (“DASNY”) grant application State Environmental Quality Review Act (SEQRA)-Hampton Bays train station parking, an increase in the number of trains on the east end is proposed. This proposal will add two new trains in the

eastbound direction during the morning peak commuter periods and two trains in the westbound direction during the evening commuter peak period one of which is an existing trip that is being repackaged to be part of the new service. This new train service could reduce traffic volumes at some intersections in the study area but could increase traffic along the intersections closest to the train station, like Good Ground Road.

It has been our experience that the annual growth factors typically exceed the actual increase in the ambient growth volumes. Therefore, from the review of the planned projects, it is our professional opinion that traffic from these other planned projects should already be accounted for in the 0.47% annual growth factor (4.7% over a 10-year period) applied to the existing traffic volumes. However, to perform a more conservative analysis, traffic from the other planned projects 1 and 5 listed above and the proposed increase in the Hampton Bays LIRR Train Service was estimated and added to the 2028 Base Volumes to develop the 2028 No Build Volumes. The trip generation for the other planned developments is contained in Appendix C of the TIS which can be found in **Appendix J-1** of this SDGEIS. The No Build condition volumes for the weekday AM, weekday PM and Saturday midday peak hours are illustrated in Figures 6, 7 and 8 of the TIS.

Bus Service

Hampton Bays' Downtown is also served by Suffolk Transit Route S92 which stops in the Downtown. Route S92 extends from Hampton Bays, east to Southampton, Bridgehampton, Sag Harbor and East Hampton. The route also runs northwest, from Hampton Bays through Flanders, Riverside, to Downtown Riverhead, and continues east through Aquebogue, Laurel, Southold, Greenport, East Marion, and Orient Point to the Cross Sound Ferry terminal. Connecting bus routes include: Route S58, S62, S66 Riverhead, 8A Riverhead, 10B East Hampton and Bridgehampton, 10C East Hampton, 10B and 10C East Hampton Rail Road. Connections are also provided to the Long Island Rail Road including the Riverhead–Ronkonkoma Branch, Southampton–Montauk Branch, and the East Hampton–Montauk Branch. A map of Suffolk County transit routes is inset below.



3.3.2 Anticipated Impacts

Build Condition

Reasonable Theoretical Development Scenario “Proposed Action”

The Proposed Action involves the proposed adoption of the Hampton Bays Downtown Overlay District (HBDOD) zoning amendments. At present, there are no specific development proposals. Thus, the Supplemental Draft Generic Environmental Impact Statement (DSGEIS) considers the potential for redevelopment and the associated environmental implications, in order to identify and mitigate any adverse environmental impacts at the earliest planning stages of a project. This Traffic Study is an assessment of a Reasonable Theoretical Development Scenario, which relates to the anticipated development that could occur within a period of ten years within the Study Area. A more detailed description of how the Reasonable Theoretical Development Scenario “The Proposed Action” was developed is described in Section 1 of the DSGEIS.

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A summary of the projected Reasonable Theoretical Development Scenario within the 10-year planning window is provided in **Table 3-28** below.

**Table 3-28
LAND USES
(Projected 10-Year HBDOD Build Condition)**

Land Use & Units	Proposed Action (Based on 10-Year Reasonable Theoretical Development Scenario)
Single Family Residences (homes)	0
Apartments/Multifamily (dwelling units)	248
Assisted Living Facility (beds)	100
Dry Retail (SF)	121,158
Wet Retail (SF)	30,290
Non-Medical Professional Office (SF)	167,911
Medical Office (SF)	6,563
Restaurant (SF)	28,915 (1446 seats)
Hotel (rooms)	58
Fire Station (SF)	10,101
Automobile Service Uses (SF)	0
Warehouse/Storage (SF)	695
Sites Exclusively for Private or Public Parking (SF)	33,811
Recharge Basin and other stormwater recharge areas (SF)	45,302
Vacant/Open Space (SF)	35,861

Access

Access to the HBDOD is provided primarily off of Montauk Highway (CR 80) which runs generally east/west through the center of the HBDOD as well as from Good Ground Road, Springville Road, Squiretown Road, Ponquogue Avenue and the Long Island Railroad and Hampton Bays Train Station.

Proposed additional access include new cross streets that create smaller blocks and facilitate access, increase site connectivity, promote more frontages with storefronts and window shopping, and encourage pedestrian activity and district walkability. This arrangement also provides additional opportunities for on-street parking with more direct access and convenience, efficient use of the land, traffic calming, and enhanced storefront visibility for future development. The proposed cross streets will be generally consistent with the traditional gridiron

street and block pattern that is often present in successful downtown business districts and more contemporary smart growth policies.

As part of this traffic study two of these proposed cross streets running north/south connecting Good Ground Road and an east/west service road (parking area) that provide access to Good Ground Park. The intersections of these two cross-streets with Montauk Highway were analyzed.

Trip Generation

In order to identify the impacts of the Proposed Action on the adjacent street system in Hampton Bays, it is necessary to estimate the magnitude of the traffic volume generated during the peak hours and to estimate the directional distribution of the estimated traffic from proposed developments within the study area. The trip generation estimates for the Proposed Action were prepared utilizing data found under Land Use Codes for restaurant, retail, office and residential uses within the Institute of Transportation Engineers' (ITE) publication, *Trip Generation, 10th Edition* that will closely match the uses proposed.

Trip Generation with No Adjustment

The trip generation estimates for all the proposed uses under the Proposed Action were prepared utilizing data from the ITE publication, *Trip Generation, Tenth Edition*.

- LUC 820– Shopping Center
- LUC 220 – Multi-Family Housing (Low-Rise)
- LUC 254 – Assisted Living
- LUC 251 – Senior Adult Housing - Detached
- LUC 575 – Fire and Rescue Station
- LUC 310– Hotel
- LUC 931– Quality Restaurant
- LUC 932 - High-Turnover Sit-Down Restaurant
- LUC 720– Medical-Dental Office Building
- LUC 710 – General Office Building

The following table is a summary of the estimated trip generation for the components of the proposed project, without any trip reduction.

**Table 3-29
TRIP GENERATION -UNADJUSTED**

Time Period	Distribution	Unadjusted Trips
Weekday AM Peak Hour	Enter	605
	Exit	385
	Total	990
Weekday PM Peak Hour	Enter	806
	Exit	833
	Total	1639
Weekday	Enter	964
Saturday	Exit	847
Peak Hour	Total	1811

Source: Trip Generation, 10th Edition, published by ITE

As can be seen from **Table 3-29** above, the total unadjusted trip generation for the Proposed Action is 990, 1639 and 1811 trips during the AM, PM and Saturday peak hours, respectively. A table showing a detailed breakdown of the trip generation for the individual uses is included in Appendix D of the TIS in **Appendix J-1** of this SDGEIS.

Adjustment to Peak Hour Trips

The ITE Trip Generation Handbook is a valuable reference for traffic studies, as it is by far the most comprehensive source of empirical data on traffic impacts for different land uses. It should be noted that the basic premise behind the data presented in the ITE Trip Generation Handbook is that data is collected at single use/freestanding sites and does not consider interaction between different uses on the same site. Recommended procedures provide guidance for estimating internal capture at multi-use developments, as described in Chapter 6 of the *ITE Trip Generation Handbook, 3rd Edition*. Another phenomenon noted in the ITE Trip Generation Handbook is that traffic associated with some uses, especially retail uses is not 100% newly generated, a significant portion of these trips will be “pass-by” traffic, described as a trip that someone makes in route to their destination. An example of a pass-by trip is when someone stops for gas on the way to/from work and the gas station is on the typically travelled route. The proposed project is a mixed-use development. Therefore, to estimate the trips generated by the Proposed Action, the following steps were undertaken:

- Obtain the trip generation estimates from the ITE Trip Generation Handbook.
- Apply a Transit credit since the project area is a Transit-Friendly Area and the project is intended as an urban infill redevelopment.
- Utilize the internal trip capture methodology contained in Chapter 6 of the ITE Trip Generation Handbook, 3rd Edition.
- Apply pass-by credit to the retail and restaurant components of the project.

Modal Split (Transit-Friendly Development)

As previously mentioned, the ITE trip generation rates are based largely on suburban areas with free and plentiful parking and low-density single land uses. A research study completed in 2007 and summarized in *TCRP Report 128: Effects of TOD on Housing, Parking and Travel*, supports the hypothesis that residential TOD's produce fewer automobile trips. Evidence was derived from original research on trip generation and parking from 17 built residential TOD projects in four metropolitan areas. The research's key conclusion is that ITE trip generation and parking generation rate overestimate automobile trips for TOD housing by approximately 50%.

Hampton Bays is served by a variety of alternative modes of transportation. In addition to walking and bicycling, there is rail, public bus and private bus (Hampton Jitney). For instance, the decision to drive to work rather than take the bus, train or walk is heavily influenced by the modal choices one has around them. In order adjust the trip generation for the use of transit in the Study Area, Journey to Work data (2013-2017 American Community Survey 5-Year Estimates) for the study area was obtained and reviewed to determine the percentage of transit use within the Study Area. The following table summarizes the census data.

**Table 3-30
MEANS OF TRANSPORTATION BY AGE
(Workers 16 Years and Over in Hampton Bays)**

Mode of Transportation	Number	%
Car, truck, or van – drove alone	5691	81%
Car, truck, or van – carpooled	460	7%
Public transportation (excluding taxicab)	341	5%
Walked	122	2%
Taxicab, motorcycle, bicycle, or other means	94	1%
Worked at home	282	4%
Total	6990	100%

Based on review of the data, it was determined that approximately 9% of the Hampton Bays working population use public transportation or walk to work. Approximately 1% of working population use Taxi, motorcycle, bicycle or other means of transportation and approximately 4% work from home. In order to reflect a more localized modal split experience that better represents the choices available in the Hampton Bays, the trip generation totals were adjusted for modal split based on the information provided in the Journey to Work data. As previously mentioned, the transit system will be improved and expanded as part of the implementation of the Proposed Action and hence a significant increase in transit use is anticipated. However, to perform a conservative analysis, the existing transit use was not adjusted for the expansion to transit infrastructure and improvements to walking access as is currently anticipated to occur as a result of the Proposed Action. Based on the modal split obtained from the Journey to Work data, the trip generation for the residential, retail, restaurant and office uses was adjusted by 5%.

Adjustment for Internal Capture Trips

As previously noted, the data presented in the ITE Trip Generation Handbook is collected at single use/freestanding sites and does not consider interaction between different uses on the same site. However, in a multi-use development like the proposed project, a portion of the traffic utilizing retail and restaurant establishments will originate from the residential, office and hotel components of the development and will not utilize surrounding roadways. Therefore, the combined trip generation data for the retail, restaurant, hotel, residential and office uses obtained from ITE presented above will be higher than the anticipated site generated traffic utilizing the study area roadways. Therefore, internal credits between the retail, restaurant, hotel, residential and office uses were calculated in accordance with procedures for estimating internal capture at multi-use developments, described in Chapter 6 of the *ITE Trip Generation Handbook 3rd Edition*. The calculations of the internal capture rates for this project are contained in Appendix D of the TIS which is available for review in **Appendix J-1** of this SDGEIS.

Pass by Credit

It was also noted that according to studies conducted by the ITE, traffic associated with retail and restaurant uses are not 100% newly generated; a significant portion of these trips will be “pass-by” traffic. Therefore, pass-by credit was applied to the retail and restaurant components of the project using pass-by rates obtained from the ITE Trip Generation Handbook 3th Edition.

The following table summarizes the total trip generation for the Proposed Action adjusted for internal credit, pass-by and localized modal split.

**Table 3-31
TRIP GENERATION - ADJUSTED**

Time Period	Distribution	Adjusted Trips
Weekday AM Peak Hour	Enter	500
	Exit	295
	Total	795
Weekday PM Peak Hour	Enter	326
	Exit	378
	Total	705
Weekday	Enter	455
Saturday	Exit	369
Weekday Saturday Peak Hour	Total	824

Source: Trip Generation, 10th Edition, published by ITE

As can be seen from **Table 3-32** above, the total adjusted trip generation for Proposed Action is 795, 705 and 824 trips during the AM, PM and Saturday peak hours, respectively. Table showing detailed breakdown of the trip generation for the individual uses including adjustments for

internal credit, pass-by and localized modal split is included in the Appendix D of the TIS which is available for review in **Appendix J-1** of this SDGEIS.

Trip Distribution and Assignment

The traffic expected to be generated by the Proposed Action during the peak hours was distributed and assigned to each intersection movement based on existing roadway volumes and travel patterns. The nature of the land uses, and their associated travel patterns were considered as well. Figures 9, 10 and 11 of the TIS in **Appendix J-1** of this SDGEIS depict the trip distribution for the proposed project. Figures 12, 13 and 14 in the TIS depict the site generated traffic volumes for the weekday AM, PM and Saturday Summer peak hours respectively. The estimated trips generated by Proposed Action were then added to the weekday AM, PM and Saturday midday 2028 No Build volumes to generate the 2028 Build volumes. The Build volumes are depicted in Figures 15, 16 and 17 of the TIS.

The westbound Montauk Highway (CR 80) through movement operates at LOS D and F during the PM and the following tables summarized the results of the capacity analyses for the Proposed Action.

**Table 3-32
LEVEL OF SERVICE SUMMARY
AM PEAK HOUR (SIGNALIZED INTERSECTIONS)**

Signalized Intersections		No Build Conditions		Build Conditions	
Intersection	Approach/Movt.	Delay	LOS	Delay	LOS
NYS Route 24/ Diner Driveway & CR 80	EBL	41.1	D	41.1	D
	EBTR	9.4	A	12.8	B
	WBL	0.0	A	0.0	A
	WBT	20.9	C	24.8	C
	WBR	0.4	A	0.4	A
	NBLTR	0.0	A	0.0	A
	SBL	39.8	D	39.3	D
	SBR	2.9	A	2.7	A
Intersection		18.4	B	19.7	B
Springville	EBT	18.8	B	24.7	C

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Signalized Intersections		No Build Conditions		Build Conditions	
Road/ Cemetery Road & CR 80	EBR	3.0	A	3.3	A
	WBL	8.3	A	10.6	B
	WBTR	10.0	B	12.6	B
	NBL	75.6	E	77.5	E
	NBLTR	68.1	E	71.9	E
	SBLTR	50.8	D	38.0	D
Intersection		28.5	C	31.0	C
Ponquogue Avenue /Squiretown Road & CR 80	EBL	12.9	B	9.6	A
	EBTR	39.1	D	45.7	D
	WBL	13.8	B	19.3	B
	WBTR	21.7	C	24.5	C
	NBL	43.5	D	43.3	D
	NBTR	37.5	D	39.4	D
	SBLTR	70.2	E	71.6	E
Intersection		40.9	D	42.5	D
Rite Aid Access/ Church of St. Rosalie Access & CR 80	EBTR	8.4	A	9.7	A
	WBL	5.3	A	5.4	A
	WBT	5.9	A	6.8	A
	NBL	25.9	C	25.9	C
	NBR	7.8	A	7.8	A
	SBL	18.6	B	18.6	B
	SBTR	12.8	B	12.8	B
Intersection		9.2	A	9.8	A
Ponquogue	EBL	37.3	D	51.0	D

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Signalized Intersections		No Build Conditions		Build Conditions	
Avenue & Good Ground Road	EBT	41.8	D	37.1	D
	EBR	8.8	A	8.1	A
	WBL	53.0	D	42.6	D
	WBTR	20.4	C	22.0	C
	NBL	6.8	A	12.5	B
	NBTR	5.6	A	7.1	A
	SBL	5.6	A	6.3	A
	SBTR	4.8	A	6.3	A
Intersection		15.0	B	16.5	B

**Table 3-33
LEVEL OF SERVICE SUMMARY – AM PEAK HOUR
(Unsignalized Intersections)**

Intersections		No Build Conditions		Build Conditions	
Intersection	Approach/Movt.	Delay	LOS	Delay	LOS
King Kullen Access & CR 80	WB L	8.9	A	9.3	A
	NB R	13.7	B	14.9	B
CR 80 & Old Riverhead Road	EB L	8.4	A	8.8	A
	SB LR	19.5	C	24.3	C
Good Ground Road & King Kullen Access	EB L	6.6	A	6.0	A
	SB LR	9.2	A	9.4	A
Good Ground Road & Rite	EB LT	9.8	A	10.1	B
	WB TR	7.9	A	8.1	A

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Intersections		No Build Conditions		Build Conditions	
Aid Access	SB LR	7.7	A	7.8	A
Springville Road & Good Ground Road	WB L	41.1	E	219.9	F
	WB R	12.6	B	14.9	B
	SB L	7.9	A	9.7	A
Road C/Road B & CR 80	EB L	-	-	0.8	A
	SB LR	-	-	10.5	B
Road C/Road A & CR 80	EB L	-	-	0.1	A
	SB LR	-	-	14.4	B

**Table 3-34
LEVEL OF SERVICE SUMMARY – PM PEAK HOUR
(Signalized Intersections)**

Signalized Intersections		No Build Conditions		Build Conditions	
Intersection	Approach/Movt.	Delay	LOS	Delay	LOS
NYS Route 24/ Diner Driveway & CR 80	EBL	54.7	D	54.6	D
	EBTR	12.2	B	14.4	B
	WBL	0.0	A	0.0	A
	WBT	34.4	C	44.8	D
	WBR	0.5	A	0.7	A
	NBLTR	0.0	A	0.0	A
	SBL	49.0	D	47.7	D
	SBR	4.4	A	5.3	A
Intersection		25.2	C	26.7	C
Springville	EBT	27.0	C	40.3	D

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Signalized Intersections		No Build Conditions		Build Conditions	
Road/ Cemetery Road & CR 80	EBR	3.4	A	4.0	A
	WBL	7.5	A	11.3	B
	WBTR	12.0	B	17.1	B
	NBL	82.6	F	71.5	E
	NBLTR	72.1	E	65.6	E
	SBLTR	50.8	D	59.0	E
Intersection		30.6	C	34.9	C
Ponquogue Avenue/ Squiretown Road & CR 80	EBL	6.1	A	7.4	A
	EBTR	29.5	C	33.5	C
	WBL	11.8	B	19.6	B
	WBTR	38.7	D	61.2	E
	NBL	50.1	D	42.3	D
	NBTR	53.9	D	61.9	E
	SBLTR	78.4	E	57.8	E
Intersection		42.3	D	48.8	D
Rite Aid Access/ Church of St. Rosalie Access & CR 80	EBTR	7.8	A	9.0	A
	WBL	5.8	A	6.0	A
	WBT	9.4	A	11.4	B
	NBL	25.7	C	25.7	C
	NBR	7.5	A	7.5	A
	SBL	18.0	B	18.0	B
	SBTR	12.3	B	12.3	B
Intersection		9.7	A	11	B
Ponquogue	EBL	55.0	D	50.2	D

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Signalized Intersections		No Build Conditions		Build Conditions	
Avenue & Good Ground Road	EBT	32.4	C	20.9	C
	EBR	7.7	A	4.3	A
	WBL	46.7	D	24.6	C
	WBTR	32.9	C	20.3	C
	NBL	6.7	A	17.6	B
	NBTR	6.4	A	13.8	B
	SBL	5.8	A	12.2	B
	SBTR	6.4	A	13.8	B
Intersection		18.1	B	19.2	B

**Table 3-35
LEVEL OF SERVICE SUMMARY – PM PEAK HOUR
(Unsignalized Intersections)**

Intersections		No Build Conditions		Build Conditions	
Intersection	Approach/Movt.	Delay	LOS	Delay	LOS
King Kullen Access & CR 80	WB L	9.4	A	9.9	A
	NB R	13.0	B	14.3	B
CR 80 & Old Riverhead Road	EB L	9.9	A	10.3	B
	SB LR	17.5	C	19.5	C
Good Ground Road & King Kullen Access	EB L	5.3	A	4.7	A
	SB LR	9.2	A	9.3	A
Good Ground Road & Rite	EB LT	8.9	A	9.1	A
	WB TR	8.2	A	8.3	A

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Intersections		No Build Conditions		Build Conditions	
Aid Access	SB LR	7.9	A	8.0	A
Springville Road & Good Ground Road	WB L	31.5	D	82.3	F
	WB R	13.0	B	17.2	C
	SB L	4.3	A	5.2	A
Road C/Road B & CR 80	EB L	-	-	1.1	A
	SB LR	-	-	31.6	D
Road C/Road A & CR 80	EB L	-	-	0.1	A
	SB LR	-	-	13.7	B

**Table 3-36
LEVEL OF SERVICE SUMMARY – SATURDAY PEAK HOUR
(Signalized Intersections)**

Intersections		No Build Conditions		Build Conditions	
Intersection	Approach/Movt.	Delay	LOS	Delay	LOS
NYS Route 24/ Diner Driveway & CR 80	EBL	40.4	D	40.4	D
	EBTR	13.3	B	16.9	B
	WBL	0.0	A	0.0	A
	WBT	49.7	D	108.9	F
	WBR	0.4	A	0.5	A
	NBLTR	0.0	A	0.0	A
	SBL	36.6	D	36.1	D
	SBR	2.5	A	2.4	A
Intersection		25.1	C	40.1	D
Springville	EBT	38.6	D	40.9	D

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Intersections		No Build Conditions		Build Conditions	
Road/ Cemetery Road & CR 80	EBR	4.2	A	4.5	A
	WBL	13.5	B	12.6	B
	WBTR	23.6	C	17.2	B
	NBL	78.1	E	159.1	F
	NBLTR	66.5	E	130.4	F
	SBLTR	71.7	E	72.7	E
Intersection		36.6	D	58.1	E
Ponquogue Avenue/ Squiretown Road & CR 80	EBL	5.1	A	9.8	A
	EBTR	18.2	B	38.2	D
	WBL	12.9	B	27.1	C
	WBTR	34.0	C	46.3	D
	NBL	44.3	D	41.4	D
	NBTR	45.9	D	48.2	D
	SBLTR	76.1	E	53.2	D
Intersection		35.5	D	42.3	D
Rite Aid Access/ Church of St. Rosalie Access & CR 80	EBTR	9.2	A	12.2	B
	WBL	6.4	A	7.1	A
	WBT	7.2	A	8.3	A
	NBL	25.8	C	25.8	C
	NBR	7.3	A	7.3	A
	SBL	20.2	C	20.2	C
	SBTR	11.8	B	11.8	B
Intersection		9.8	A	11.3	B
Ponquogue	EBL	50.6	D	51.7	D

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Intersections		No Build Conditions		Build Conditions	
Avenue & Good Ground Road	EBT	36.0	D	22.9	C
	EBR	7.4	A	4.6	A
	WBL	54.6	D	25.1	C
	WBTR	28.4	C	19.4	B
	NBL	8.3	A	31.8	C
	NBTR	7.6	A	15.3	B
	SBL	6.7	A	11.8	B
	SBTR	7.3	A	15.9	B
Intersection		18.4	B	21.6	C

**Table 3-37
LEVEL OF SERVICE SUMMARY – SATURDAY PEAK HOUR
(Unsignalized Intersections)**

Intersections		No Build Conditions		Build Conditions	
Intersection	Approach/Movt.	Delay	LOS	Delay	LOS
King Kullen Access & CR 80	WB L	9.8	A	10.7	B
	NB R	15.8	C	18.7	C
CR 80 & Old Riverhead Road	EB L	9.2	A	9.6	A
	SB LR	18.9	C	22.8	C
Good Ground Road & King Kullen Access	EB L	5.6	A	5.1	A
	SB LR	9.4	A	9.6	A
Good Ground Road & Rite	EB LT	10.8	B	11.3	B
	WB TR	8.6	A	9.0	A

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Intersections		No Build Conditions		Build Conditions	
Aid Access	SB LR	8.8	A	9.0	A
Springville Road & Good Ground Road	WB L	55.0	F	352.9	F
	WB R	15.5	C	23.8	C
	SB L	4.9	A	6.3	A
Road C/Road B & CR 80	EB L	-	-	1.0	A
	SB LR	-	-	32.2	D
Road C/Road A & CR 80	EB L	-	-	0.2	A
	SB LR	-	-	15.5	C

NYS Route 24/Diner Driveway at Montauk Highway (CR 80)

In the No Build condition, the signalized intersection of NYS Route 24/Diner Driveway and CR 80 operates at overall LOS B, C and C during the AM, PM and Saturday midday peak hours respectively. Individual movements experience LOS ranging from A to D. In the Build condition, the intersection will continue to operate at No Build LOS during the AM, PM peak periods. During the Saturday peak hour, the overall LOS changes from LOS C to LOS D with an increase in delay of 15 seconds and the LOS of the westbound through movement changes from LOS D to F with an increase in delay of 59.2 seconds. This intersection requires measures to mitigate the traffic impacts. To improve the operation, this intersection is reanalyzed with mitigation in a subsequent section of this report and discussed further.

Springville Road/Cemetery Road at Montauk Highway (CR 80)

In the No Build condition, the signalized intersection of Springville Road/Cemetery Road and CR 80 operates at overall LOS C, C and D during the weekday AM, PM and Saturday midday peak hours respectively. The eastbound and westbound approach movements experience LOS ranging from A to D. The northbound left turn movement operates at LOS E, F, E during the weekday AM, PM and Saturday midday peak hours respectively and the northbound shared lane operate at LOS E during all the analyzed peak periods. The southbound approach operates at LOS D, D, E during the weekday AM, PM and Saturday midday peak hours respectively. In the Build condition, the intersection will continue to operate at No Build LOS during the AM, PM peak periods. During the Saturday peak hour, the overall LOS changes from LOS D to LOS E with an increase in delay of 21.5 seconds and the LOS of the northbound left turn movement and the northbound shared lane changes from LOS E to F with an increase in delay of 81 seconds and 63.9 seconds respectively. This intersection requires measures to mitigate the traffic impacts. To improve the operation, this intersection is reanalyzed with mitigation in a subsequent section of this report and discussed further.

Ponquogue Avenue/Squiretown Road at Montauk Highway (CR 80)

In the No Build condition, the signalized intersection of Ponquogue Avenue/Squiretown Road and CR 80 operates at overall LOS D during the weekday AM, PM and Saturday midday peak hours. Individual movements experience LOS ranging from A to D except for the southbound approach that operates at LOS E during the analyzed peak periods. In the Build condition, the intersection will continue to operate at No Build overall LOS, however, as can be seen in Tables 10, 12 and 14 above some traffic movements will experience changes in LOS that may require mitigations. To improve the operation, this intersection is reanalyzed with mitigation in a subsequent section of this report and discussed further.

Rite Aid Access/Church of St. Rosalie Access at Montauk Highway (CR 80)

In the No Build condition, the signalized intersection of the Rite Aid Access/Church of St. Rosalie Access and CR 80 operates at overall LOS A during the AM, PM and Saturday midday peak hours. Individual movements experience LOS ranging from A to C. In the Build condition, the intersection will continue to operate at No Build LOS during the AM, PM peak periods. No mitigation measures are required at this intersection.

Ponquogue Avenue at Good ground Road

In the No Build condition, the signalized intersection of Ponquogue Ave and Good Ground Road operates at overall LOS B during the AM, PM and Saturday midday peak hours. Individual movements experience LOS ranging from A to D. In the Build condition, the intersection will continue to operate at No Build LOS during the AM and PM peak periods. In the Saturday peak hour, the overall LOS changes from LOS B to LOS C with an increase in delay of 3.2 seconds. The increase in delays occurring at the individual traffic movements during the Build condition are minor and will not require the need for any mitigations.

King Kullen Access at Montauk Highway (CR 80)

In the No Build conditions, all the traffic movements at the unsignalized intersection of King Kullen Access at CR 80 operates at LOS C or better during the weekday AM, PM and Saturday midday peak hours. During the Build condition, the intersection will continue to operate at No Build LOS during the AM and PM and Saturday midday peak periods.

Old Riverhead Road at Montauk Highway (CR 80)

In the No Build conditions, all the traffic movements at the unsignalized intersection of Old Riverhead Road at CR 80 operate at LOS A during the AM and PM peak hours and at LOS C or better during the Saturday midday peak hour. During the Build condition, the intersection will continue to operate at No Build LOS during the AM and PM and Saturday midday peak periods.

Good Ground Road at King Kullen Access

In the No Build conditions, all the traffic movements at the intersection of Good Ground Road at King Kullen Access operate at LOS A during the AM, PM and Saturday midday peak hours. In the Build condition, the intersection will continue to operate at No Build LOS during the AM and PM and Saturday midday peak periods.

Good Ground Road at Rite Aid Access

In the No Build conditions, all the traffic movements at the intersection of Good Ground Road at Rite Aid Access operate at LOS B or better during the AM, PM and Saturday midday peak hours. In the Build condition, the intersection will continue to operate at No Build LOS during the AM and PM and Saturday midday peak periods.

Springville Road at Good Ground Road

In the No Build conditions, the southbound left turn movement and the westbound right turn movement at the unsignalized intersection of Springville Road and Good Ground Road operate at LOS C or better during the weekday AM, PM and Saturday midday peak hours. However, the westbound left turn movement operates at LOS E, D and DF during the weekday AM, PM and Saturday midday peak hours respectively. In the Build condition, the southbound left turn movement and the westbound right turn movement will continue to operate at LOS C or better, but the westbound left turn movement will degrade to LOS F during the weekday AM, PM and Saturday midday peak periods. This intersection requires measures to mitigate the traffic impacts. These mitigations are addressed in the mitigation section of the study.

Montauk Highway (CR 80) at Road C/Road B and Road A/Road C

As previously mentioned, two of new proposed cross streets running north/south connecting Good Ground Road and an east/west service road (parking area) that provides access to Good Ground Park. The intersections of these two cross-streets with Montauk Highway were analyzed. In the Build Conditions (after the construction of the Proposed Action), these two new intersections will operate at LOS D or better during the weekday AM, PM and Saturday midday peak hours.

3.3.3 Mitigation

Based on the detailed evaluation of the potential impacts of the Proposed Action, six (6) of the ten (10) study intersections were found to accommodate the additional traffic from the Proposed Action with little impact to operations. Four of the study intersections were found to experience some capacity issues even in the No Build Condition and became worse in the Build Condition (after the construction of the Proposed Action). In order to improve the traffic flow in Hampton Bays during the 2028 Full Build Out year, the following mitigation measures were developed and analyzed.

Identified Traffic Issues

Saturday midday peak hours respectively at the intersection of NYS Route 24/Diner Driveway. The poor operation of this approach of the intersection is mainly due to heavy westbound traffic volumes originating from the east on Montauk Highway and northbound left turn traffic at the intersection of Montauk Highway and Springville Road.

- The northbound approach at the intersection of Montauk Highway (CR 80) and Springville Road operates at poor levels of service mainly due to the heavy northbound left turn volumes at the intersection.

- The southbound approach at the intersection of Montauk Highway (CR 80) and Squiretown Road/Ponquogue Avenue operates at a poor level of service due to inadequate capacity. Providing an exclusive southbound left turn lane will remove the left turn traffic from the through and right turn traffic and allow the southbound left turn traffic to go with the northbound left turn during the northbound left turn signal phase. To provide a southbound left turn lane, minor widening of the north leg would be required.
- The westbound left turn movement at the unsignalized intersection of Springville Road and Good Ground Road operates at failing levels of service due to the heavy traffic volumes on Springville Road creating fewer gaps for vehicles to make westbound left turns.

Good Ground Road Extension

The extension of Good Ground Road to connect with Montauk Highway at its western end has long been contemplated by the Town. A new intersection created with Montauk Highway and NYS Route 24 must be constructed at 90 degrees with CR80 for a proper geometrical design. The proposed four leg intersection would be designed to provide an exclusive northbound left turn, one through lane and one shared through/right turn lane. The southbound approach would be redesigned to provide one left turn lane, two through lanes and a channelized right turn lane. The eastbound approach will provide two exclusive left turn lanes and a shared through/right turn lane. The westbound approach will be redesigned to provide two through lanes, one left turn lane and a channelized right turn lane. The traffic signal at the new four leg intersection will be redesigned with new signal timings and cycle lengths. With the four-leg intersection a significant amount of traffic with destinations south of Montauk Highway currently making a southbound left turn onto Montauk Highway from NYS Route 24 and then making a right turn on Springville Road from Montauk Highway will be rerouted to utilize the new Good Ground Road extension. A significant amount of the northbound left turns onto Montauk Highway from Springville Road with destinations north of Montauk Highway will also be rerouted to the new extension.

With the extension, a new four leg intersection will be formed by Good Ground Road and Springville Road. This intersection would be designed to provide exclusive northbound and southbound left turn lanes with a shared through/right turn lane. The westbound approach would be designed to provide an exclusive left turn lane and a shared through/right turn lane. The eastbound approach would be designed to provide an exclusive through lane and an exclusive right turn lane with the prohibition of eastbound left turns. With the extension, a traffic signal would be constructed at the new four leg intersection of Good Ground Road and Springville Road. Due to the proximity of this intersection to the LIRR, it is required that train pre-emption be incorporated into the traffic signal. A high left turn volume is anticipated at the new intersection and the design must consider the potential for vehicles to be queued on the tracks.

The rerouted Build volumes after the Good Ground extension are depicted in Figures 18, 19 and 20 provided in the TIS in **Appendix J-1** of this SDGEIS.

Capacity analyses were conducted at the new intersection of Good Ground Road and Montauk Highway with the proposed geometry and signal timings. Analyses indicate that the new

intersection will operate at overall LOS C, C and D during the weekday AM, PM and Saturday midday peak hours respectively with all the approach movements operating at LOS D or better during the weekday AM and PM peak hour and at LOS E or better during the Saturday midday peak hours.

The capacity analyses conducted at the new intersection created by Good Ground Road and Springville Road shows that the intersection will operate at a LOS C or better with each traffic movement operating with LOS D or better during the weekday AM, PM and Saturday midday peak hours after the construction of the Proposed Action. These level of service results are a significant improvement from both the No Build and Build Conditions without the traffic signal. Analysis indicates motorists wishing to travel southbound will benefit from this improvement. Delays and congestion at NYS Route 24 at Montauk Highway and Springville Road at Montauk Highway will be relieved. With the rerouting of traffic from the Montauk Highway and Springville Road intersection, the intersection will operate at an overall LOS B during the weekday AM, PM and Saturday midday peak hours with all traffic movements operating at LOS D or better. This is a significant improvement from the No Build and Build Conditions levels of service without the extension of Good Ground Road.

Provision of an exclusive southbound left turn lane at the intersection of Ponquogue Avenue/Squiretown Road and Montauk Highway

As previously mentioned, the southbound approach at the intersection of Montauk Highway (CR 80) and Squiretown Road/Ponquogue Avenue operate at poor levels of service due to inadequate capacity. Providing an exclusive southbound left turn lane will remove the left turn traffic from the through and right turn traffic and allow the southbound left turn traffic to go with the northbound left turn during the northbound left turn signal phase. To provide a southbound left turn lane, minor widening of the north leg would be required. This improvement will also require the modification of the traffic signal to provide an exclusive northbound/southbound left turn phase. With the proposed improvement, the intersection will operate at LOS C, D and C during the weekday AM, PM and Saturday midday peak hours. These LOS results are significantly better than those from the No Build and Build Conditions without the improvement.

The following tables summarize the results of the capacity analyses with the proposed improvements.

Table 3-38
LEVELS OF SERVICE FOR MITIGATION
(AM Peak Hour)

Signalized Intersections		Build Conditions		Build Conditions with Mitigation	
Intersection	Approach/Movt.	Delay	LOS	Delay	LOS
NYS Route 24/ Diner Driveway & CR 80	EBL	41.1	D	44.1	D
	EBTR	12.8	B	23.0	C
	WBL	0.0	A	20.0	B
	WBT	24.8	C	22.6	C
	WBR	0.4	A	0.1	A
	NBL	-	-	34.4	C
	NBTR	0.0	A	47.9	D
	SBL	39.3	D	37.2	D
	SBT	0.0	A	20.9	C
SBR	2.7	A	3.1	A	
Intersection		19.7	B	27.6	C
Springville Road/Cemetery Road & CR 80	EBT	24.7	C	12.0	B
	EBR	3.3	A	1.2	A
	WBL	10.6	B	7.8	A
	WBTR	12.6	B	7.8	A
	NBL	77.5	E	45.7	D
	NBLTR	71.9	E	35.3	D
SBLTR	38.0	D	26.6	C	
Intersection		31.0	C	13.7	B
Ponquogue Ave/Squiretown Rd & CR 80	EBL	9.6	A	18.9	B
	EBTR	45.7	D	40.1	D
	WBL	19.3	B	17.8	B
	WBTR	24.5	C	18.4	B
	NBL	43.3	D	43.2	D
	NBTR	39.4	D	29.9	C

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Signalized Intersections		Build Conditions		Build Conditions with Mitigation	
Intersection	Approach/Movt.	Delay	LOS	Delay	LOS
	SBL	-	-	21.6	C
	SBT	71.6	E	45.9	D
Intersection		42.5	D	33.0	C
Rite Aid Access/Church of St. Rosalie Access & CR80	EBTR	9.7	A	6.2	A
	WBL	5.4	A	4.1	A
	WBT	6.8	A	4.9	A
	NBL	25.9	C	48.1	D
	NBR	7.8	A	11.9	B
	SBL	18.6	B	33.4	C
	SBTR	12.8	B	21.4	C
Intersection		9.8	A	9.5	A
Ponquogue Avenue & Good Ground Road	EBL	51.0	D	51.9	D
	EBT	37.1	D	38.4	D
	EBR	8.1	A	11.4	B
	WBL	42.6	D	42.6	D
	WBTR	22.0	C	22.0	C
	NBL	12.5	B	12.5	B
	NBTR	7.1	A	7.1	A
	SBL	6.3	A	5.0	A
	SBTR	6.3	A	4.8	A
Intersection		16.5	B	16.8	B
Springville Road & Good Ground Road	EBT	-	-	49	D
	EBR	-	-	19.2	B
	WBL	-	-	53.4	D
	WBTR	-	-	35.5	D
	NBL	-	-	10.4	B
	NBTR	-	-	4.2	A

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Signalized Intersections		Build Conditions		Build Conditions with Mitigation	
Intersection	Approach/Movt.	Delay	LOS	Delay	LOS
	SBL	-	-	12.3	B
	SBTR	-	-	11.0	B
Intersection		-	-	26.5	C

**Table 3-39
LEVELS OF SERVICE FOR MITIGATION
(PM Peak Hour)**

Signalized Intersections		Build Conditions		Build Conditions with MIT	
Intersection	Approach/Movt.	Delay	LOS	Delay	LOS
NYS Route 24/ Diner Driveway & CR 80	EBL	54.6	D	50.4	D
	EBTR	14.4	B	27.4	C
	WBL	0.0	A	17.0	B
	WBT	44.8	D	32.5	C
	WBR	0.7	A	0.1	A
	NBL	-	-	33.8	C
	NBTR	0.0	A	48.8	D
	SBL	47.7	D	37.0	D
	SBT	0.0	A	18.6	B
	SBR	5.3	A	10.1	B
Intersection		26.7	C	29.8	C
Springville Road/Cemetery Road & CR 80	EBT	40.3	D	14.4	B
	EBR	4.0	A	0.0	A
	WBL	11.3	B	8.2	A
	WBTR	17.1	B	11.9	B
	NBL	71.5	E	47.2	D

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Signalized Intersections		Build Conditions		Build Conditions with MIT	
Intersection	Approach/Movt.	Delay	LOS	Delay	LOS
	NBLTR	65.6	E	30.2	C
	SBLTR	59.0	E	31.2	C
Intersection		34.9	C	16.4	B
Ponquogue Ave/Squiretown Rd & CR 80	EBL	7.4	A	22.8	C
	EBTR	33.5	C	35.5	D
	WBL	19.6	B	16.9	B
	WBTR	61.2	E	29.5	C
	NBL	42.3	D	32.8	C
	NBTR	61.9	E	53.8	D
	SBL	-	-	27.4	C
	SBT	57.8	E	36.4	D
Intersection		48.8	D	35.4	D
Rite Aid Access/ Church of St. Rosalie Access & CR80	EBTR	9.0	A	6.0	A
	WBL	6.0	A	4.5	A
	WBT	11.4	B	7.7	A
	NBL	25.7	C	47.3	D
	NBR	7.5	A	11.2	B
	SBL	18.0	B	32.4	C
	SBTR	12.3	B	20.4	C
Intersection		11.0	B	9.7	A
Ponquogue Ave & Good Ground Road	EBL	50.2	D	48.1	D
	EBT	20.9	C	18.2	B
	EBR	4.3	A	3.6	A
	WBL	24.6	C	24.6	C
	WBTR	20.3	C	20.3	C
	NBL	17.6	B	17.6	B

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Signalized Intersections		Build Conditions		Build Conditions with MIT	
Intersection	Approach/Movt.	Delay	LOS	Delay	LOS
	NBTR	13.8	B	13.9	B
	SBL	12.2	B	9.4	A
	SBTR	13.8	B	10.1	B
Intersection		19.2	B	18.0	B
Springville Road & Good Ground Road	EBT	-	-	36.5	D
	EBR	-	-	17.6	B
	WBL	-	-	27.3	C
	WBTR	-	-	33.3	C
	NBL	-	-	13.1	B
	NBTR	-	-	4.8	A
	SBL	-	-	16.8	B
Intersection		-	-	15.4	B
Intersection		-	-	23.2	C

**Table 3-40
LEVELS OF SERVICE FOR MITIGATION
(Saturday Peak Hour)**

Signalized Intersections		Build Conditions		Build Conditions with MIT	
Intersection	Approach/Movt.	Delay	LOS	Delay	LOS
Diner Driveway/ NYS Route 24 & CR 80	EBL	40.4	D	63.5	E
	EBTR	16.9	B	32.3	C
	WBL	0.0	A	26.0	C
	WBT	108.9	F	34.5	C
	WBR	0.5	A	0.1	A
	NBL	-	-	42.3	D

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Signalized Intersections		Build Conditions		Build Conditions with MIT	
Intersection	Approach/Movt.	Delay	LOS	Delay	LOS
	NBTR	0.0	A	56.4	E
	SBL	36.1	D	56.8	E
	SBT	0.0	A	27.1	C
	SBR	2.4	A	15.4	B
Intersection		40.1	D	37.7	D
Springville Road/Cemetery Road & CR 80	EBT	40.9	D	22.7	C
	EBR	4.5	A	1.7	A
	WBL	12.6	B	7.0	A
	WBTR	17.2	B	7.9	A
	NBL	159.1	F	46.6	D
	NBLTR	130.4	F	24.8	C
	SBLTR	72.7	E	31.8	C
Intersection		58.1	E	17.6	B
Ponquogue Ave/Squiretown Rd & CR 80	EBL	9.8	A	8.1	A
	EBTR	38.2	D	27.4	C
	WBL	27.1	C	26.4	C
	WBTR	46.3	D	26.6	C
	NBL	41.4	D	36.3	D
	NBTR	48.2	D	56.5	E
	SBL	-	-	25.2	C
	SBT	53.2	D	30.7	C
Intersection		42.3	D	32.7	C
Rite Aid Access/Church of St. Rosalie Access & CR80	EBTR	12.2	B	6.2	A
	WBL	7.1	A	5.2	A
	WBT	8.3	A	6.6	A
	NBL	25.8	C	47.2	D

**Hampton Bays Downtown Overlay District
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Signalized Intersections		Build Conditions		Build Conditions with MIT	
Intersection	Approach/Movt.	Delay	LOS	Delay	LOS
	NBR	7.3	A	10.6	B
	SBL	20.2	C	36.0	D
	SBTR	11.8	B	19.3	B
Intersection		11.3	B	9.9	A
Ponquogue Ave & Good Ground Road	EBL	51.7	D	53.0	D
	EBT	22.9	C	23.1	C
	EBR	4.6	A	6.6	A
	WBL	25.1	C	24.6	C
	WBTR	19.4	B	19.1	B
	NBL	31.8	C	32.8	C
	NBTR	15.3	B	15.7	B
	SBL	11.8	B	9.9	A
	SBTR	15.9	B	13.2	B
Intersection		21.6	C	21.8	C
Springville Road & Good Ground Road	EBT	-	-	24.1	C
	EBR	-	-	4.0	A
	WBL	-	-	24.8	C
	WBTR	-	-	27.0	C
	NBL	-	-	14.2	B
	NBTR	-	-	5.1	A
	SBL	-	-	13.7	B
	SBTR	-	-	12.5	B
Intersection		-	-	16.9	B

Based on the results of the Traffic Impact Study, as detailed above and provided in **Appendix J**, it is the professional opinion of Nelson & Pope that the traffic impacts associated with the construction of the Proposed Action can be mitigated by the implementation of the proposed improvements measures. With these improvement measures, the intersections in the study area will continue to operate at No Build or better levels of service after the construction of the Proposed Action.

3.4 Community Character, Visual Resources & Historic & Archaeological Resources

3.4.1 Existing Conditions

Community Character and Visual Resources

Hampton Bays has long been the population center of the Town of Southampton and is known for its relative density and relative affordability in comparison with other parts of the Town. The area has the largest concentration of housing units, but a smaller proportion of vacant units for seasonal or recreational use, making it more of a year-round community. Despite this, the area's beaches, the Shinnecock Canal and other resources ensure a resort component to its character as well.

The proposed HBDOD generally consists of a long established moderately-dense to dense mixed-use central business district along both sides of Main Street/Montauk Highway. The area is currently zoned Village Business ("VB") and existing conditions generally reflect this zoning. The HBDOD contains two large generally rectangular blocks west of the intersection of Main Street/Ponquogue Avenue/Squiretown Road—one on each side of Main Street—and two smaller blocks east of the intersection of Main Street/Ponquogue Avenue/Squiretown Road. The Downtown is primarily accessed by Main Street, which is part of the east/west Montauk Highway arterial; Ponquogue Avenue, Squiretown Road, and Springville Road, which provide access to points north and South of Montauk Highway; and Good Ground Road which provides limited east/west movements between Springville Road and Ponquogue Avenue. Cemetery Road, which is a short north/south dead end street that terminates in the Good Ground Cemetery, provides very limited access.

Long Island Railroad service is also available along the HBDOD's southerly boundary and the Hampton Bays Train Station is located near the southwest corner of the intersection of Good Ground Road and Ponquogue Avenue and is served by abundant on-street parking (**Figure 1-2**). Convenient access to two major arterial highways is also available in the area, including Riverhead-Hampton Bays Road (SR 24) which provides a route to areas north and west of Hampton Bays such as the Riverside and Riverhead communities and Sunrise Highway (SR) which runs generally east/west through most of Long Island. Bus stops, including one with a bus shelter at the west end of the proposed HBDOD, are present along Main Street.

The proposed HBDOD is considered to be the center of the Hampton Bay's central business district with its focal point or "heart" around the Main Street/Ponquogue Avenue/Squiretown

Road intersection. However, considerable business development is also present to the east, including the Hampton Bays Town Center Mixed Use Planned Development District and other smaller establishments, and to the west, including but not limited to the Macy's shopping center (Hampton Bays Plaza), the Hampton Atrium office park, Riverhead Building Supply, Stop & Shop and McDonalds Restaurant, and various other smaller businesses. Therefore, the HBDOD is part of a larger overall corridor business district that runs through the center of the Hamlet along Main Street, which, besides County Road 39, provides the only east/west travel route between western Long Island and Montauk. As such, many seasonal homeowners and visitors to the East End travel along Montauk Highway through Hampton Bays, bringing with them significant demand for goods and services, and food, drink, recreation and entertainment.

The character of land development within the proposed HBDOD consists of mixed small businesses, including small retail shops, small offices, personal service businesses (hair salons, nail salons, barber shops), community services (Hampton Bays fire station, Hampton Bays Post Office), open space/parkland (Good Ground Park), and transportation, including the LIRR, Hampton Bays Station, public streets, public and private off-street parking lots, on-street parallel and diagonal parking, and a NYS stormwater recharge basin.

Buildings include both detached and small dual-use and multi-use strip commercial buildings. Building materials, architecture and building style vary along the corridor and are depicted in the photo log provided in **Appendix K**. Many buildings front close to the street while others are set back from the street. Most of the existing VB business district consists of a typical pedestrian oriented traditional Main Street district; particularly, around the Main Street/Ponquogue Avenue/Squiretown Road intersection where development is more compact and set along the street; although, additional compact infill development is possible. Most buildings are detached single-story wood-frame structures with some two and two-and-a-half story buildings along Montauk Highway near its intersection with Ponquogue Avenue/Squiretown Road, and a few brick buildings, including the Hampton Bays Fire Station. Architecture is variable in terms of design, style, height, scale, rooflines, and materials. A few buildings house more than one business, such as the building containing the United Artists movie theater, the Hamlet Green development and the strip commercial development located at 39 West Montauk Highway (i.e., Hampton Liggitt Pharmacy building), while a few other buildings have ground level businesses with an upstairs apartment(s). The character of the area is also discussed in considerable detail in the June 2017 Pattern Book for the HBDOD.

The section of Main Street/Montauk Highway within the proposed HBDOD is equipped with sidewalks on both sides of the street that have brick and concrete treatments, planters, street trees, benches, and traditional decorative light poles and fixtures. Telephone poles do, however, line the street and the overhead utilities detract from the visual character and streetscape in this area. On- and off-street parking is available and the two major intersections in the proposed HBDOD (Main Street/Springville Road and Main Street/Ponquogue Avenue/Squiretown Road) are signalized and are equipped with crosswalks and pedestrian crossing signals. Current levels of activity in the Downtown, along with on-street parking, the street and sidewalk treatments, pedestrian amenities, and vehicle and pedestrian signalization is presently somewhat affective at calming traffic passing through the area. Signage is variable along Main Street but includes

mostly ground signs and wall signs. The streetscape along Ponquogue Avenue within the proposed HBDOD is similar to that of Main Street. Ponquogue Avenue offers on-street parking and is the main north/south road that connects the neighborhoods to the south to the HBDOD and also provides a main route to the Hampton Bays shoreline. Good Ground Road and the access to the Town Center development intersect Ponquogue Avenue within the proposed HBDOD creating a four-way signalized intersection. Just beyond this intersection, to the south, is an at-grade gated Long Island Railroad crossing on the east side of the Hampton Bays railroad station.

Squiretown Road is a generally a north/south road in the area of the HBDOD. It is generally more of a rural residential street with only a few businesses near its intersection with Main Street. Squiretown Road also provides access to large tracts of open space and parkland (Hubbard County Park) and the Great Peconic Bay in the Red Creek area and ultimately connects to SR 24 providing an alternative route to and from the Downtown to points north and west. Squiretown Road also provides access to Good Ground Park which is located adjacent to the north of the proposed HBDOD. The park, which was opened in June of 2017, provides an outdoor amphitheater for public events, a playground, a mile-long walking trail, picnic tables, benches, trash receptacles, a drinking water fountain, bike racks, and off-street. A portion of the park extends to the south via a walking trail thereby providing pedestrian access from Main Street.

Good Ground Road is the other east/west road through the center of Hampton Bays between Springville Road to the west and Ponquogue Avenue to the east. Good Ground Road is more like a boulevard than Main Street as it is wider and contains a landscaped brick center median in and brick bulb-outs and crosswalks with nearby street furniture. Abundant underutilized parking is available along both sides of Good Ground Road, including parallel parking on the north side of the street and angle parking on the south side which serve the Hampton Bays Railroad Station and is available for business owners and employees and patrons of local businesses in the Downtown. Good Ground Road is less used than Main Street and experiences only light traffic as it is a short road rather than a regional arterial like Montauk Highway and there are very few businesses that actually face the street. Good Ground Road is also used by locals and visitors who want to bypass traffic in the Downtown. Street lighting along Good Ground Road is different from Main Street in terms of height (taller) and style but telephone poles and overhead utilities are also present along the street. As previously, described, the intersection of Good Ground Road and Ponquogue Avenue is signalized; however, the Good Ground Road/Springville Road intersection is not.

Springville Road is a generally north/south street which comprises part of the westerly boundary of the proposed HBDOD. This street provides secondary access and egress to the United Artists movie theater and other attached businesses in that development and connects to Cemetery Road which is a dead-end street that primarily serves Good Ground Cemetery, a major landmark in the area, and comprises the northwesterly boundary of the HBDOD.

The Prosper King House and Lyzon Hat Shop are two locally historic structures in the Downtown that retain the historic character of the area and add interesting architectural and historic character to the proposed HBDOD. These structures are located side by side at 116 Main

Street. For more on these two landmarks, see “Historic/Archaeological Resources” below. The Town’s 2017 “Pattern Book for Hampton Bays Downtown Overlay District” provides extensive background and analysis on visual, historical, and community character conditions and provided the foundation for many of the recommendations of the proposed HBDOD zoning code.

Historic/Archaeological Resources

Based on a review of the New York State Office of Parks, Recreation and Historic Preservation’s (“OPRHP’s”) Cultural Resources Information System (“CRIS”), there are no National or State Register sites, landmarks, buildings or archaeological resources within or adjacent to the proposed HBDOD. The HBDOD is also not within any OPRHP designated archaeologically sensitive areas that might produce cultural resources (**Figure 3-5**).

Historic resources of local significance do exist in the area, however, and including the Prosper King House and Lyzon Hat Shop. A map showing the locations of locally (Town-designated) historic resources and potential Town historic landmarks or “contributing sites” is provided in **Figure 3-5**.

Prosper King House

The Prosper King House is located on the north side of Main Street in the heart of the Hampton Bays Business district. This structure was constructed circa 1790 and is the oldest house still standing in Hampton Bays. The small historic home was once owned by Prosper King, an early settler who later left the home to his son Elisha King, in 1851. The building was also used as an antique shop many years later under the name of “Ada’s Attic” before being purchased by the Town with Community Preservation Funds in 1994. In 2004, the Hampton Bays Historical and Preservation Society applied for a \$50,000 grant from Suffolk County to renovate and restore the structure. The funds were finally awarded to the historical society in 2008 and Riverhead Building Supply furnished the necessary materials for improvements at cost. The Southampton Landmarks and Historic District Board designated the Prosper King House as a local landmark in February of 2006. The structure is considered to be historically and architecturally significant due to its Greek Revival-style architecture and its location on its original site (**Russell, 2008**).

The stewardship agreement between the Town and the Historical Society specifies that the building will be used as an historical, educational, and cultural center; therefore, the King House will become the headquarters of the Hampton Bays Historical and Preservation Society, which will host exhibits there, and use the building to store the Society’s archives.

Lyzon Hat Shop

The 1,700 square foot Lyzon Hat Shop was originally constructed in the 1850s and was used by Walter King for nearly 80 years to craft unique/individualistic hats for wealthy patrons. The building was donated to the Hampton Bays Historical and Preservation Society by Anita and Bryan Whalen roughly a decade ago so that it could be preserved. In 2005, the Town purchased land next to the Prosper King House and the building was moved to this location (116 Main

Street) in 2007 and temporarily placed on blocks. A new foundation was constructed and the building was eventually placed on the new foundation. In 2013, the structure was turned over to the Town for preservation. Money from the Town's Community Preservation Fund was used to renovate the building and a ribbon cutting event was held on June 30, 2018 and the Lyzon Hat Shop museum was later opened to the public. The Hampton Bays Historical and Preservation Society is responsible for museum operations and the exhibits contained within, including a collection of Lyzon Hats (**Town of Southampton Official Website, 2018 and Southampton Press, Gordon and 27east.com, 2018**).

3.4.2 Anticipated Impacts

Community Character and Visual Resources

Future development and redevelopment under the proposed HBDOD Code will alter the visual character of the Downtown over the course of many years but anticipated changes are expected to be generally positive. More development will occur including infill development in currently undeveloped areas of the HBDOD. Most of the buildings in the Downtown are one (1), one-and-one-half (1.5), two (2) or two-and-one-half (2.5) stories. Under the Proposed HBDOD Code, it is expected that more 2 and 2.5-story buildings would be constructed and up to 3.5 stories may be permitted for a maximum of 60 percent of the street frontage in the Central Downtown Zone and Transition Zone (see building renderings for each subzone in **Section 3.1.2**).

The proposed HBDOD contains several design standards and guidelines that specifically address community character, building form and development patterns, architecture, landscaping, outdoor lighting, and signage and overall visual resource protection and enhancement. Under the proposed form-based zoning and design standards, future development will be generally consistent with the appearance, pattern, scale and form of buildings in traditional small town central business districts, but the specific look and function of future development may vary slightly depending on which HBDOD zone the development is in ("Central Downtown," "Transition" or "Edge" Zone) and landowner and architect preferences with review and guidance from the Town's Architectural Review Board ("ARB") during site plan and building division reviews. The 2017 Pattern Book for Hampton Bays Downtown Overlay District involved community-based study to inventory and evaluate the existing character of the Downtown's built environment, including its development pattern, structural forms, architectural styles, signage characteristics, open spaces, and suitability of landscaping. The purpose of these investigations was to assess current conditions in the Downtown and identify the design standards needed to enhance the future character of the Downtown, improve its overall appearance, and create a vibrant, successful and sustainable Downtown. The recommendations of this study were used as a foundation for the proposed HBDOD Code so that future development will be consistent with the goals, objectives and recommendations of the study.

In general, there is a focus toward establishing build-to zones that are close to the street, especially in the HBDOD 1 Central Downtown Zone, to create an atmosphere that is supportive of pedestrian activity; storefront window shopping along desirable tree lined streets having sufficient sidewalk space and amenities to promote pedestrian and social interaction, dining and

street side activities; alleys and cross streets to increase land use connectivity and distribute pedestrian and traffic flows, creation of storefronts and street walls that establish a comforting Downtown ambiance at a human scale that is beneficial and welcoming to pedestrians; and on-street and off-street parking with off-street parking located behind buildings or centrally located within blocks between buildings to reduce visual impacts. Suitable transitions will be made between the HBDOD 1 Central Downtown Zone and nearby residential land uses by invoking the standards of the HBDOD 2, “Transition,” and HBDOD 3, “Edge” Zones. Proposed standards for mixed-use buildings require that stores and shops be located on ground floors and that apartments be located on upper levels, which is consistent with traditional Downtowns and ensuring that ground floors in mixed-use buildings be reserved for nonresidential uses. The HBDOD Code seeks to maintain a residential scale and provides an opportunity for future storefront façade improvements that improve the appearance and character of the Downtown and are more compatible with historic structures in the area.

The new zoning and envisioned cross streets support infill development, especially on the north sides of lots on the north side of Montauk Highway and facing Good Ground Road where it is most needed. If the Good Ground Road/SR 24 Extension is constructed, it should have a landscaped boulevard appearance with street trees and sidewalks and a vegetated median. The new road should include both bicycle and pedestrian facilities and provide an alternative route to the south side neighborhoods and Hampton Bays’ beaches. The SR 24 intersection should continue to be an aesthetic focal point with quality community signage, landscaping and possibly other gateway features. Utilities along new streets and lanes should be installed underground. Installing existing overhead utilities underground along Montauk Highway in the future should major road be required, would also greatly improve the appearance and character of the area.

One of the main purposes of previous planning and outreach, especially the work conducted during the preparation of the Pattern Book, was to improve the visual and functional character of the Downtown by identifying issues, goals, objectives and codifying the implementing methods and standards for achieving this fundamental purpose.

A brief summary of relevant community character and visual resource protection standards and policies contained in the proposed HBDOD Code to improve, enhance and protect visual and cultural resources and create a more desirable Downtown character are as follows. See the proposed draft Code in **Appendix B** for a complete listing of community character protection and enhancement strategies and techniques.

Architectural Standards

The architectural standards address the character of the HBDOD while allowing for differences in height, massing, scale and materials that are critical to reinforcing the sense that the entire HBDOD is an extension of the existing Hamlet Center as it evolves over time. The architectural Code (§330-425) indicates that the following shall be part of any site plan/architectural review.

- All facades shall be designed with a distinct base, middle and top using an arrangement of openings, material changes, and ornamental or special features to delineate each.

- Design with the pedestrian in mind. Create attractive and safe routes for people to walk and relax which link to other areas. Limit the visibility of parking areas.
- Create a local identity. The architecture of the Downtown Overlay shall be custom designed. Corporate chain/franchise architectural styles shall not be permitted.

Four distinct architectural styles were identified in the Pattern Book which are in keeping with the historic character and regional context of Hampton Bays and, when designed correctly, were considered appropriate for development proposals within the Downtown Overlay District. These styles include: South Shore Shingle, East End Colonial, Good Ground Revival, and Maritime Mercantile. To maintain the desired character, the proposed Code, there for requires that each building or façade within the Hampton Bays Downtown Overlay district be designed in accordance with one of the styles as described in detail in the Code. The individual style then must be governed by proportions, massing and major elements of the structure giving the overall “look” of a building, while certain “Rules of Thumb” that are outlined in the Pattern Book must be referenced for specific details.

To create and sustain the desired character, the proposed Code also addresses the appearances of facades. Ground-floor areas, blank wall areas, required shopfront facades, entry/exit doors, window and door openings, and columns and posts are all addressed and cross-sectional sketches of building facades with desirable and undesirable characteristics are provided to facilitate an understanding of the design guidelines.

Roofs are also addressed in the new Code including roof slope or pitch, overhangs, dormers and gables, and parapets to create a framework for suitable design. Building massing is another important consideration of the Code, which indicates that the overall massing of buildings should have areas of noticeable 3-D relief or be broken down into smaller shapes to reduce the scale and avoid the appearance of a “large box.” Building articulations, based on length of wall and courtyards, are discussed as ways to break up the massing of buildings, create interest in design, and promote an overall improved aesthetic appearance. The Code also refers applicants to Section 3 of the Pattern Book with respect to building materials and detailing. Section 3 of the Pattern Book contains information on architectural principles for numerous aspects of building design, which, when followed, provide a coherent and consistent language for applicants and design professionals to follow. Hampton Bays contains many local design motifs that are described in Chapter 3 of the Pattern Book as “Architectural Rules of Thumb,” in addition to general building-wide Architectural Styles. These motifs range from the exterior form of the building (or massing) to individual elements such as windows, doors, and roof articulations. Various stylistic preferences are accounted for while considering appropriate design elements for Hampton Bays (**Town of Southampton and Historical Concepts, 2017**).

Open Space Standards

Section 330-428 of the proposed Code identifies minimum open space and green space standards for new development which should help to create more healthy, balanced, enjoyable, and aesthetically pleasing spaces that promote or in some instances, sustain a more diverse and positive Downtown character. The Code requires that each development or redevelopment site

provide a minimum of 10% of its site area in the form of civic space and a minimum of 5% as private open space or demonstrate alternate compliance as defined by the Code. Diverse open space types are provided to offer the flexibility for determining the best design for a site and the project's operational needs.

Landscaping Standards

Section 330-429 of the proposed Code seeks to coordinated landscape treatments along the streetscape edges and internal parking lots and to promote an identity for the HBDOD. Each individual landscape will must complement the overall character of the environment, ultimately supporting the creation of a harmonious and orderly streetscape and pedestrian experience. Landscaping can also be beneficial in terms of handling stormwater runoff, providing pleasant conditions for people to relax and socialize, and can provide environmental benefits. Chapter 4 of the Pattern Book provides further guidance on the intent of these requirements, noting that:

“Each streetscape can be thought of as a series of outdoor rooms formed by the structures that ‘front’ the street. The treatment of these spaces, particularly their edges, will clearly define public and private functions along the street and are therefore critical elements in any community. The guidelines in [the Pattern Book] focus on the public streetscape edge (furnishing zone and sidewalks) and the private streetscape edge (the space between the property line and the building face) which seeks to strengthen Hampton Bays’ vision for a walkable, vibrant community.”

The Code includes prohibitions against the planting invasive plants and indicates that a list of suitable species types is provided in the Pattern Book. The Code is supportive of species diversity and establishes front yard landscaping requirements to achieve the vision of the Pattern Book as follows:

- 1) Required landscaped terrace areas shall provide a mix of lawn areas in combination with deciduous trees, shrubs or perennial/annual beds.
- 2) Required tree lawns shall be provided with sod or lawn, except for mulch areas directly around each tree.
- 3) Street trees within required tree lawns or planters shall be shade trees (not ornamental) with a minimum caliper of three inches and a minimum height of eight feet. For appropriate street trees see Hampton Bay Plant List found in the page 90 of the Pattern Book for Hampton Bays Downtown Overlay District.
- 4) Required tree planters shall be covered with cast-iron tree grates flush with adjacent sidewalk surfaces meeting ADA requirements for minimum opening sizes.

Sign Standards

Section 330-432 of the proposed Code requires signs in the HBDOD to conform to the standards of Article XXII, “Signs” of the existing Zoning Code, except as proposed below, in order to further enhance the visual character of the area:

- 1) Prohibited composition and materials include sandwich board sign (side walk sign) and inflatable signage.
- 2) Diagonal Corner Sign: 1 per building at corners only, attached at a 45-degree angle. Maximum 3 ft. wide and 15 ft. tall. Signage projecting forward from building walls exceeding 1 ft. in depth shall maintain a minimum 8 ft. clearance above adjacent grade.
- 3) Awning & Canopy Signs: 1 sign per awning or canopy. Maximum 8 inches tall by awning length along face of awning.
- 4) Window Decal Sign: 1 per window (not including temporary signage within window). Maximum 30% of window area. Must be located entirely within the interior of a structure. Letters, numbers, or pictorial content allowed.
- 5) Upper Façade/Wall Sign: 1 per building located along top of building façade. Maximum 80% of the width of the building. Maximum 3 ft. font size. Maximum logo or emblem size 4 ft. in any dimension. Sign cannot extend above highest horizontal line of wall. Text limited to identification of building or name of 1 tenant. Individual letter, numbers, or figures on the wall permitted.
- 6) Secondary Façade/Wall Sign: 1 per building located on a secondary frontage or internal to a property. Maximum 200 sq. ft. or 15% of the wall surface, whichever is lesser. Maximum 4 ft. font size. Maximum logo or emblem size 5 ft. in any dimension. Sign cannot extend above highest horizontal line of wall. Paint applied to façade.
- 7) Hanging Blade Sign: 1 per business. Maximum 2 sq. ft. blade dimension (both faces of blade may be 2 sq. ft. max.). The sign shall not project from the structure more than 4 ft. including the required structural support. The minimum height between the sidewalk or ground level and the bottom of the sign shall be 7 1/2 feet.
- 8) Individual Shopfront Sign: 1 per business. Maximum 1.5 sq. ft. per linear foot of building (or individual business) frontage but shall not exceed 75% of the width of such wall.
- 9) Neon Sign: 1 per window (located inside only). Maximum 5 sq. ft. Accenting window frames are prohibited. Non-animated neon or LED text permitted within window.
- 10) Yard Blade Sign: 1 per property with home business or in non-residential use. Upright supports or ground sign style acceptable. 5 sq. ft. maximum. 5 ft. height maximum.
- 11) Address Number Sign: 1 address number, no larger than 1 sq. ft. Attached to building in proximity to primary entrance.

The proposed Code contains numerous previously vetted standards and guidelines to enhance the visual character of the area.

Historic/Archaeological Resources

There are no National or State Register listed or eligible sites, landmarks, buildings, districts or known archaeological resources within or adjacent to the proposed HBDOD; nor is the HBDOD within any OPRHP designated archaeologically sensitive areas. Historic resources of local significance, including the Prosper King House and Lyzon Hat Shop, do, however, exist in the area. Significant effort and expense have been directed toward preserving, restoring and protecting these structures. In fact, the Hampton Bays Historical and Preservation Society have taken responsibility for the protection, maintenance, and stewardship of these structures and are using the adjacent structures as an historical, educational, and cultural center.

Based on the information and analyses provided above and the steps that have been taken to protect these locally important historic structures, significant impacts to these resources are not anticipated. Future development or redevelopment within the proposed HBDOD that is adjacent or near to these structures should be sensitive to the charm and local historic and architectural character they offer to ensure that significant impacts do not occur and the value of these resources are not degraded. This would include adherence to the design criteria that has specifically been established for the Downtown, Town Architectural Review Board assessment of building plans during site plan reviews, and outreach to and input from the Historical and Preservation Society when adjacent development or redevelopment is proposed. Moreover, the Downtown is not within an OPRHP archaeologically sensitive area and past site disturbances and development indicate little likelihood for the presence of culturally important resources in the area. Despite the absence of Federal and State Register landmarks and cultural resources, locally important historic landmarks (Lyzon Hat Shop and Prosper King House) are present. The Town and local historical landmarks committee have worked diligently for years to preserve and protect these locally important historical resources and future adjacent developments, if anything, are expected to be more compatible with the character of these buildings, based on the traditional development standards proposed. Nevertheless, future attention and oversight by the Town Planning Board and Landmarks and Historic District Board will be important in the future so that individual site plans including building placement, form, design, outdoor lighting, landscaping and signage do not significantly detract from the character of these structures.

3.4.3 Mitigation

- Future development and redevelopment should be reviewed against applicable design criteria that have been established for the Downtown in the Pattern Book (and existing regulations that pertain to outdoor lighting, landscaping, and signage) which will help to protect the character of the Downtown and existing and proposed development, including locally designated historic resources.
- Town of Southampton Architectural Review Board analysis of building plans during site plan reviews.
- Outreach to and input from the Town of Southampton Historical and Preservation Society when development or redevelopment is proposed adjacent to or opposite the Prosper King House and Lyzon Hat Shop.

SECTION 4.0

OTHER ENVIRONMENTAL IMPACTS

4.0 OTHER ENVIRONMENTAL IMPACTS

4.1 Unavoidable Adverse Environmental Impacts

The proposed HBDOD and possible future development and redevelopment in accordance with the proposed zoning have been characterized generically; the potential for adverse environmental impacts from future buildout pursuant to a reasonable Theoretical Development Scenario has been assessed; and impact prevention or mitigation measures have been identified and will either be incorporated directly into the proposed Code when it is finalized or listed in this Supplemental DGEIS for future inclusion in the final adopted SEQRA Statement of Findings for implementation oversight as development and redevelopment plans are submitted. As with any new development, human activity or site disturbance, some adverse environmental impacts for which no reasonable mitigation is possible can be expected. For example, areas that are currently undeveloped and naturally wooded must be at least partially cleared to allow for new construction and construction activities can generate some temporary noise.

Identified impacts are mitigated to the maximum extent practicable as required by SEQRA through tried and true strategies and techniques, and based on a thorough evaluation of the possible implications of the proposed rezoning, upon implementation, significant unavoidable area-wide adverse impacts are not expected. The Proposed Action, itself (the rezoning and adoption of new zoning standards and specifications), is generic in nature and would not directly result in any physical development within the Downtown until future development and redevelopment occurs, which is likely to transpire in a piecemeal intermittent fashion over many years. Upon construction, certain nonrenewable energy resources such as nonrenewable fossil fuels and some building materials used in future construction processes will be lost or consumed (see **Section 4.2**) and demand for local community services will increase (**Section 3.2**). Adverse environmental impacts have been quantified where possible and discussed. For those adverse impacts that cannot be quantified or reliably estimated, qualitative discussions, which are based on community planning and environmental science, principles and practices of these professions, and regulatory standards and guidance, have been provided. See **Sections 2 and 3** of this document for details.

The proposed action involves the creation of the HBDOD by modifying the Town's official Zoning Map, and adoption of the various necessary zoning standards and design requirements that will be applied to future redevelopment under the HBDOD to meet the community's goals and overall vision for its future. Site-specific development-related impacts associated with these regulatory changes will involve physical alterations, but it is premature to evaluate site and project specific impacts on any individual development site in great detail, since no specific projects have been proposed.

The potential adverse impacts that were identified in connection with the development and redevelopment that is likely to transpire during implementation of the proposed zoning will be minimized to the extent possible. The following list, however, identifies adverse impacts that are unavoidable:

- Site impacts would typically involve some soil disturbance, clearing, disturbances to existing minor slopes, grading, and possibly limited excavation/cutting and filling, as necessary that alters the physical and biological characteristics of a site. Impacts of some minor clearing extending beyond building and parking envelopes will be addressed by revegetating/landscaping some affected areas and requirements in the Proposed Code that at least ten percent of each lot be greenspace.
- Despite the measures routinely taken to mitigate dust impacts during construction, such as soil wetting, potential temporary increases in dust may still occur and some soil may enter streets or end up on adjacent properties. Such conditions would be temporary and largely controlled by standard erosion and sedimentation techniques to ensure that such impacts are minor.
- Temporary increases in truck traffic and construction noise will occur during demolition and/or construction phases for each development or redevelopment site. Activity will be conducted in conformance with Town requirements for construction hours and noise management.
- There will be increases in vehicle trips generated on area roadways, including a small increase in traffic over time, from temporary construction traffic and future business and residential traffic activities with consequent impacts on the LOS at nearby intersections, though mitigation may be required at these locations at some point in the future as needed to reduce impacts to the extent possible. Proposed cross streets should help to distribute traffic flows and a Good Ground Road extension to the west and then north to SR 24 would provide a bypass for traffic coming to and from areas to the south which would greatly relieve any congestion. Future development will be oriented toward or promote pedestrian activity and increased use of bus and rail services is expected.
- There will be increased total water consumption associated with the new development but it appears based on existing groundwater quality and supply conditions, anticipated buildout demand, and existing and proposed water district infrastructure, that significant impacts are unlikely. Indoor and outdoor water conservation methods have been identified by the Supplemental DGEIS to reduce anticipated impacts.
- There will be increased total wastewater generation associated with the new development (particularly residential development), with consequent requirements to provide for the ongoing collection and treatment of wastewater in a new nearby sewage treatment facility that will replace less efficient septic systems and cesspools.
- There will be a minor increase in demand in emergency services (police, fire, and ambulance services, though the increased taxes generated will offset the costs of these services and new buildings must be constructed in accordance with contemporary building codes and safety standards). New residents in the area could include new emergency services volunteers and provide additional donations and fundraising opportunities.
- There could also be an increase in public school enrollment from the residential component of future development that will be permitted under the proposed HBDOD zoning, although this is offset from the 2013 buildout projections by eliminating the potential for new residents that can be created through hotel conversions. New development will also generate tax revenues to offset additional demands on the school

district. Community service providers have been contacted to request their input on any issues or concerns they may have regarding the subject action. Future site-specific projects will be further examined once detailed site plan applications are submitted.

- There will be increased demands for energy services from PSEG LI and National Grid, which may entail minor expansions of these service networks for the generation and delivery of additional energy supplies, particularly to future development on currently vacant land along the north side of the HBDOD. These impacts will be offset by fees paid by owners and occupants of new and expanded buildings but energy/utility infrastructure is already present in the area. Energy service providers have been notified as part of the current action and it is expected that further outreach will occur during future site plan reviews once specific details of energy load demands are determined.

4.2 Irreversible and Irrecoverable Commitment of Resources

This subsection is intended to identify those natural and human environmental resources discussed in **Sections 2.0** and **3.0** that will be consumed, converted or made unavailable for future use as a result of the Proposed Action. It is anticipated that the Proposed Action will result in some irreversible and irretrievable commitment of resources, as follows:

- Materials used for construction of site-specific development, including but not limited to: wood, asphalt, concrete, fiberglass, steel, aluminum, etc.
- Energy used in the demolition, construction, operation and maintenance of site-specific development constructed under the proposed Code amendments, including fossil fuels (i.e., gasoline, diesel fuel, natural gas, and fuel needed by PSEG LI in its generation of electricity).
- The proposed 10-Year build projection indicates that 141,176± gpd of combined commercial, domestic, and irrigation water or 82,673± gpd more than currently consumed and 66,042± gpd more than projected demand under the 10-Year existing zoning build condition. Potable water from Long Island's Sole Source Aquifer that will be consumed daily for the operation of site-specific development. Drinking water can be reused in the future, however, after wastewater has been treatment and recharged into the ground, it would not likely be reused as the currently operating public supply wells of the HBDOD are up-groundwater-gradient of the anticipated wastewater recharge point.
- Construction and demolition materials that are not reusable or recyclable would be landfilled outside of the Town which takes up space at such facilities.
- Some vegetation and natural habitats would be lost or degraded by new or expanded development as long as development is present and natural vegetative conditions are not permitted to regenerate.

4.3 Growth-Inducing, Secondary and Cumulative Impacts

Growth-inducing aspects of future development and redevelopment under new zoning are those characteristics that would cause or promote increased development over existing regulatory conditions, either due directly to the development itself (i.e., “primary” development) or indirectly, as a result of a change in the population, markets or potential for development in the community (i.e., “secondary” development). Direct/primary impacts for a hypothetical growth inducing project might include, for example, the creation of a major employment center or institutional facility or installation or extension of infrastructure improvements that supports and therefore may spark additional growth. An indirect/secondary impact occurs when there is an increase in the potential for further development in an area, which in turn would result in direct/primary impacts. Cumulative impacts refer to the combined effects of a number of development proposals in an area, where the impacts of all such proposals are additive.

Most parcels within the proposed HBDOD are developed or partially developed with some type of physical improvements or site disturbance; however, the proposed action will provide the zoning framework to allow for some potentially denser, more compact growth and redevelopment within the Downtown and may incentivize further expansions into undeveloped portions of larger properties within the HBDOD; particularly, along the north side of the proposed HBDOD. This increase in development or redevelopment and locating the potential increased development density in the Downtown, is however, desirable to the Town, if properly implemented, in order to provide for the type and quality of development in the Town that is necessary to achieve the land use, community character, housing, essential central business district functions and economic growth benefits that are sought. In fact, it is the Town’s intention to centralize development in the Downtown, including new apartments or multifamily residential development that would be density neutral to the Hamlet. Future business activity in the Downtown is expected to not only serve local residents in the Town (and possibly others in nearby neighborhoods outside of Hampton Bays) but will also have the benefit of helping the community capture a greater share of seasonal economic activity that comes to and through the area.

The development expected to result from the Proposed Action may also have secondary growth effects. For example, it is anticipated that this development would contribute to an increase in local businesses activity from the greater residential population in the Downtown and increased commercial draw from having more businesses and businesses expansions. Additional commercial space will likely provide more employment opportunities, increase the likelihood for establishing a successful business in the Downtown, and increase the availability of essential goods and services that are easily accessible to residents and passersby. The anticipated increase in residential development in the Downtown may increase the use of local transit options, mainly train and bus services which can accessed by walking or bicycle. Additional second story apartments or multifamily housing could also help to provide affordable living arrangements for young adults and empty nesters in the area. The increased residential population and presence in the Downtown will also help to support local businesses throughout the year and provide a level of vigilance that provides security. The increased presence in the Downtown will also provide

convenient access to temporary and full- and part-time jobs or allow for viable work/live arrangements for business owners and/or their employees.

Construction, demolition and reconstruction will create temporary opportunities for employment. While future development would be private in nature and occur at a pace that is not subject to Town control, it can be said that it will involve private financial investment in the Downtown that would be spread out over the course of many years and create temporary construction jobs as development and redevelopment and Downtown vitalization efforts are underway, not to mention maintenance and repair employment opportunities that would enhance employment prospects in the Hamlet. Many of the jobs that would be created would likely be filled by the local labor pool, most of which would be residents of Hampton Bays. These job opportunities would not likely require relocation of specialized labor forces or influx of large businesses from outside the area to provide construction support and therefore is not expected to have a growth-inducing effect. As a result, construction job-related impacts of the proposed zoning are expected to be beneficial, although limited, sporadic and temporary in duration.

Growth associated with the proposed zoning will result in an increased demand for utilities and community services (educational services, emergency services, public water delivery, sewage treatment, electric and natural gas services, and some solid waste management at the Hampton Bays transfer station for some¹); however, these services exist within or very close to the area, and therefore, will not need to expand significantly if at all. In addition, these services are routinely paid for by recipients of the service through user fees or incremental increases in property taxes raised by increased tax assessments. Telephone, electrical, and natural gas services are available in the area. The Downtown gets its water from the HBWD. According to HBWD's consulting engineers, the drinking water supply is plentiful and of good to excellent quality and there are no known issues or concerns with water mains at this time. Nevertheless, additional system infrastructure may be necessary over time to serve the 10-year build condition, such as one or two source wells, additional storage facilities, and possibly water mains from the new wells to the distribution system depending on the well's location. The sewage treatment facility that will be required to support future development under the proposed the Reasonable Theoretical Development Scenario will be sized to support future development and space will be provided to comply with the County's expansion requirements. The projected increase of school-age children over time that would attend public schools is estimated to be approximately 27± new students. These students would be distributed across grades K-12 and therefore would likely have limited effect on the elementary, middle and high schools. Moreover, since the anticipated full development and future redevelopment of the proposed HBDOD is expected to occur intermittently if and when land owners choose to take such action over the course of many years, the incremental increases in supply, demand, and capacities of services, utilities and resources can be monitored to ensure that they are adequate to serve development in the distant future.

¹ It is expected that most trash collection and disposal will be performed by private trash removal contractors. Trash collected by private carters is disposed outside of the Town.

As site-specific development proceeds, the Town will continue to monitor its water supply and water and STP infrastructure, to identify any public improvements required to service the anticipated growth that may occur as a result of the proposed zoning; however, this does not appear necessary to support the current zoning initiatives based on reasonably expected potential growth that may occur as a result of this zoning. Therefore, significant expansions of these utilities are not expected, though lesser improvements (e.g., individual service connections necessitated by site-specific development or redevelopment, ongoing maintenance, minor upgrades and expansions, etc.) are expected to be monitored and will occur during the normal course of site plan and land use application reviews.

Finally, it should be noted that one of the purposes of the proposed action is to concentrate growth in the Downtown where it is more suitable and beneficial. This concentration of growth in the Downtown will offset and relieve growth in perimeter neighborhoods and have less impact on these neighborhoods and the large tracts of preserved land to the north and west.

4.4 Energy Use and Conservation, Greenhouse Gas Emissions, and Air Quality

An increase in the consumption of energy resources is expected from an increase in growth in an area.

4.4.1 Energy Use and Conservation

An increase in the consumption of energy resources, including electricity and natural gas is expected from development, regardless of whether the site is proposed for residential, commercial, industrial or mixed-use purposes. Increased energy demand will occur as part of future development under the proposed HBDOD zoning due simply to the anticipated small increase in development density including multifamily residential construction that will be permitted by the new zoning. This increase, however, is expected to be incremental—ongoing but infrequent with the exception of any initial anchor projects—and relatively small or minor actions as compared to total regional energy use, demand and supply and should have negligible impacts on energy generation and transmission. Moreover, the HBDOD will be developed and redeveloped to comply with applicable land use, zoning, building, and environmental and energy codes and standards, therefore, providing a density that is reasonable and sustainable for this area. Of specific note are the sustainable development standards that directly or indirectly relate to energy use and conservation and are included in the proposed HBDOD Code. These standards include:

- Reducing the urban heat island effect and associated cooling loads during the summer months by requiring that 50 percent of the non-roof site hardscape be permeable and properly shaded by trees and requiring that 50 percent of roof areas be vegetated “green roofs” or using roofing materials with low SRI on at least 75 percent of the roof area.
- Encouraging pedestrian activity by allowing for a mix of commercial, office, residential and civic uses, providing alleys, cross streets, storefronts and pedestrian and bicycle

facilities and amenities to create a more walkable and bikeable Downtown and facilitate use of nearby train service.

Electric and natural gas utilities are present in the area to serve the HBDOD. Future buildings must be constructed consistent with existing State building codes and new building construction in New York State and must conform to applicable statewide energy codes. The New York State Energy Conservation Construction Code is promulgated by the State Fire Prevention and Building Code Council pursuant to Article 11 of the New York State Energy Law. The New York Energy Code is contained in Title 19 of the New York Codes, Rules and Regulations (“NYCRR”), Part 1240, and in the publications incorporated by reference in 19 NYCRR Part 1240. As of January 1, 2015, an update to the commercial provision of the Energy Conservation Construction Code of New York State (“ECCC”) is now in effect. The ECCC addresses the design and construction of energy-efficient building envelopes and the installation of energy-efficient mechanical, lighting and power systems through requirements that emphasize performance. The ECCC establishes minimum standards for energy-efficient buildings, using prescriptive and performance-related provisions.

Development in accordance with current requirements typically rely on more energy-efficient building materials (e.g., insulations, windows, weather stripping, door seals, etc.) than in the past, as well as the installation of more modern mechanical systems (e.g., Energy Star or other rated energy conserving air conditioners, HVAC systems, heating systems, water heaters, heat pumps, etc.) is anticipated, which would minimize the amount of energy resources required compared to the less efficient materials and systems used in the past. Incorporation of such energy-conserving measures is not only required by the State of New York through its Building and Energy Conservation codes, but is a sensible building construction and site occupation practice, particularly in light of the increasing costs and declining supplies of nonrenewable energy resources.

Also, as noted in **Section 3.2.2** of this Supplemental DGEIS, exterior lighting must conform to the requirements of Southampton Town Code Chapter 330, Article XXIX, and Attachment 12, Figure 5, “Outdoor Lighting”. The policies contained within Article XXIX and Attachment 12 not only address excessive lighting and energy consumption concerns but also address nuisance lighting, glare, light trespass, skyglow, impacts on natural nocturnal communities, and interference with pedestrian and vehicular activity from site, parking lot, and private street lighting. Related energy conservation and lighting impact mitigations are realized by specific polices relating to lamp type, maximum illumination levels, hours of operation, fixture mounting heights, lighting setbacks, and shielding. In addition, Chapter 176 of the Town Code, “Solar Electric and Solar Hot Water System Rebate and Incentive Program,” incentivizes the use of energy efficient electric and hot water systems which may provide an additional benefit if utilized by property owners and Chapter 123, Article V “Building Construction,” “Energy Conservation,” which contains energy conservation standards and regulations for certain types of residential developments, including multifamily housing, that would be permitted in the HBDOD.

Essential utilities are obviously available in Downtown Hampton Bays and it is expected that the energy required in this existing developed area to meet the relatively limited incremental growth anticipated from the new zoning will be provided to future developments, redevelopments and building expansions to meet this demand. The environmental review team has made initial contact with the applicable service providers (PSEG LI and National Grid) to request their input, and ask if there are any issues or concerns these entities may have regarding growth in the area. No response was received by the time the DEIS was completed. Developers and others seeking site plan approvals in the future will have to further coordinate with area utilities for final authorizations once site plans are finalized and more precise energy estimates can be made. As with all developments, energy efficient building designs and use of renewable energy resources are always urged, and voluntary certification by energy and environmental organizations such as the US Green Building Council's Leadership in Energy and Environmental Design (LEED), Energy Star or other energy conservation, smart growth and sustainability standards are always supported. Such certification can not only decrease energy demand and reduce long-range energy costs but can also help to protect the environment and collectively help to reduce the impacts of climate change.

Finally, it should be noted that there will be an increase in the use of nonrenewable energy resources, including fossil fuels such as gasoline and diesel fuel during any future demolition, site preparation and construction activities that occur pursuant to the standards and regulations of the proposed HBDOD. These impacts are expected to be of short duration and relatively small in the scope of overall use and demand for energy resources throughout the Town and Long Island region, and are in part unavoidable impacts on non-renewable resources. Again, more recent innovations and energy conserving technologies have been built into modern vehicles and equipment to reduce energy use compared to vehicles and equipment from decades past.

Based on the foregoing, the long-term energy resource supply and demand in the region is expected to remain virtually unaffected by the proposed project.

4.4.2 Greenhouse Gas Emissions

Additional energy demand is expected from future development constructed in accordance with the proposed zoning. Related to this increased demand and consumption are emissions associated with the use of fossil fuels for heating and powering new or enlarged buildings, use of refrigerant substitutes, possible natural gas leakage, and combustion of fossil fuels associated with motor vehicle activity during both the construction and occupancy and operational phases of future development. These emissions are scientifically well-established contributors to global climate change through a mechanism known as "the greenhouse effect," and are termed "greenhouse gases." Greenhouse gas emissions contribute to various adverse conditions including climate change and sea level rise and therefore should always be mitigated to the extent practicable by strict compliance with building and energy codes. The following description and discussion of greenhouse gasses ("GHG") is excerpted from the document, "Guide to Assessing Energy Use and Greenhouse Gas Emissions in Environmental Impact Statements" (NYSDEC, July 15, 2009).

Global climate change is emerging as one of the most important environmental challenges of our time. There is scientific consensus that human activity is increasing the concentration of GHGs in the atmosphere and that this, in turn, is influencing changes in climate. Climate change is expected to continue to adversely affect the environment and natural resources of New York State, the nation, and the world.

There are six main GHGs: carbon dioxide (“CO₂”), nitrous oxide (“N₂O”), methane (“CH₄”), hydrofluorocarbons (“HFCs”), perfluorocarbons (“PFCs”), and sulfur hexafluoride (“SF₆”). Emissions of CO₂ account for an estimated 89% of the total annual GHG emissions in New York State. The overwhelming majority of these emissions - estimated at 250 million tons of CO₂ equivalent per year - result from fuel combustion. Overall, fuel combustion accounts for approximately 89% of total GHG emissions (N₂O and CH₄ also result from fuel combustion). Additional GHG sources include electricity distribution (SF₆); refrigerant substitutes or HFCs; the management of municipal waste, municipal wastewater, and agriculture (CH₄ and N₂O); natural gas leakage (CH₄); and others.

SEQRA requires that lead agencies identify and assess adverse environmental impacts, and then mitigate or reduce such impacts to the extent they are found to be significant. Consistent with this requirement, SEQRA can be used to identify and assess climate change impacts, as well as the steps to minimize the emissions of GHGs that cause climate change. Many measures that will minimize emissions of GHGs will also advance other long-established State policy goals, such as energy efficiency and conservation; the use of renewable energy technologies; waste reduction and recycling; and smart and sustainable economic growth. This policy is not the only State policy and an initiative to promote these goals; but also furthers these goals by providing for consideration of energy conservation and GHG emissions within EIS reviews.

In general, it is critical that new development proposals consider designs and practices that reduce emission of greenhouse gases. Greenhouse gas emissions result from combustion of fossil fuels, including direct/indirect emissions and stationary/mobile sources. The Study Area is occupied by development that ranges in age and land use type, indicating that there is a wide range in the corresponding greenhouse gas emission characteristics, including residential and commercial uses, not to mention traffic along major area highways.

The proposed zoning is designed to create planned “smart growth” development consisting of a mix of necessary and comparatively clean land uses that will be relatively compact and interconnected by sidewalks and alleys to facilitate walking, easy access to the Hampton Bays railroad station, local bus stops, and new cross streets, including a possible Good Ground Road extension that would support greater site connectivity and provide a bypass to the southerly neighborhoods and shoreline. Suffolk County Transit Route 92 connects Downtown Hampton Bays to points east, to the East Hampton train station, as well as points north (Riverhead) and east to Orient Point. The proposed HBDOD also has access off of one of the major east/west arterials on Long Island (Montauk Highway) that allows for the capture of pass-by traffic for business purposes and convenient access to two other major routes including Sunrise Highway (SR27/CR 39) and Hampton Bays-Riverhead Road (SR 24).

Methods that are available to reduce or mitigate GHG emissions include:

- incorporating mandatory NYS Energy Code features and remaining open to energy conservation, renewable energy supplies and green infrastructure elements;
- encouraging a pedestrian and bike friendly environment that could reduce vehicular trips;
- promoting easier and more convenient access to local bus services;
- complying with proposed zoning and design elements, and existing Town outdoor lighting standards (Chapter 330, Article XXIX);
- limiting tree removal (carbon sinks) to what is necessary;
- consolidating properties to provide more coordinated development projects than currently occur under existing zoning;
- constructing LEED certified buildings (or other certification under similar programs);
- implementing mixed-use projects that provide housing, employment, shopping, dining, personal services, recreation, entertainment and necessary capital infrastructure and services all in one place.

These factors are expected to ultimately reduce inefficiencies associated with more conventional development patterns under the existing zoning and will promote sustainability that minimizes the impact of energy generation/consumption and generation of greenhouse gases.

Specific sustainable development standards in the proposed HBDOD Code that will help to minimize greenhouse gas emissions include the following:

- New construction and substantial renovation shall seek to reduce GHG Emissions through the following mitigation strategies:
 - a) Produce up to 50% of their energy consumption needs through a combination of Passive Solar Design elements and renewable energy production (Solar, Wind, Geothermal, etc.).
 - b) Must be constructed to be solar ready.
 - c) Where appropriate the Planning Board shall require new structures to incorporate Passive Solar Designs including but not limited to building orientation and window location. Interior layouts shall allow for the natural flow of heat during winter months and ventilation during the summer season.
- Provide public frontages to encourage pedestrian activity.
- Provide bicycle parking racks for residents, visitors and employees.

The following list outlines *optional* approaches to energy conservation and GHG reduction adapted from the **NYSDEC (2009)** that may be considered by the Town, future developers, businesses, residents and landlords to further address energy and GHG concerns, reduce energy costs, and potentially produce other benefits.

Building Design and Operational Measures

- Design an energy efficient building envelop to reduce cooling and heating requirements;
- Install high-efficiency HVAC systems;

- Construct green roofs;
- Eliminate or reduce use of refrigerants in HVAC systems;
- Use high-albedo (reflective) roofing materials with a high solar reflectance index or “SRI”;
- Incorporate window glazing to optimize daylighting, heat loss and solar heat gain;
- Incorporate super insulation to minimize heat loss;
- Incorporate motion sensors and lighting and climate controls for efficient use of light and HVAC;
- Use efficient, properly located, spaced and directed exterior lighting;
- Use water conserving fixtures that exceed building code requirements;
- Re-use gray water and/or collect and re-use rainwater for site irrigation;
- Provide for storage and collection of recyclables (including paper, corrugated cardboard, glass, plastic and metals) in building design;
- Re-use building materials and products;
- Use building materials with recycled content;
- Use building materials that are extracted and/or manufactured within the region;
- Use rapidly renewable building materials;
- Use wood that is locally produced and/or certified in accordance with the Sustainable Forestry Initiative or the Forestry Stewardship Council's Principles and Criteria;
- Conduct Third party building commissioning to ensure energy performance (e.g. LEED); and/or
- Track energy performance of building and develop strategy to maintain efficiency.

Efficiency or Mitigation Measures for On-site GHG Sources

- Use energy efficient boilers, heaters, furnaces, air conditioners, and generators; and
- Strategically place shade trees to reduce the urban heat island effect and summer time air conditioning loads.

Site Selection and Design Measures

- Provide, facilitate or promote access to public transportation;
- Minimize energy use through building orientation;
- Incorporate mixed-use design to promote short commutes for employment and shopping;
- Conserve and restore natural areas on-site;
- Design projects to support alternative transportation (walking and bicycling);
- Use low impact green infrastructure for stormwater design as practicable (rain gardens, vegetated swales, etc.); and
- Design water efficient landscaping.

Transportation Measures

- Locate new buildings in or near areas designated for transit-oriented development (TOD);
- Incorporate TOD principles in employee and customer activity patterns;
- Support extension/expansion of existing transit, stops and schedules (buses, trains, shuttles);
- Develop or support multi-use paths, walkways, alleys and cross accesses to and through the area;
- Size parking capacity to meet, but not exceed, local parking requirements;
- Pursue opportunities to minimize parking supply through shared or banked parking;
- Provide bicycle amenities such as bike racks; and
- Provide roadway improvements to improve traffic flow (cross streets, by passes, pedestrian and bicycle amenities, etc.).

With regard to possible near or long range impacts from sea level rise, the proposed HBDOD is located within a FEMA “X” zone which is considered an upland area that is outside of any FEMA designated Special Flood Hazard Areas (100-year floodplains having less than a one percent chance of flooding during any given year) and any 500-year floodplains which are defined as having a less than a 0.2 percent chance of flooding in any given year (**FEMA, 2009**). The HBDOD is also located roughly 0.7 miles from Tiana Bay, 0.9 miles from Smith Creek, is between 34± and 64± feet above sea level, and therefore, is not expected to be threatened or affected by sea level rise. Moreover, apart from the NYS recharge basin located near the center of the proposed HBDOD, which currently has more than ample storage capacity, there are no nearby surface waters or wetlands that might pose a risk of overflowing and flooding the area. Also, future development will be fully evaluated by the Planning Board and Town Engineer during site plan reviews to ensure that adequate grading and drainage infrastructure is provided to retain and recharge the anticipated stormwater runoff from the Town’s required design rainfall event, and green infrastructure such as rain gardens or vegetated swales that provide pretreatment of runoff, as well as wildlife habitat and aesthetic values, is recommended. Since there is considerable depth to groundwater in the area, topography is relatively flat, native soils are well-drained or excessively drained, and future drainage systems will be designed in conformance with applicable engineering standards and specifications and will be subject to Town engineering reviews, significant impacts and issues relating to drainage are not anticipated with proper design of on-site drainage systems. If restrictive fine-grained, compacted or naturally cemented soil layers are encountered during predevelopment soil boring installation or subsequent drainage system construction, these soils can be easily removed and replaced with suitably textured clean fill to ensure positive drainage that will promote soil recharge and temporary storage and prevent significant drainage issues.

4.4.3 Sustainable Development Standards

The following is a summary of the sustainability standards included in the proposed Code and the objectives behind them.

**Table 4-1
HBDOD SUSTAINABILITY REQUIREMENTS AND OBJECTIVES**

Objective	Requirement
<i>Reduce Impacts to Water Resources</i>	All new development utilizing the HBDOD standards must connect to an approved wastewater treatment facility that provides advanced nitrogen treatment reduction capabilities.
	Maximum 15% of the site may be planted with fertilizer dependent vegetation; limiting landscaped areas that will require irrigation, fertilization and pesticide applications by retaining natural vegetation to the maximum extent possible and revegetating areas that have been disturbed during the construction process but will remain undeveloped with native or well-adapted noninvasive species.
<i>Use [See § 330-410.I.(2)]</i>	Reduce indoor water use 20% below baseline (use of low flow fixtures, fittings and appliances).
<i>Outdoor Potable Water Consumption [See § 330-410I(3)]</i>	Reduce potable water consumption for outdoor landscape irrigation by 50% from a calculated midsummer baseline case (use of plant species, density and microclimate; irrigation efficiency; water reuse).
<i>Heat Island Reduction [See § 330-410I(4)]</i>	Heat island reduction for 50% of the non-roof site hardscape providing increased shade and permeable coverage.
	Install “green” roofs for at least 50% of roof area or use roofing materials with low solar reflectance index for 75% of roof.
<i>Provision of Open Space Requirement (See § 330- 409B)</i>	Provide 10% of development site area as public open space.
	Provide 5% of development site area requirement as private open space.
<i>Stormwater Management and Grading</i>	Use of pretreatment of stormwater runoff prior to infiltration using “green infrastructure” practices such as vegetated swales, bio-swales, road verges, filter strips, rain gardens, green roofs, other Best Management Practices (BMPs) in accordance with the New York State Stormwater Management Design Manual and the Suffolk County Planning Commission Managing Stormwater Guide.
	Sustainable Streets shall have slopes of 5% or less, utilize stormwater management techniques, thus enabling the street to function ecologically as well as being a place maker. (See diagram and photos of sustainable streets in Hampton Bays Pattern Book Pg. 82 - 83).
	Swales shall typically occur next to roads, and be designed, shaped, and graded to specific dimensions to promote quick passing and infiltration of certain amounts of stormwater, and shall be designed to accommodate standing water during and immediately after a storm. Swales shall incorporate plant materials to slow water down and “take up” or remove certain pollutants and where possible use existing natural drainage ways (naturally present swales) and vegetation to absorb and filter runoff.

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Objective	Requirement
	<p>Grading shall be minimized, unless approved by the Planning Board for the purpose of creating inviting outdoor spaces. Grading shall appear natural and blend with surrounding topography when possible. Retaining walls may be used where necessary to create the spaces outside of buildings located along the street frontage. As part of stormwater BMPs, when the grade is modified, it must occur in such a way as to avoid the following features:</p> <ol style="list-style-type: none"> (1) Retaining walls greater than 4 ft. height within required setbacks or retaining walls on rear or side property lines. (2) Mass grading of the site which results in buildings that do not reflect the topography of the site. (3) Grading that slopes towards a building. (4) The direction of water onto adjacent sites or the sidewalk/streetscape area
<i>Reduce Greenhouse Gas (GHG) Emissions</i>	<p>New construction and substantial renovation shall seek to reduce GHG Emissions through the following mitigation strategies:</p> <ol style="list-style-type: none"> (1) Produce up to 50% of their energy consumption needs through a combination of Passive Solar Design elements and renewable energy production (Solar, Wind, Geothermal, etc.). (2) Must be constructed to be solar ready. (3) Where appropriate the Planning Board shall require new structures to incorporate Passive Solar Designs including but not limited to building orientation and window location. Interior layouts shall allow for the natural flow of heat during winter months and ventilation during the summer season.
	Provide public frontages to encourage pedestrian activity.
	Provide bicycle parking racks for residents, visitors and employees (See § 330-427.H.)
	Landscape practices shall seek to preserve the health and appearance of all landscaped areas through the strategies identified in the Pattern Book. (page 84)
<i>Landscape Design and Maintenance</i>	Landscape designs shall be informed by the Hampton Bays Plant lists and supplemental references noted in the Hampton Bays Pattern Book.

4.5 Construction-Related Impacts

Construction and any demolition activities associated with future development and redevelopment within the HBDOD is likely to be sporadic over time (possibly decades) if and as landowners decide to sell, develop, expand or redevelop their properties. The time period for individual projects to be completed is contingent upon the exact nature and scale of the project; however, construction will be restricted to the days of the week and hours of the day permitted by the Town under Chapter 235, “Noise,” of the Southampton Town Code, which allows such

activities Monday through Friday between 7:00 AM and 7:00 PM and Saturday and Sunday between 8:00 AM and 6:00 PM.

Typically, site development or redevelopment involves:

- A literature and database search and inspection of existing buildings or structures to be removed or abandoned when redevelopment is proposed to identify the potential presence of any existing or residual hazardous conditions (asbestos containing materials (“ACM”), lead-based paints, underground storage tanks, above ground fuel tanks, septic systems or cesspools to be abandoned, drywells, floor drains, etc.);
- installation of silt fencing, a stabilized construction entrance at the development site, drain inlet protection, and other erosion and sedimentation controls as warranted;
- disconnection of utilities;
- removal of any residual or remaining hazardous materials from buildings, soil, and/or underlying groundwater where applicable and removal of buildings and structures;
- construction of proposed foundations, footings, slabs, buildings, driveways, and parking lots;
- installation of required drainage and outdoor lighting;
- connection of essential utilities and services;
- installation of signage and landscaping; and
- final interior and exterior improvements.

Future clearing and grading is expected to be quite limited in the Downtown since topography is relatively flat and the area is mostly devoid of vegetation with the exception of some natural wooded areas on the north side of the HBDOD adjacent to Good Ground Park; an existing residential house lot that is mostly wooded near the intersection of Springville Road and Good Ground Road; landscaped areas, including some grass or lawn on some of the lots; and a row of trees on a few lots that are located along Good Ground Road. Therefore, significant shipments of soil on or off-site are not anticipated depending on actual field results of soil sampling, where necessary. Disturbed soil should be stabilized as soon as possible after disturbance either by construction (e.g., buildings or pavement), re-seeding and planting of landscaping and any vegetative screening. Construction vehicles should be staged on each construction site or on another nearby site so that they are off of the rights-of-way of local streets so they do not impact traffic flow. Also, it should be noted that some future development would be expected in the Downtown over time regardless of whether the HBDOD is established; although growth within the proposed DOD has been quite limited for many years. All construction activities should take place during permissible construction times as set forth in Chapter 235, “Noise,” of the Town Code to prevent potentially excessive burdensome noise at night or during early morning hours. Demolition and construction debris should be placed in appropriate containers or placed directly into dump vehicles and shipped off-site as soon as possible for disposal at a licensed disposal or recycling facility.

The proposed HBDOD standards and guidelines have been designed to reduce potential impacts from future development and ensure a suitable and sustainable development pattern and

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structural form and design. Considering the anticipated intermittent nature of future development and redevelopment, and the standard mitigation practices and protocols noted above and throughout this Supplemental DGEIS, significant impacts from periodic temporary construction activity are not anticipated.

**SECTION 5.0
ALTERNATIVES**

5.0 ALTERNATIVES

5.1 Introduction

SEQRA and its implementing regulations at 6 NYCRR Part 617.9(b)(5)(iii)(v) require an examination of reasonable project alternatives that are consistent with the objectives and capabilities of the project sponsor. This element of environmental review provides the context and framework for identifying, comparing, and contrasting feasible project alternatives and plays a critical role in project planning, the identification of impacts and mitigation strategies, and improving the outcomes of proposed actions. Alternatives investigations provide a broader foundation for analysis and informed decision-making by the Lead Agency and other involved agencies, and can include a variety of project modifications. Alternative actions may involve different project sites; changes in the size, scale, and/or density of development; consideration of different land uses and/or land use intensities; variations in design; alternative alignments and structural orientations; evaluation of different technologies or methodologies; adjustments to project phasing and timelines; or any other potential changes that are consistent with the objectives and capabilities of the project sponsor.

SEQRA specifically requires a comparative assessment of what it refers to as the “No-Action Alternative.” The No-Action Alternative provides a basis for characterizing and evaluating anticipated conditions and possible impacts and/or benefits that are likely to result in the reasonably foreseeable future in the absence of the Proposed Action or any other significant future actions. Finally, SEQRA requires that the discussions and analysis of alternatives be conducted at a level of detail that is suitable for comparing project benefits and impacts by the Lead Agency and all involved decision-making entities.

This Supplemental DGEIS considers the following alternatives to the Proposed Action under the 10-Year Reasonable Theoretical Development Scenario:

Alternative 1: No-Action

Alternative 2: 10-Year Build Condition under the Existing Village Business Zoning

5.2 Alternative 1: No-Action

This alternative assumes that the Proposed Action (the creation of the HBDOD and future buildout under the proposed zoning) is not undertaken and that Downtown Hampton Bays remains as it is currently zoned and in its existing condition with no new development, improvements or reviewable actions. Current conditions, therefore, include the same development and zoning patterns, land uses, site layouts, building heights, building form and densities; environmental conditions, and continued use of the infrastructure and facilities that are currently in place. Under this scenario, current land use, zoning, infrastructure, community services, and environmental, social and economic conditions remain the same, potential impacts and the many benefits of the Proposed Action do not come to fruition, and the vision and goals of the community are not fully realized. **Table 5-1** provides an inventory of land uses under

Existing Conditions and a reasonable theoretical 10-Year build condition under the Proposed Action.

**Table 5-1
COMPARISON OF LAND USES UNDER EXISTING CONDITIONS AND THE 10-YEAR BUILD THEORETICAL DEVELOPMENT SCENARIO**

Land Use	Existing No-Build/ No-Action Condition	Proposed Action (10-Year RTDS Build Projection)	Difference ¹
Single-Family Residences (Homes)	11	---	(11)
Apartments (Units)	43	248 ²	205
Assisted Living (Beds)	---	100	100
Dry Retail (SF)	93,694	121,158	27,464
Wet Retail (SF)	21,743	30,290	8,547
Non-Medical Office (SF)	60,254	167,911	107,657
Medical Office (SF)	5,897	6,563	666
Restaurant (SF)	14,717	28,915	14,198
Hotel (Rooms)	9	58	49
Fire Department (SF)	10,101	10,101	---
Automobile Related Service (SF)	1,943	---	(1,943)
Warehouse/Storage (SF)	9,209	695	(8,514)
Vacant/Open Space	140,141	35,861	(104,280)

1-Numbers within parenthesis indicate a reduction from the existing condition, “---” indicates no change, and all other numbers in the “Difference” column are increases.

2-The projected 248 apartments are assumed to consist of a total of 124 studio or one-bedroom apartments and 124 two-bedroom apartments for a total of 372 bedrooms. Twenty percent of the units are assumed to be occupied by senior citizens, and 50 percent of the total number of units would be owner-occupied and 50 percent would be renter-occupied. At least 20 percent of the apartments will be affordable (Community Benefit Units).

Table 5-2 provides a summary and comparison of conditions between the No Action condition and conditions under the Proposed Action.

**Table 5-2
EXISTING CONDITIONS AND ANTICIPATED CHARACTERISTICS AND IMPACTS
OF REASONABLE THEORETICAL DEVELOPMENT 10-YEAR BUILD SCENARIO**

Parameter	Existing Condition (No Action)	Proposed Action (Based on 10- Year RTDS Build Projection)	Difference
Land Use	Mixed business, office, hotel, SF & MF dwelling, personal & public service, park & transportation	Mixed business, office, hotel, assisted living, MF dwelling, personal & public service, park & transportation	Assisted living, (SF dwelling)
Wastewater Treatment System	On-site septic systems & cesspools	HBDOD advanced sewage treatment system	Advanced Sewage Treatment
Site Coverages (acres)	---	---	
Buildings	5.79	9.48	3.69
Parking Lots, Internal Streets, Driveways, Walkways	23.71	28.72	5.01
Forest or Naturally Vegetated	10.38	5.87	(4.51)
Mixed Invasive/Naturalized/Successional Overgrowth	7.10	3.30	(3.8)
Landscaping and lawn	7.31	6.92	(0.39)
Stormwater Recharge Basin	0.56	0.56	---
Total	54.85	54.85	---
Water Resources	---	---	
Domestic Water Use (gpd) ⁽¹⁾⁽²⁾	45,460.12	128,829.31	83,369.19
Irrigation, average annualized daily flow (gpd) ⁽³⁾	13,042.98	12,347.12	(695.86)
Total Water Use (gpd)	58,503.10	141,176.43	82,673.33
Sanitary Waste Generation	---	---	
Total Sanitary Waste Generation (gpd) ⁽²⁾	45,460.12	128,829.31	83,369.19
Miscellaneous	---	---	
Affordable/Workforce Dwelling Units (%) (units)	N/A	50 ⁽⁴⁾	50
Total Residents (capita)	119 ⁽⁵⁾	556 ⁽⁶⁾	437
School Age Children/Children Attending Public School	12 ⁽⁵⁾	27 ⁽⁶⁾	15
Total Taxes (\$/year)	\$1,634,633	\$2,741,461 ⁽⁷⁾	\$1,106,828
School ("UFSD") Taxes (\$/year)	\$1,281,827	\$2,149,767 ⁽⁷⁾	\$867,940
Solid Waste (Garbage) Generation (lbs./day)	4,257	8,735 ⁽⁸⁾	4,478

(1) "gpd" means "gallons per day"

(2) Conservative estimate based on SCDHS design rates; an HBDOD sewer district and sewage treatment plant would be needed to accommodate the projected flows.

(3) Assumes all landscaped areas are irrigated at 24.0 inches/year (one inch per week over irrigation season averaged as daily flow over course of one year)

(4) Assumes 20 percent of apartments and multifamily residential units are marketed in accordance with affordable/workforce community rates.

(5) Based on Rutgers University Demographic Multipliers (2006); Total of 11 single-family homes, assumes detached dwellings with 3-BRs that cost over \$194,500; and 43 apartments, assumes 21 studio or one-bedroom rental units

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with rents over \$1,000/month/unit and 22 two-bedroom rental units over \$1,100/month/unit; 10.2% of all school-age children assumed to attend private school & 89.8 percent assumed to attend public schools per US Census data for Hampton Bays

- (6) Based on 49 non-age-restricted rental studio or 1-BR units in buildings containing 5+ units and having rents that are more than \$1,000/month/unit; 50 2-BR non-age-restricted rental units in buildings having 5+ units and rents that are greater than \$1,100/month/unit; 49 owner-occupied studio or 1-BR non-age-restricted units in buildings having 5+ units that are valued at more than \$269,500; 50 owner-occupied 2-BR non-age-restricted units in buildings having 5+ units that cost more than \$329,500; 13 1-BR and 12 2-BR senior apartments and 13 1-BR and 12 2-BR senior owner occupied units with a combined average of 1.5 residents per senior unit per MetLife report; and 100 assisted living facility beds at capacity.
- (7) The information provided in the table was derived from the current tax rates provided by the Town of Southampton's Tax Receiver, as well as the total projected taxes calculated for the Proposed Action upon full build-out. All analyses are based on current tax dollars. The revenue allotted among taxing jurisdictions vary from year to year, depending on the annual tax rates, assessed valuation and equalization rates. The final assessment and levy will be determined by the sole assessor at the time of occupancy.
- (8) Single-family homes based on 3.5 lbs/resident/day, all dwellings are 3-BR detached homes; Apartments & Multifamily dwellings based on 4.0 lbs/resident/day with an average of 1.75 persons per unit; Assisted living based on 3.0 lbs/bed/day; retail based on 13 lbs/1,000 SF/day (0.013 lbs/SF/day); professional and medical offices assume 0.01 lb/SF/day; Restaurant assumes 0.09 lbs/SF/day; Hotel assumes no kitchen, 400 SF/room at 3lbs/room/day; fire station assumes large meeting or event with 200 persons at 1 lb/capita/day; Auto repair assumes 0.09 lbs/SF/day; Warehouse/storage assumes 0.012 lbs/SF/day (**Salvato, 2009; Rutgers University, 2006; & Santa Barbara Public Works Dept., 1997**)
- (9) For traffic and parking-related impacts see **Section 3.3** and **Appendix J-1**.

Based on a review of the information available in this Supplemental DGEIS, the following impacts and benefits are expected if the Proposed Action is not implemented.

Impacts from No-Action Alternative

- The Town would not implement the recommendations, nor fulfill the many goals of past land use plans and community visioning processes including the form based recommendations established by the 2017 Pattern Book for the Hampton Bays Downtown Overlay District.
- The pattern and form of development that currently exists in Hampton Bays would remain generally unchanged. Growth in the community center would likely continue to stagnate rather than benefiting from the concentration of mixed land uses in the Downtown, where it is most appropriate, which would support a more functional, walkable, sustainable and economically productive community center and maintaining densities in outer residential areas of the community.
- The existing visual condition of the built environment would likely remain as is or possibly degrade rather than being enhanced by the proposed dimensional zoning standards and design guidelines that have been specifically designed to improve conditions.
- The existing condition would not increase the potential for new stand-alone multifamily residential development and apartments over stores including affordable units for residents in the area (priority determined pursuant to (Chapter 216), and housing and care facilities for the elderly that would diversify the housing stock and help to meet the demands of an ageing population.

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- The status quo condition would not generate the level of temporary construction jobs (i.e., full and part-time work) that would become available, as well as full- and part-time employment opportunities that may be created by new businesses and an increased residential presence.
- New business development would not be promoted to the extent anticipated by the Proposed Action and associated development incentives and the type and level of mixed-use development that is necessary to create a more sustainable community and the enhancement of the Downtown would not occur.
- Traffic patterns would remain generally the same with additional background growth for the area and the mix of land uses, development pattern, building form, and density would be less conducive to a more pedestrian friendly transit oriented development that takes advantage of easy access to rail and bus service and essential goods and services, not to mention the recently available Good Ground Park facilities.
- The existing condition would also preclude the possibility for providing additional side streets to reduce the size of blocks in the Downtown, which would create more road frontage for store fronts, facilitate vehicle and pedestrian access, and allow for more efficient and beneficial use of land, especially undeveloped land on the north side, adjacent to the park.
- The existing condition would not provide the level of school/library tax revenues that the Reasonable Theoretical Development Scenario (10-Year Build condition) would provide for school/library district services. Based on tax revenue projections prepared for the current environmental review, the Proposed Action would increase annual school/library tax revenues from \$1,340,169 under the No-Action condition to an estimated \$1,634,633 for an annual increase of \$294,464.
- The No-Action Alternative would also generate less total tax revenues. Under the existing/No-Action condition, the total estimated annual tax revenue for all affected taxing jurisdictions is \$2,247,612, which is \$493,849± less than the \$2,741,461± that would be expected from the Reasonable Theoretical Development Scenario.
- The area may not get the needed sewer infrastructure, pedestrian friendly cross streets, on and off-street parking areas, and sidewalk and streetscape improvements that are necessary to transform the Downtown into a more active live/work/shop center and make more efficient use of the land.

Benefits of No-Action Alternative

- The No-Action alternative would not increase traffic activity, although traffic levels are currently manageable and not expected to result in a significant impact assuming implementation of recommended mitigations, and the performance of future traffic analyses for site plans, as may be warranted in the future. Moreover, in some respects it is expected that a Good Ground Road Extension, proposed cross streets, mixed land uses and anticipated pedestrian amenities would mitigate some impacts and provide certain traffic and circulation benefits.
- The No-Action alternative would not consume as much potable water from the underlying aquifer including domestic, commercial and irrigation water (58,504 gpd

compared to 141,177 gpd) or generate as much wastewater (+/-45,461 gpd under existing conditions considering no additional growth under existing zoning compared to 128,830 gpd under the Reasonable Theoretical Development Scenario.

- Less stormwater runoff would be expected under the No Action Alternative, but adherence to standard stormwater engineering practices would help to reduce the potential for impacts under the Proposed Action. Depth to groundwater and soil conditions appear suitable to promote positive drainage and there are no nearby wetlands, surface waters or sensitive water resources.
- Since there is limited habitat available in the Downtown, especially compared to other parts of the community (Central Pine Barrens Area and associated preserves and coastal areas) and due to the fact that this area has been chosen as the growth and development center of the community, the mitigations recommended by this Supplemental DGEIS to protect natural areas to the extent practicable, no significant impacts to ecological resources are expected.
- The No-Action Alternative would be expected to generate approximately the same number of school age children that would attend public school over time (estimated 12 students) and therefore generate an estimated 15 fewer than under the Theoretical Development Scenario (estimated 27 students).
- As with all public services, new business owners and residents would offset the limited impacts expected through the assessment of property taxes or would pay the necessary utility fees as future customers.
- Based on the absence of any significant soil, topography or surface water or wetland resources within the Downtown, the No-Action alternative, as well as implementation of the Proposed Action would have no significant adverse impacts to these resources.
- There would be less demand placed on public services and facilities under the No Action Alternative.

5.3 Alternative 2: 10-Year Build Condition under Existing VB Zoning

Alternative 2 involves the review and analysis of anticipated conditions under a reasonable build projection of the Downtown under the existing VB zoning and other applicable regulations such as the SCDHS's sanitary waste disposal standards required for individual on-site septic systems. Analysis of the 10-Year build condition under existing zoning is useful as it identifies the anticipated character and conditions of the Study Area if no Code and/or zoning map amendments are undertaken and development proceeds under the current regulatory scheme during the same timeframe which can be compared with anticipated conditions under the Proposed Action. A 10-Year theoretical build-out of the Study Area under existing VB zoning has been estimated and is summarized in **Table 5-3**.

**Table 5-3
LAND USE UNDER EXISTING VB ZONING AND
THEORETICAL DEVELOPMENT SCENARIO
(10-Year Build Conditions)**

Land Use	Existing Zoning (10-Year Build Condition)	Proposed Action (Based on 10- Year RTDS Build Projection)	Difference ¹
Single-Family Residences (Homes)	---	---	---
Apartments (Units)	101 ²	248 ³	147
Assisted Living (Beds)	---	100	100
Dry Retail (SF)	101,624	121,158	19,534
Wet Retail (SF)	25,406	30,290	4,884
Non-Medical Office (SF)	57,738	167,911	110,173
Medical Office (SF)	5,917	6,563	646
Restaurant (SF)	20,665	28,915	8,250
Hotel (Rooms)	9	58	49
Fire Department (SF)	10,101	10,101	---
Automobile Related Service (SF)	1,943	---	(1,943)
Warehouse/Storage (SF)	1,847	695	(1,152)
Vacant/Open Space	35,861	35,861	---

1-Numbers within parenthesis indicate a reduction from the existing condition, “---” indicates no change, and all other numbers in the “Difference” column are increases.

2- The projected 101 apartments are assumed to consist of a total of 50 studio or one-bedroom apartments and 51 two-bedroom apartments for a total of 152 bedrooms. Twenty percent of the units are assumed to be occupied by senior citizens with no children, and 50 percent of the total number of units would be owner-occupied and 50 percent would be renter-occupied. At least 10 percent of the apartments will be affordable workforce housing units.

3-The projected 248 apartments are assumed to consist of a total of 124 studio or one-bedroom apartments and 124 two-bedroom apartments for a total of 372 bedrooms. Twenty percent of the units are assumed to be occupied by senior citizens with no children, and 50 percent of the total number of units would be owner-occupied and 50 percent would be renter-occupied. At least 10 percent of the apartments will be affordable workforce housing.

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**Table 5-4
ANTICIPATED CHARACTERISTICS AND IMPACTS OF BUILDOUT
Under Existing VB Zoning & 10-Year Reasonable Theoretical Development Scenario Projection**

Parameter	Existing Zoning (Based on 10- Year Build Projection)	Proposed Action (Based on 10- Year RTDS Build Projection)	Difference
Land Use (Includes Both Permitted & Special Exception Uses)	Mixed business, office, personal & public service, MF dwellings, park & transportation	Mixed business, office, personal & public service, hotel, assisted living, MF dwellings, park & transportation	Hotel assisted living
Wastewater Treatment System	On-site septic systems & cesspools	HBDOD advanced sewage treatment system	Advanced Sewage Treatment
Site Coverages (acres):	---	---	
Buildings	7.63	9.48	1.85
Parking Lots/Internal Streets/Driveways/Walkways	30.07	28.72	(1.35)
Forest or Naturally Vegetated	5.87	5.87	---
Mixed Invasive/Naturalized/Successional Overgrowth	3.60	3.30	(0.3)
Landscaping and Lawn	7.12	6.92	(0.2)
Stormwater Recharge Basin	0.56	0.56	---
Total	54.85	54.85	---
Water Resources	---	---	
Domestic Water Use (gpd) ⁽¹⁾⁽²⁾	62,787	128,829	66,042
Irrigation, average annualized daily flow (gpd) ⁽³⁾	12,704	12,347	(357)
Total Water Use (gpd)	75,494	141,176	65,682
Sanitary Waste Generation	---	---	
Total Sanitary Waste Generation (gpd) ⁽²⁾	62,787	128,829	66,042
Miscellaneous	---	---	
Affordable/Workforce Dwelling Units (%) (units)	N/A	50 ⁽⁴⁾	50
Total Residents (capita)	184 ⁽⁵⁾	556 ⁽⁶⁾	372
School Age Children/Children to Attend Public School	12 ⁽⁵⁾	27 ⁽⁶⁾	15
Solid Waste (Garbage) Generation (lbs./day)	5,104	8,735 ⁽⁷⁾	3,631

(1) "gpd" means "gallons per day"

(2) Conservative estimate based on SCDHS design rates; an HBDOD sewer district and sewage treatment plant would be needed to accommodate the projected flows.

(3) Assumes all landscaped areas are irrigated at 24.0 inches/year (one inch per week over irrigation season averaged as daily flow over course of one year)

(4) Assumes 20 percent of apartments and multifamily residential units are marketed in accordance with affordable/workforce community rates.

(5) Based on 20 non-age-restricted rental studio or 1-BR units in buildings containing 5+ units and having rents that are more than \$1,000/month/unit; 20 2-BR non-age-restricted rental units in buildings having 5+ units and rents that are greater than \$1,100/month/unit; 20 owner-occupied studio or 1-BR non-age-restricted units in buildings having 5+ units that are valued at more than \$269,500; 21 owner-occupied 2-BR non-age-restricted units in buildings having

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- 5+ units that cost more than \$329,500; 5 1-BR and 5 2-BR senior rental apartments and 5 1-BR and 5 2-BR senior owner occupied units with a combined average of 1.5 residents per senior unit per MetLife report.
- (6) Based on 49 non-age-restricted rental studio or 1-BR units in buildings containing 5+ units and having rents that are more than \$1,000/month/unit; 50 2-BR non-age-restricted rental units in buildings having 5+ units and rents that are greater than \$1,100/month/unit; 49 owner-occupied studio or 1-BR non-age-restricted units in buildings having 5+ units that are valued at more than \$269,500; 50 owner-occupied 2-BR non-age-restricted units in buildings having 5+ units that cost more than \$329,500; 13 1-BR and 12 2-BR senior apartments and 13 1-BR and 12 2-BR senior owner occupied units with a combined average of 1.5 residents per senior unit per MetLife report; and 100 assisted living facility beds at capacity.
- (7) Single-family homes based on 3.5 lbs/resident/day, all dwellings are 3-BR detached homes; Apartments & Multifamily dwellings based on 4.0 lbs/resident/day with an average of 1.75 persons per unit; Assisted living based on 3.0 lbs/bed/day; retail based on 13 lbs/1,000 SF/day (0.013 lbs/SF/day); professional and medical offices assume 0.01 lb/SF/day; Restaurant assumes 0.09 lbs/SF/day; Hotel assumes no kitchen, 400 SF/room at 3lbs/room/day; fire station assumes large meeting or event with 200 persons at 1 lb/capita/day; Auto repair assumes 0.09 lbs/SF/day; Warehouse/storage assumes 0.012 lbs/SF/day (Salvato, 2009; Rutgers University, 2006; & Santa Barbara Public Works Dept., 1997)
- (8) See **Section 3.3** and the Traffic Impact Study provided in **Appendix J-1** for impacts associated with trip generation.

5.4 Analysis

The primary impacts from the Proposed Action when compared to the 10-Year Build Condition under Existing VB Zoning are as follows:

- An increase from 75,491± gpd to 141,177± gpd (a difference of 65,682± gpd or 87± percent increase) in the total volume of water needed to serve the Downtown, including projected residential, commercial, institutional, and irrigation water demands.
- An increase in total wastewater generation from 62,787± gpd to 128,830± gpd for an increase of 66,042± gpd or by 105± percent of current flow.
- Construction and operation of an advanced sewage treatment facility and sewage collection system in the Downtown which would reduce overall pollutant loading.
- An increase in total solid waste generated in the Downtown from 5,104± lbs/day to 8,735± lbs/day for a total increase of 3,631± lbs/day or 71± percent.
- An increase in the number of total residents in the Downtown from 184 under the 10-Year Build condition under existing VB zoning scenario to 556 under the 10-Year Theoretical Buildout Scenario for an increase of 372.
- An increase in the number of school age children living in the Downtown from an estimated 12 under the 10-Year Build condition under existing VB zoning to 27 under the 10-Year Build condition under the Theoretical Development Scenario for a total increase of 15 new school age children. An estimated 10 children would be expected to go to public school under the existing zoning scenario and 24 would attend public schools under the Theoretical Development Scenario. The difference in the total number of children attending public schools would therefore be approximately 14.
- Increased traffic flows to be mitigated through the Good Ground Road Extension, providing turning lanes at key intersections, adjusting signal timing, and promotion and facilitation of transit, pedestrian and bicycle activity.

The potential impacts of the 10-Year Theoretical Development Scenario are offset or mitigated by the numerous benefits of the implementation of the HBDOD zoning. There are also many benefits from the implementation of the Proposed Action (see below). While many impacts and benefits have been quantified, many can only be considered qualitatively and therefore may be subjective depending on one's perspectives and perceived issues and concerns. Nevertheless, these benefits should be compared, contrasted, weighed and balanced by the Town against the above anticipated impacts to determine the overall benefits and/or impacts.

- Improving the appearance, character, functionality, business and service capabilities, and economic well-being of Downtown Hampton Bays, while protecting the Hamlet's environmental resources and quality of life;
- Providing housing options to serve the community's residential needs, including creating multifamily units and apartments for persons of diverse incomes and providing new work/live opportunities;
- Creating new business opportunities, new temporary construction jobs and permanent full- and part-time work, and boosting the local customer base and employee base by allowing multifamily residential uses, encouraging upstairs apartments and creating a greater full-time residential presence;
- Enhancing the character of the Downtown, increasing walkability, and promoting more activity, economic growth, fiscal health, and Downtown vitality;
- Increasing the selection and availability of goods and services for locals;
- Concentrating growth in the Downtown rather than in environmentally sensitive areas outside the core;
- Creating a pedestrian and bike friendly, transit accessible, community with suitable parking, access, and traffic circulation;
- Developing and implementing a new form-based code that meets smart growth objectives and promotes long-term community sustainability;
- Controlling future growth by concentrating development within the Downtown rather than an outer perimeter areas; and
- Allowing for more efficient and sustainable land use and growth.

5.5 Summary

The No-Action alternative assumes that the existing VB zoning will remain in place and that no additional development, improvements or significant changes to conditions in the Downtown will occur. Similarly, the 10-Year Buildout under the Existing Zoning alternative assumes that there are no new Zoning Code and Zoning Map amendments but that the proposed HBDOD area is built-out to a reasonably expected buildout under VB guidelines. Under both alternative scenarios, the intended benefits of the proposed HBDOD and previous planning and visioning efforts that were specifically designed to improve local conditions, including recommendations of the Pattern Book would not be realized, and some of the potential impacts associated with a full buildout under the existing zoning would run counter to the goals and objectives of the Proposed Action and past community plans and environmental assessments. Numerous impact

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avoidance and mitigation techniques have been identified by this SGEIS to address potentially significant impacts associated with the Proposed Action.

**SECTION 6.0
FUTURE ACTIONS**

6.0 FUTURE ACTIONS

6.1 Background

This document is a Supplemental DGEIS prepared in accordance with 6 NYCRR Part 617 (“SEQRA”) which analyzes the potential impacts associated with the adoption of amendments to the Town’s Zoning Code and its Official Zoning Map to create the HBDOD, its three subzones and their respective land use, development and parking standards and regulations. Since the proposed action is closely related to previous studies and environmental analyses associated with the Town’s 2010-2013 Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout GEIS, and builds off of this previous action, it was determined by the Town that the best course of action for complying with SEQRA and ensuring the highest level of environmental protection practicable, was the preparation of a Supplemental GEIS. This approach to environmental review and compliance with the standards and procedures of SEQRA is directed by policies requiring the review and analysis of the current action for consistency with the previous environmental review (“GEIS”) for the Hampton Bays Corridor Plan and the identification of any environmental topics or issues that may not have been fully or adequately considered by the previous GEIS to sufficiently cover the present action. GEISs, such as the one adopted by the Town Board in 2013 for the Corridor Plan, also typically contain conditions, standards, guidelines, and thresholds to reduce impacts and direct future environmental reviews or subsequent actions that may take place at the specified site or area.

Specifically, SEQRA (Title 6, New York Code of Rules and Regulations [“6 NYCRR”] Part 617.10(c)), states that:

“Generic EISs and their findings should set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQRA compliance. This may include thresholds and criteria for supplemental EISs to reflect specific significant impacts, such as site specific impacts, that were not adequately addressed or analyzed in the generic EIS.”

More specific guidance regarding GEISs and Supplemental GEISs is provided in Part 617.10(d), which states that:

“When a final generic EIS has been filed under this part:

- (1) No further SEQRA compliance is required if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS or its findings statement;
- (2) An amended findings statement must be prepared if the subsequent proposed action was adequately addressed in the generic EIS but was not addressed or was not adequately addressed in the findings statement for the generic EIS;

- (3) A negative declaration must be prepared if a subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action will not result in any significant environmental impacts;
- (4) A supplement to the final generic EIS must be prepared if the subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action may have one or more significant adverse environmental impacts.”

It is also advisable that the Findings Statement for this Supplemental GEIS contain conditions, standards, guidelines, thresholds and requirements for supplementary impact analyses and mitigation measures for future development under the Proposed Action. Future site-specific actions (e.g., site plans) will undergo a preliminary SEQRA consistency review and the preparation of an EAF to determine the appropriate level of review in conformance with 6 NYCRR Part 617.10(d). This initial review would include a Short or Long EAF depending on the SEQRA classification and particular action to determine the appropriate level of review in conformance with 6 NYCRR Part 617.10(d) and an evaluation of project consistency with the adopted Findings Statement for this Supplemental GEIS. If, during the site- and action-specific review of future development applications under the HBDOD, potential significant adverse environmental impacts are identified that were not previously considered or adequately analyzed as part of this Supplemental GEIS or the previous GEIS reviews, additional site-specific analysis including technical studies and/or a Supplemental EIS, may be required. If no such issues or concerns are identified by the EAF and no significant impacts are identified by the EAF, the Lead Agency may adopt a Negative Declaration indicating that no further environmental review is necessary. The information submitted with the application for each such future project will be used by the entity having jurisdiction as the basis for this determination.

6.2 Conditions, Thresholds and Standards for Future Actions

Based on the results of the generic impact analyses prepared in this Supplemental DGEIS, the following actions may be required for future site-specific development projects in the HBDOD to prevent or suitably reduce impacts:

6.2.1 Topography and Soils

- Future site plan, special permit, subdivision, zoning variance and building permit reviews will be performed as appropriate in connection with future development and redevelopment projects proposed in the HBDOD and will include a second level of site- and project-specific assessment to refine and implement the recommended soil and topographic methods identified by this Supplemental DGEIS as needed.
- Future land use applications will be subject to conformance reviews with the final SEQRA Findings Statement for this Supplemental GEIS as well as preliminary site- and project-specific SEQRA reviews (“EAFs”) under NYCRR Part 617, if an action is classified as an “Unlisted” or “Type I” action.

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- Clearing, grubbing and grading of future construction sites will be conducted in accordance with Town approved site, grading and drainage plans and under the supervision of the Town Building Department once a building permit is issued.
- Erosion and sediment control plans must be submitted with future development site plans in the HBDOD that involve soil and/or slope disturbances, and shall be implemented during construction. Erosion controls, including installation of work area perimeter and/or silt fencing and drainage inlet protection will be required, as needed, to prevent sediment from development and redevelopment sites from being transported off-site and deposited on streets or discharged to subsurface drainage structures, thereby resulting in a loss of topsoil, and potential adverse effects on drainage structure capacity and performance.
- A stabilized construction entrance and/or “rumble strips” will be installed at construction sites where needed to reduce the potential for tracking soil on to public streets.
- Dust control in the form of soil wetting may also be necessary and should be implemented based on site plan requirements and soil conditions.
- Trucks carrying soil to and/or from development sites shall cover loads as required to prevent soil and pebbles from being blown on to streets and vehicles and construction vehicles must be staged on-site and off the rights-of-way of area streets (Montauk Highway/Main Street, Ponquogue Avenue, Squiretown Road, Springville Road, Cemetery Road and Good Ground Road).
- Reseeding and planting of landscaping should be implemented on future development sites within the HBDOD as soon as possible after initial clearing and ground disturbance, to ensure that soils are properly stabilized.
- Phasing of clearing and ground disturbance may be beneficial on large development sites so that soils are not left bare for extended periods of time during future demolition and construction processes. In accordance with the Stormwater General Permit and Chapter 285 of the Town Code, disturbed areas should be stabilized as soon as possible after clearing and grading activities are conducted.
- Future drainage infrastructure must be installed in conformance with the design and capacity requirements of the State and Town, and meet the approval of the Town Engineer.
- Stormwater General Permits and the preparation of SWPPP will be required for any project involving one acre or more of disturbance to ensure proper control of stormwater runoff and associated erosion and sedimentation issues, including the siltation of storm drains or the nearby State-owned stormwater recharge basin.
- Vehicle, equipment and materials staging areas and designated stock pile locations must be located on individual development and redevelopment sites during construction-related activities and must be suitably stabilized or covered or otherwise prevented from creating significant dust, erosion and sedimentation issues.
- Native plants or species that are well adapted to site soil conditions; providing suitable topsoil and/or mulching; “xeriscaping;” as well as the use of efficient/water conserving irrigation systems and watering only at night and as needed, will be necessary to overcome potential minor issues associated with landscape water

demands and excessively drained soils and will also help to conserve groundwater resources.

- Test borings are expected to be completed on sites in drainage areas to ensure that suitable subsoils are present. If poorly drained soils or hardpan (not anticipated) are encountered, these soils may have to be removed and replaced with clean loose sand or soil of a suitable texture to ensure adequate drainage.
- Sanitary wastes must be conveyed to a sewage treatment plant (“STP”) for treatment if SCDHS’ population density equivalents are not met. Based on existing development conditions and additional development density that can be supported by the proposed zoning, an advanced sewage treatment method must be provided. This facility(ies), along with approved stormwater collection and recharge systems that comply with all applicable standards and specifications of the Town and State, will help to reduce potential soil and groundwater issues. These infrastructure, coupled with the relatively deep groundwater table and the removal and replacement of subsurface soils if restrictive layers or hazardous soil conditions are encountered, will help to protect groundwater, soils and public health.
- Site grading operations will be undertaken in a manner to promote the incorporation of excavated material back into development sites as practical unless soils are determined unsuited.
- An assessment of redevelopment projects involving the demolition of buildings or disturbance of soils that will be subject to Town site plan review may be necessary in the future to identify the presence of on-site cesspools, septic systems, drywells, and/or underground and/or above ground storage tanks that must be removed or abandoned in accordance with applicable Federal, State and local requirements. If the potential for past or present soil contamination by hazardous materials may be an issue (such as a past auto repair facility), a Phase IA ESA will be conducted to determine the need for a Phase IB ESA and any necessary remediation. In the case of older buildings to be demolished, an assessment of the possible presence of asbestos containing materials (“ACM”) and/or lead-based paint may also be warranted depending on the exact age of the structure and the types of building materials used in its construction, to ensure public and environmental health.

6.2.2 Water Resources

- Future development or redevelopment exceeding SCDHS groundwater management density loading requirements under Article 6 of the SCSC will require connections to an approved STP or other innovative sewage treatment system(s) that have advanced nitrogen treatment capabilities and/or acquire the requisite Pine Barrens Credits or SCDHS sewage transfer credits in the Hampton Bays Union Free School District to address density and any sewage disposal overages in the area.
- The siting of a new STP must be assessed further after plans are drawn up to ensure that such a facility conforms to Suffolk County requirements relating to system design, siting, setbacks, and installation requirements so that groundwater and surface waters are properly protected.

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- Maximum wastewater flow and treatment requirements are subject to SCDHS approval and strict compliance with all SPDES effluent permit standards for community wastewater treatment and disposal systems will be required.
- Connection of all future development to the local public water supply after HBWD approval. The HBWD supply is routinely monitored and raw water is treated as necessary by the HBWD to ensure that the water is safe and potable for drinking and that an appropriate supply is available to serve the needs of its customers.
- The Town should continue to support efforts by the NYSDEC to remediate soil and groundwater contamination stemming from the Hampton Bays Fire Department Superfund Site to restore and protect the Ponquogue Avenue wellfield.
- In accordance with the proposed HBDOD, future development plans must provide reduced potable indoor water use (reduction of 20% below baseline) and reduced outdoor landscape irrigation demand by 50% of baseline (per proposed Section 330-430).
- Future development within the proposed HBDOD should comply with Article 7 of the Suffolk County Sanitary Code to ensure that groundwater is protected, and the Ponquogue Avenue water supply is not adversely affected.
- Landscaping is expected to be limited and mainly used for aesthetic enhancements and screening due to the urban nature of the Downtown. Native vegetation should be retained to the extent practical and future plantings for site landscaping should be native and/or well-adapted to area conditions to reduce the need for watering, fertilization and pesticide applications. Species on NYSDEC's invasive species list must not be used. Irrigation wells to reduce the strain on the HBWD are recommended if applicable and practicable.
- Due to the size of the corridor study area, variability in topography, irregularity of groundwater levels from seasonal and annual weather fluctuations, and insufficient available data, exact depths to groundwater must be determined on a location-by-location basis by examining on-site test-hole data.
- Future developments or redevelopments involving one acre or more should be reviewed to determine if a State Pollution Discharge Elimination System ("SPDES") General Permit for Stormwater and a Stormwater Pollution Prevention Plan ("SWPPP") are required. Erosion and Sedimentation Control Plans must also be implemented for projects involving soil and/or slope disturbances.
- In accordance with the proposed HBDOD, incorporation of vegetated swales, filter strips, rain gardens, and other green infrastructure, state-of-the-art treatment technologies, and best management practices ("BMPs") is required. Examples of BMPs that can be used to address stormwater runoff are provided in the New York State Stormwater Management Design Manual.
- In accordance with the proposed HBDOD, green infrastructure options such as green roofs, grey-water and rainwater recycling for irrigation, rain gardens, vegetated swales, retention of native vegetation, and other similar methods and systems is required to address stormwater issues and reduce overall water demand.
- New redevelopment will be required to capture and retain stormwater runoff on-site to prevent flooding or overland sheet runoff on to adjacent land or public streets. Future development must therefore include appropriate drainage collection and

recharge pools on-site to ensure that stormwater generated from impervious surfaces is adequately controlled to prevent flooding or icing of public rights-of-way, development sites, basements and adjacent properties. The Town Engineer must review future site plans to ensure that projects provide suitable drainage to comply with applicable State and local standards and meet minimum professional engineering standards and practices.

- Using stormwater collection and treatment devices that comply with minimum State and Town engineering standards and practices and that meet the approval of the Town Engineer and Planning Board, including capturing and recharging the anticipated runoff from the required design-storm rainfall event.

6.2.3 Ecological Resources

- The loss of coastal oak-hickory forest habitat on the property will be partially mitigated by the requirement for a minimum of ten percent green space on each development site and retention of a portion of Good Ground Park in the HBDOD in its naturally vegetated condition.
- In accordance with the Sustainable Development Requirements of the proposed HBDOD, native and low maintenance plant species are required; such species will provide food and shelter to wildlife.
- Invasive Plants species must not be utilized for landscaping, screening or any other purpose, including those species specifically listed in 6NYCRR Part 575 and the “New York State Prohibited and Regulated Invasive Plants” publication (**NYSDEC and NYDAM, 2014**).
- Disturbances to vegetation and habits will be minimized to the maximum extent practicable, including delineating tree-clearing limits where necessary at development sites prior to construction to avoid inadvertent clearing.

6.2.4 Land Use, Zoning and Plans

- Future site-and project-specific site plans should be designed and reviewed to determine overall consistency with the recommended guidelines established in the Pattern Book for the Hampton Bays Downtown Overlay District, as well as applicable recommendations of the Strategic Plan/Buildout Study and its GEIS.
- To date, the Town Board has not enacted the HO/HC zoning districts that were previously recommended by the 2013 Hampton Bays studies along Montauk Highway, east and west of the Downtown. Any HO/HC zoning modifications contemplated by the Town Board should no longer include residential uses; as residential/mixed use would be shifted to the Downtown by the proposed HBDOD.
- As recommended by the Town of Southampton Coastal Resources & Water Protection Plan (April 2016), the Town should consider restricting conversions of existing motels in MTL and RWB zoning districts to reduce the number of new residential units.

- Side streets entering/exiting on both sides of Montauk Highway should be aligned where possible or adequately separated rather than slightly offset to prevent traffic turning conflicts.

6.2.5 Community Services and Facilities

- Sewage flow that exceeds SCSC Article 6 standards must connect to sewers and/or use other methods of acceptable mitigation such as the transfer of development rights or sanitary credits in accordance with Town and SCDHS standards and requirements.
- Conduct an STP site and design feasibility study to determine/verify the most suitable location for an STP, conduct a detailed on-site conditions assessment, determine the final required capacity for such a facility, evaluate the types of treatment technologies that are available and the system that is best suited for the HBDOD, determine required main locations and sizes and the necessity for pump stations, calculate the total costs to construct and operate the collection system and treatment facility, and identify and apply for any available funding sources.
- Future development and redevelopment projects envisioned under the Proposed Action and Theoretical Development Scenario will require a source of potable drinking water and must connect to a public water supply. Written confirmation must be obtained from the HBWD demonstrating that an adequate supply of water is available to satisfy both the “domestic” (drinking water) and “non-domestic”(non-drinking water) needs of the project prior to issuance of a building permit.
- The Water District currently operates with a surplus on peak demand days; however in the event of a mechanical failure, the surplus will be severely reduced. To service future development, the District should:
 - Plan for an additional supply well, if not two, depending on capacity.
 - Plan for additional storage. The HBWD will continue to monitor its storage and demand and plan for additional storage facilities as warranted.
 - The HBWD will also have to plan for additional water transmission main(s), depending on the location(s) of any future well(s).
 - Future water demand projections should include peak day and hour estimates to adequately determine the impact on the water system. Fire flow demand for future development will also be necessary and should be determined based on Insurance Service Office (“ISO”) standards.
- Proposed projects will need to demonstrate with the proposed HBDOD Sustainable Development Standards (Section 330-430).
- The Fire Department/Fire Marshal will have the opportunity to review future proposed site plans to ensure that their needs, including provisions for emergency access, hydrant locations, sprinkler systems, fire alarms, and smoke and carbon monoxide detection, are properly addressed.

6.2.6 Traffic, Transportation and Parking

- Extend Good Ground Road, west from its intersection with Springville Road, and then north to the intersection of Montauk Highway and NYS Route 24, creating the “Good Ground Road Extension”.
 - The new intersection at Montauk Highway and NYS Route 24 must be constructed at 90 degrees with Montauk Highway for a proper geometrical design.
 - Design the four-leg intersection with an exclusive northbound left turn, one through lane and one shared through/right turn lane.
 - Redesign the southbound approach with one left turn lane, two through lanes and a channelized right turn lane.
 - Provide two exclusive left turn lanes and a shared through/right turn lane in the eastbound approach.
 - Redesign the westbound approach with two through lanes, one left turn lane and a channelized right turn lane.
 - Redesign the traffic signal at the new four leg intersection with new signal timings and cycle lengths.
- The Good Ground Road Extension would also create a new four-leg intersection at Good Ground Road and Springville Road.
 - Design this new intersection with exclusive northbound and southbound left turn lanes with a shared through/right turn lane.
 - Design the westbound approach with an exclusive left turn lane and a shared through/right turn lane.
 - Design the eastbound approach with an exclusive through lane and an exclusive right turn lane with the prohibition of eastbound left turns.
 - Install a traffic signal at this new four leg intersection.
 - Due to the proximity of this intersection to the LIRR, it is required that train pre-emption be incorporated into the traffic signal. A high left turn volume is anticipated at the new intersection and the design must consider the potential for vehicles to be queued on the tracks.
- Provide an exclusive southbound left turn lane at the intersection of Ponquogue Avenue/Squiretown Road and Montauk Highway.
 - Minor widening of the north leg would be necessary.
 - Modify the traffic signal to provide an exclusive northbound/southbound left turn phase.

6.2.7 Community Character, Visual Resources, and Historic and Archaeological Resources

- Future development and redevelopment should be reviewed against applicable design criteria that have been established for the Downtown in the Pattern Book which will help to protect the character of the Downtown and existing and proposed development, including locally designated historic resources.

- Town of Southampton Architectural Review Board analysis of building plans during site plan reviews.
- Outreach to and input from the Town of Southampton Historical and Preservation Society when development or redevelopment is proposed adjacent to or opposite the Prosper King House and Lyzon Hat Shop.

6.3 Future Environmental Review

All applications for new development projects in the Study Area will continue to be required to adhere to preliminary SEQRA EAF procedures and requirements. This means that all such future development projects will be subject to individual approval processes, including site plan, special exception permit, and variances as applicable, EAF Part I submission, and site-specific impact investigations and consistency reviews with the Findings Statements of the Supplemental GEIS under SEQRA. Applications conforming to the HBDOD standards will be required to conform to any applicable conditions established in the final Findings Statement and are more likely to acceptably avoid the need for a Supplemental EIS. Adherence to this procedure will ensure that all future development in the proposed HBDOD complies with SEQRA, and conforms to established land use controls, minimizes potential adverse environmental impacts, and provides consistency with established Town policy and community goals as outlined in adopted Town plans and the proposed Zoning, without requiring unnecessary or redundant in-depth reviews of topics that have already been considered.

SECTION 7.0

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7.0 REFERENCES

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