

VI. ISSUES AND OPPORTUNITIES/RECOMMENDATIONS

The Study Area has a number of attributes, both natural and manmade, that complement and contribute to the overall makeup of the community. Based on observations of existing conditions, and with input from the Town and local residents, the area's strengths and weaknesses were identified.

Building consensus on how to shape inevitable growth, control design, and ensure preservation of community character is essential in order to achieve community-planning objectives. The following concepts have helped shape the community dialogue relative to preservation and future development opportunities.

- *Not all properties can simply be bought by the Town for open space. The Community Preservation Fund has limited resources and not all property owners are willing sellers. Preservation of properties important for drinking water protection and agricultural preservation are noted as priorities by Town officials, followed by wetlands, contiguous open space and trail connections, and hamlet greens/recreational areas.*
- *Existing zoning in certain locations may not be in accordance with present community vision, however, changes can only be achieved by amending the Comprehensive Plan which is the blueprint upon which the zoning map must be based.*
- *Additional zoning and design regulations can be instituted, if shown to be in the interest of public and health, safety, and welfare, to help shape development where it occurs and protect community character, natural features, scenic resources, and historic heritage resources.*

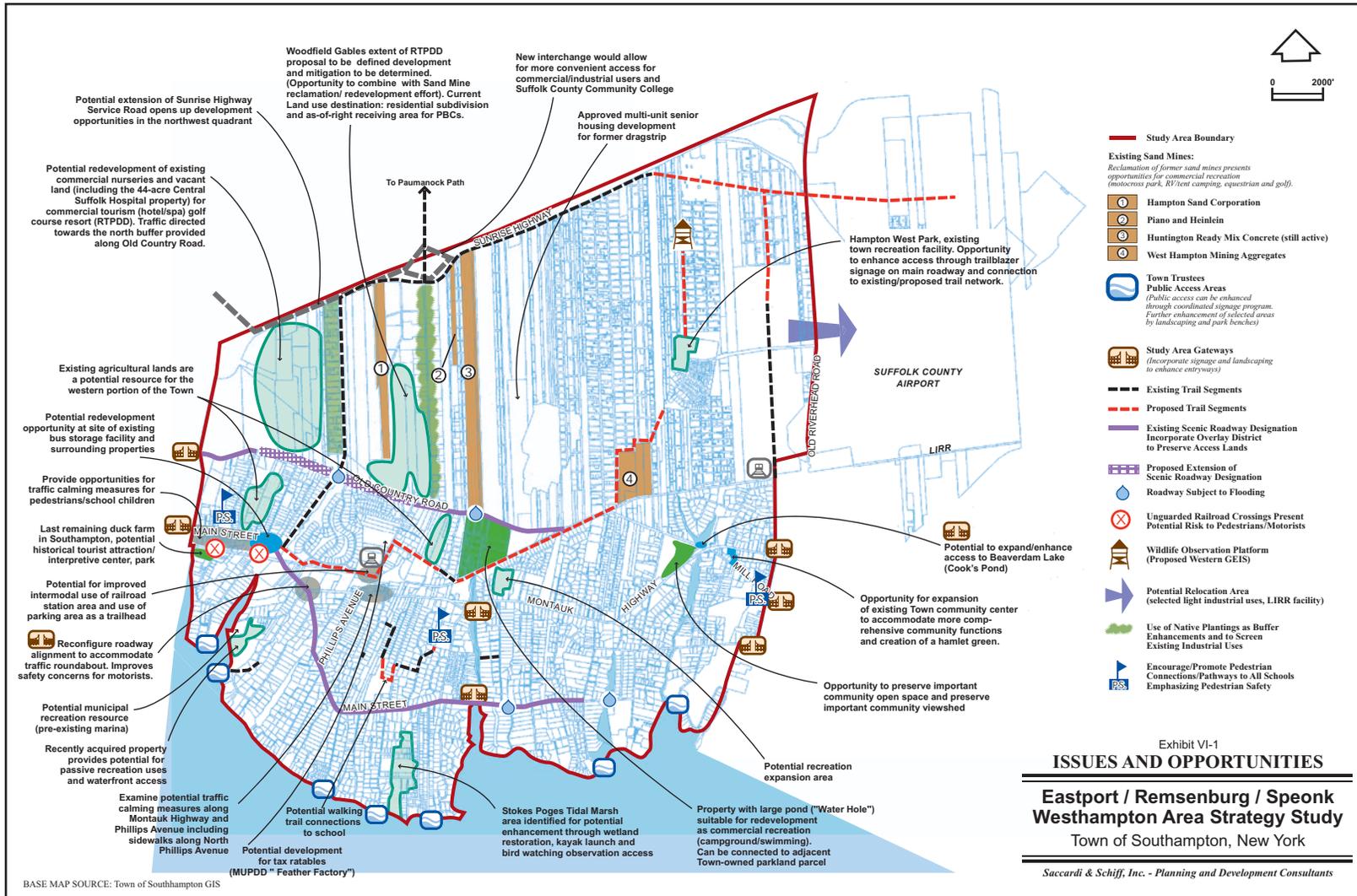
- *Zoning controls, design regulations, clustering, and incentives to developers can be utilized to achieve community benefits and a balanced site plan.*

In the Area-Wide Plan, there needs to be a balance among the interests involved - both from the private property owner's perspective and the public interest. The economic viability of proposed developments needs to be considered while community benefits are sought. Consensus building and organized community support are valuable for preservation of historic resources, open spaces, and agriculture as both an industry and for its aesthetic benefit.

This chapter addresses the issues and opportunities that were discussed as part of the community involvement process and lays out recommendations that respond to the identified issues and capitalize on the opportunities.

Exhibit VI-1, entitled "Issues and Opportunities," identifies many of the concerns raised, objectives identified and opportunities recommended for a balanced area-wide plan, prioritizing preservation and tempering development in a manner that is in keeping with community character.

Detailed Hamlet Area Concept Plan Proposals are provided in the following chapter along with specific recommendations for zoning map changes to designate the new zoning classification of Hamlet Office/Residential and Hamlet Commercial/Residential, preliminary design and streetscape recommendations, and protection strategies for historic resources, scenic protection, and agricultural resources.



AREAS SUBJECT TO CHANGE

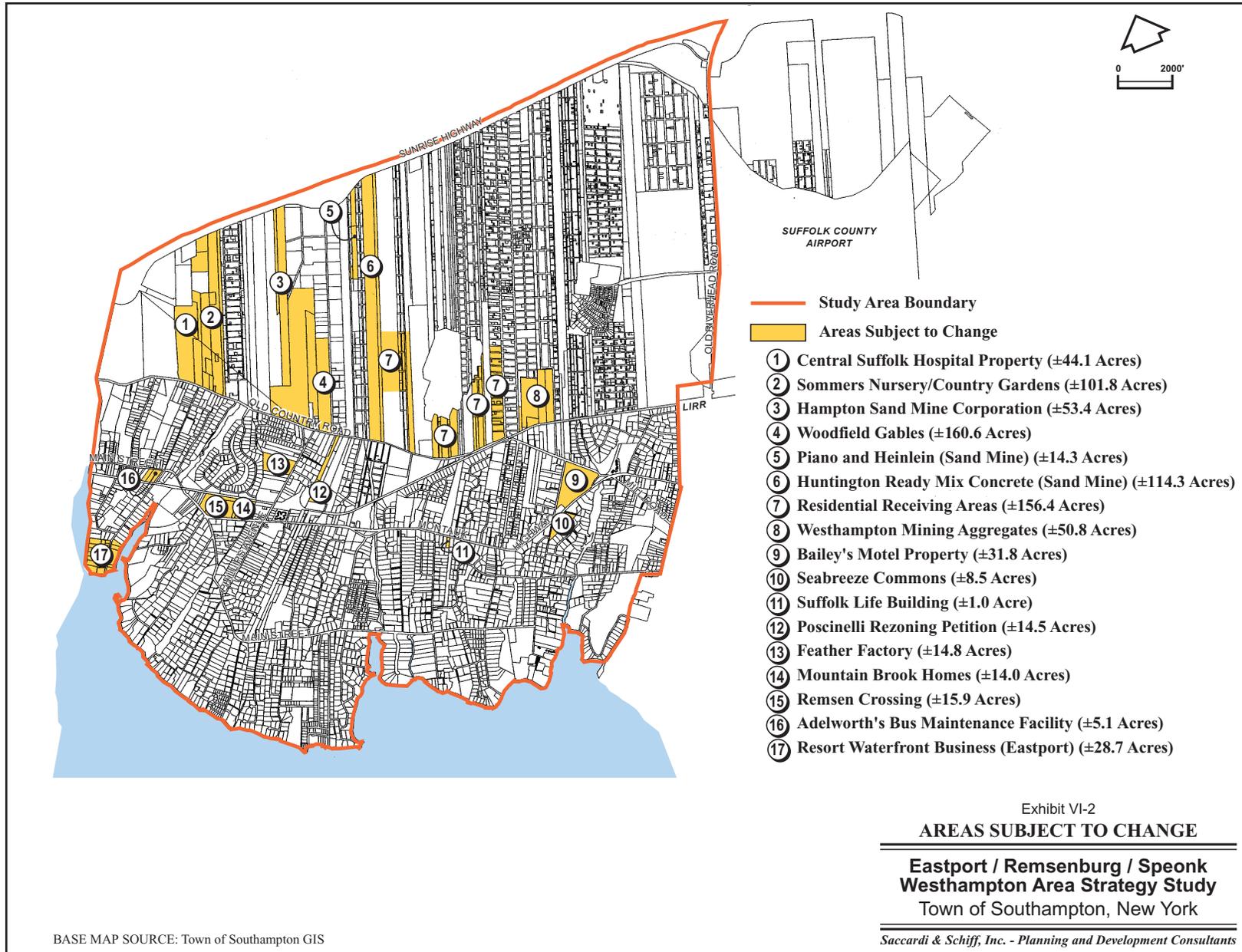
The Study Area encompasses over 14 square miles. However, much of the land use pattern is already developed, primarily in the form of single-family housing and small vacant lots currently experiencing infill development pressures. Much of vacant acreage is located within the Core Preservation Area of the Central Pine Barrens and, thus, is subject to development restrictions. Large assemblages of property designated as as-of-right residential receiving area districts (RRADs) for transfers of development rights from the Core Preservation Area (i.e., Pine Barrens Credits (PBCs)) are sprinkled along the northerly periphery of Old Country Road. Several development petitions seeking changes to the zoning map or special floating zone designations in the Study Area are pending.

In the “Existing Conditions” chapter, several sites were identified that have either outlived their current use, have not been put to their best use, present opportunities for additional tax ratables, or are subject to development pressures. The following discussion addresses such sites within the Study Area and their potential opportunity for redevelopment, preservation, or some combination of the two in order to achieve overall community goals.

Exhibit VI-2, entitled “Areas Subject to Change” locates each of these identified sites or assemblages of properties. Specific discussions on each area to follow on the balance of this section.

In addition, there are “community crossroad locations” that exhibit commercial or light industrial characteristics and are the subject of more in-depth discussion and planning analysis due to their relationship or lack thereof, with the balance of the community.

- (1) *The Core Hamlet Center of Speonk* - Generally defined as the area along Montauk Highway between the Speonk Post Office and Nidzyn Avenue, with frontage along North Phillips Avenue up to the LIRR Train Station. This area includes Peppercorn’s Country Store and the new hamlet center shopping plaza, multi-unit housing complexes, restaurants and an approved, but not yet constructed, hamlet green and playground area.
- (2) *The Primary Industrial Area of Speonk* - Generally defined as the area along Speonk-Riverhead Road, approximately one mile from its intersection with Old Country Road north of the pre-existing mobile home park, up to a point just south of the Sunrise Highway underpass. This area includes Montecalvo Asphalt, South Fork Mason Supply, and BB&S Lumber. A pre-existing non-conforming junkyard is located west of Speonk-Riverhead Road in the Aquifer Protection Overlay District, adjacent to Hampton Sand and Gravel – a resource depleted mining operation.
- (3) *The Secondary Industrial Area of Speonk* - Generally defined as the easterly portion of North Phillips Avenue, midway between the LIRR Train Station and the intersection with Old Country Road, including a pre-existing auto salvage yard north of the LIRR adjacent to the train maintenance yard, and the area located south of the tracks, north of Speonk Lumber, with active railroad siding use. There are some pre-existing, non-conforming industrial uses and potential redevelopment sites on the west side of North Phillips Avenue, including the “Old Feather Factory” property.
- (4) *The Mixed-Use Office Park Area of Speonk* - Generally defined as the area along Montauk Highway



immediately west of the Speonk River in the vicinity of the historic landmark “Fordam Mill” up to the Old Speonk Inn Restaurant located across from Nidzyn Avenue.

- (5) ***The Motel Business/Highway Business Area of Westhampton*** - Generally defined as a “Community Crossroads” location in the vicinity of the Seabreeze Avenue and Montauk Highway intersection, which includes a car dealership, restaurants, two motels, a nightclub, and small farmstand.
- (6) ***The Secondary Hamlet Center of Westhampton*** - The traditional business district for the Westhampton area is located primarily along Main Street and Sunset Avenue in Westhampton Beach. The “Secondary Hamlet Center” for Westhampton area residents is generally defined as the area where the Westhampton Post Office and 7-11 convenience store are located on Mill Road, near the intersection with Station Road and the Westhampton Cemetery. This area includes the former American Legion building which is currently used as a limited Westhampton Community Center. An adjacent three acres has been purchased by the Town for a hamlet green recreation area and community center expansion purposes.
- (7) ***The Mixed Use Transition Area of Westhampton*** - Generally the Montauk Highway frontage from the traffic light intersection at Old Country Road up to the intersection with Depot Road/Oneck Lane and a mixed-use transition zone for the incorporated Village of Westhampton Beach. This area includes antiques and other commercial, office, and professional service uses, the “Bikini Bottom” nightclub, a gasoline service station and multi-unit housing.
- (8) ***The Old Country Road Mixed-Use Area of Westhampton*** - Generally defined as the area between the LIRR crossing and Speonk-Riverhead Road, where the municipal trash transfer station, Westhampton Nursing Home, Bide-a-Wee, former sand mine operations, and County law enforcement facilities are located among interspersed single family residences and the active seniors retirement community recently approved for the former dragstrip site.
- (9) ***The Jagger Lane-Tanners Neck Lane-Montauk Highway Mixed-Use Area of Westhampton*** - Generally defined as the area between Jagger Lane, North Quarter Court and Tanners Neck Lane along Montauk Highway including the former Suffolk Life Building, a nursery school/child care center, antique stores, an historic church, and a pre-existing driveway contracting operation.
- (10) ***The Resort-Waterfront Business Area of Eastport*** - Generally defined as the terminus area of South Bay Avenue in proximity to the Town Trustee Dock where Trumpets Restaurant, Eastport Marina, and a few bed and breakfast lodging facilities are located.
- (11) ***The Main Street Mixed-Use Area of Eastport*** - With the traditional business center being located within the Brookhaven Town portion of Eastport along Montauk Highway up to and including Eastport-Manorville Road, the extension of Main Street in the Southampton Town side of Eastport up to South Bay Avenue is generally a transition zone of mixed residential and commercial uses. This area includes the Eastport Community Church, a gasoline service station, several historic homes, the elementary school, and the Adelworth’s bus maintenance yard.
- (12) ***The Old Country Road Mixed-Use Area of Eastport*** - Generally defined as the area located on both the north

and south sides of Old Country Road in the vicinity of North Bay Avenue, where Sommer's and Country Gardens nurseries, a pre-existing mobile home park, a church, and other institutional and mixed uses are interspersed with single family residences.

In addition to these community crossroads locations that were subject to more intensive planning review and citizen input, a major undertaking of this Area Study was discussion about the following areas that are subject to change, or are facing current/future development pressure:

- Sand mine sites
- Commercial nurseries and agricultural resource sites
- Residential Receiving Area Districts (RRADs) identified in the New York State Central Pine Barrens Comprehensive Land Use Plan
- Properties that present opportunities to provide for additional parks and recreation needs, protected open space, economic development, and/or community housing.¹
- Properties that are currently the subject of development or zone change applications seeking floating zone designations for retirement housing or other multi-unit housing, subdivision approvals, and other land use permits.²

¹For example, "the Remsenburg portion" of the Speonk-Remsenburg Hamlet Area does not contain any of the specific "commercial/mixed use nodes" identified or "areas subject to change." There is no separate hamlet shopping area in Remsenburg, no RRADs designated, no sand mine sites, no office developments, no industrial developments and the area is nearly built-out with infill development under existing residential zoning. However, it does contain one pre-existing marina on Dock Road adjacent to a future park preserve site and a 19± acre former farmfield on the southern portion of Nidzyn Avenue. A Remsenburg Hamlet Green and Stokes Poges Nature Preserve have also been established.

²For example, in Speonk within the Eastport/South Manor School District, "Remsen Crossing" is seeking two change of zone approvals from the Town Board to permit a senior housing rental apartment complex on two contiguous parcels totaling about 15 acres and "Mountain Brook Homes" is seeking a 12-lot residential subdivision map approval from the Town Planning Board for the adjoining U-shaped parcel comprising approximately 14 acres.

PRESERVATION PRIORITIES/OPEN SPACE AND RECREATION

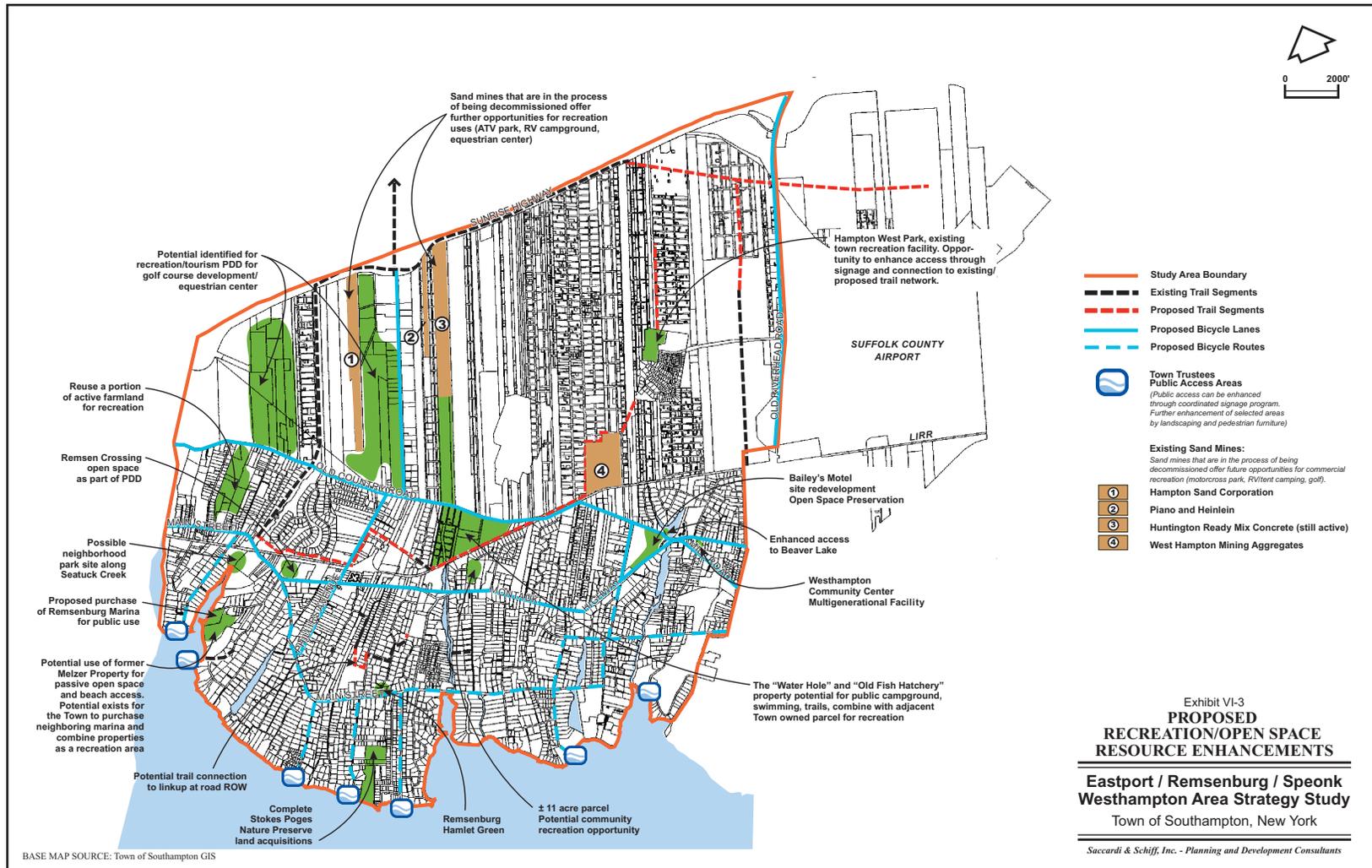
Throughout the citizen involvement process associated with this Area Study, and emphasized in particular by the CAC-West and Speonk-Remsenburg Civic Association during the hearing process, community members indicated the following Preservation Priorities for specific properties noted for potential open space preservation, agricultural resource protection, recreational opportunities and scenic gateway interests.³

See Exhibit VI-3 "Proposed Recreation/Open Space Resource Enhancements".

Community Park Preserve at "The Water Hole" and "Old Fish Hatchery" – Old Country Road (Speonk/Westhampton)

This assemblage of property is located on the south side of Old Country Road, north of the LIRR, spanning the tributaries of the Speonk River at the westerly border of Westhampton. As noted in the Historic Profiles Report in Appendix B, a manmade groundwater-fed lake was created by the Mason Mix Company (a mining operation) in the 1970s. Local community members call it "The Water Hole." The adjoining property to the west is the site of an old fish hatchery, which spanned the tributaries of the Speonk River. From this hatchery, trout were raised and supplied to Tuttle's Lake (a.k.a. Fordham Pond) south of the railroad tracks for the pleasure of an exclusive fishing club whose members were wealthy businessmen from New York City. The

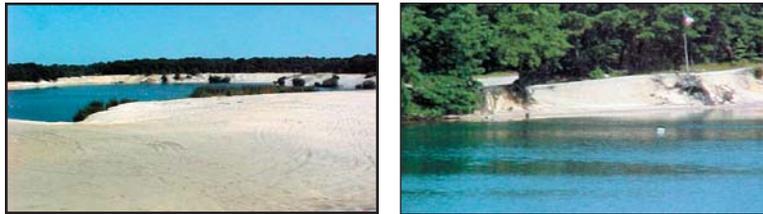
³In addition to the larger sites, community members note that there are smaller parcels that offer limited open space or trail opportunities in the study area, but help to "soften the community's edges" such as the former farmfield at the corner of Tanners Neck Lane and South Road where the former pie stand/vegetable stand remains.



Pepperidge Lake Trout Hatchery was built in 1895 and was in operation until 1969. Footbridges and related structures remain on this picturesque property. To the east, the Water Hole abuts a 15-acre land tract that was dedicated to the Town for “parks and recreation purposes” as part of the required park set-aside associated with the Mill Pond land subdivision several years ago.

There is widespread public support for a Community Park Preserve at this location, which would combine preservation with both active and passive recreational activities.

The Water Hole and Old Fish Hatchery land assemblage represents a potential future public campgrounds, swimming access, and nature preserve. These parcels can be connected to a community park on the adjacent 15-acre Town-owned property on Old Country Road that could be developed with ball fields, playgrounds, concessions, a trail head and parking in an area closer to the railroad tracks, leaving an extensive greenway adjacent to Old Country Road.



The Water Hole and Old Fish Hatchery land assemblage represents a potential opportunity for a future public campground, swimming access and nature preserve. These parcels can be connected to a Community Park on the adjacent 15-acre Town-owned property on Old Country Road that can be developed with ball fields, playgrounds, concessions, a trail head, and parking in an area closer to the railroad tracks, leaving an extensive greenway adjacent to Old Country Road. There may be the opportunity to have public horseback riding stables like at Sears Bellows County park as a concession. Kayak rentals and continued use of “The Water Hole” for scuba diving could also be accommodated.



Community members support Town purchase of the “Old Fish Hatchery” property assemblage to establish a Community Park Preserve, nature center, and interpretive center in conjunction with the adjoining “Water Hole” site.

There may be opportunity to have public horseback riding stables, similar to those at Sears Bellows County Park, as a concession. Also, kayak rentals and continued use of the water hole for scuba diving could be accommodated. There is an opportunity to continue a walkover location from an existing nature trail/park preserve parcel on Clover Grass Court. Purchase of this property assemblage is important for community preservation, community recreation, and protection of drinking water resources, as residential development could significantly impact the environment. In public hands, the property would have a Management Plan that would likely preclude jet skis and provide nature preserve status for sensitive areas, such as wetlands.

The property is presently zoned residential. It is located outside of the Aquifer Protection Overlay District and Pine Barrens Overlay District and, therefore, is not subject to clearing restrictions and other regulations associated with those districts. The northerly portion of the property, adjacent to Old Country Road, is unimproved and its existing vegetation provides a scenic buffer, which should be retained as part of a corridor greenbelt.

The Quogue Wildlife Refuge is a former commercial ice-harvesting site with manmade ponds and nature trails.



Exhibit VI-4
"WATER HOLE/OLD FISH HATCHERY"

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Westhampton Area Strategy Study**
Town of Southampton, New York

Saccardi & Schiff, Inc. - Planning and Development Consultants

The site comprises several hundred acres that have been reclaimed as a Wildfowl Sanctuary, Nature Preserve, Distressed Wildlife Refuge and Environmental Education Center, through the cooperative efforts of the Southampton Township Wildfowl Association, Town of Southampton, Village of Quogue, and NYSDEC. The Quogue Wildlife Refuge is professionally managed by the NYSDEC. The Old Fish Hatchery and Water Hole properties could become a similar nature preserve and recreational area for the Town of Southampton if purchased through the CPF and other resources and coupled with the adjoining Town park property.

South of the railroad tracks, there is potential to designate a “Fordham Mill and Speonk River Greenbelt Historic Hamlet Heritage Area” and “Brushy Neck Historic Hamlet Heritage Area,” which could make an informal linkage to this community park. Additional opportunity for recreational development, open space preservation, and adaptive re-use of an historic homestead dating to the late 1800s may be possible for the property located between Clover Grass Court and the Mill Pond subdivision. This open land was farmed many years ago and, if purchased by the Town, represents an opportunity for community-supported agriculture (CSA) combined with additional park development for a ballfield and a great lawn area for field sports, picnicking, flying kites, and limited community functions. Alternative would be development under existing zoning for residential subdivision of single-family homes interconnected through the exiting temporary turn-arounds (cul-de-sacs) on Clover Grass Court and Mill Pond.

ACTION ITEMS

- Conduct outreach to property owner of the parcels comprising The Water Hole and Old Fish Hatchery to determine their willingness to consider potential

Town purchase of this 60-acre assemblage. Pursue “preservation partnership” with the NYSDEC to facilitate eco-tourism park development, a conservation education campsite and interpretative opportunities, with linkages to the Central Pine Barrens north of Old Country Road.

- Explore community support for Town purchase of the property located between Clover Grass Court and the Mill Pond subdivision for recreational development, open space preservation, and adaptive re-use of the historic homestead dating to the late 1800s.

West Pond Greenbelt Scenic Gateway (Eastport)

Preservation of the parcel located north of Montauk Highway abutting West Pond and Lily Pond Lane is recommended with a trail leading to the water and community waterfront access. The gateway to Eastport on Montauk Highway needs to be enhanced with signage welcoming people to the “Town of Southampton, Hamlet of Eastport.”

As recommended in the next section of this report, which details potential Historic Resource Protection strategies, the last remaining duck farm in Eastport on River Avenue may be considered for honorary Hamlet Heritage Area designation as well. There is potential for an Interpretative Center at this



The eastern shore of Seatuck Creek forms an impressive green gateway feature along Montauk Highway in Eastport. (West Pond, pictured above, is half-owned by the Long Island Country Club of Eastport, and half-owned by the Board of Trustees for the Freeholders and Commonality of Southampton Township).

agricultural resource. Alternatively, a Southampton Town Eastport Community Visitor’s Center could be established at the former Otto Sperling Chicken Farm House, built in 1922, provided there is sufficient community interest.

This property and adjoining vacant land is located on the south side of Montauk Highway, north of the railroad tracks at the Town’s western gateway. If purchased by the Town, a recreational area could be established which incorporates a partnership with a not-for-profit historical society and/or the Eastport Chamber of Commerce for property management and maintenance purposes with a trailhead origination point for hamlet heritage walking tours of the community. Downtown revitalization funds from Suffolk County and other resources could also be applicable for upkeep and improvement of the site as a small-scale information center promoting the assets of the entire South Fork of Long Island, as Eastport has become known as “The Gateway to the Hamptons”. Community members support linking historic and cultural resources in order to spur resident and visitor appreciation of the Town’s historic character.

ACTION ITEMS

- Conduct outreach to property owner of the parcel located north of Montauk Highway in Eastport adjacent to West Pond and Lilly Pond Lane to determine willingness to consider potential Town purchase for community access to the waterfront, a nature walking trail, and additional protection of community gateway greenbelt area.
- Conduct outreach to property owner for parcels, which comprise the former Otto Sperling Chicken Ranch property located on the south side of Montauk Highway in Eastport, to determine willingness to consider potential Town purchase to facilitate a Southampton Town Eastport Community Visitors Center.

Raynor Farm – Agricultural and Recreational (Eastport)

This assemblage of open lands is located north of Montauk Highway in Eastport behind the historic Egbert Raynor Farmstead, circa 1850s, and west of North Bay Avenue.

The property is segmented into tracts owned by various members of the Raynor family. These could be further subdivided under existing zoning into ½ acre residential lots. Under a lease arrangement with the Raynor family, this agricultural resource is presently farmed by the Olish family of Eastport. The Central Pine Barrens Comprehensive Land Use Plan currently identifies this tract as a Residential Receiving Area for transfers of development rights (TDRs, PBCs) to encourage compact residential development.



Existing agricultural land located west of North Bay Avenue in Eastport is a potential resource.

Community members support purchase of the property, provided there are willing sellers, through the Community Preservation Fund Program, both for continued agricultural use as well as to address recreational needs for sports fields. The property also offers a potential site for community-supported agriculture (CSA) combined with additional park development for a ballfield and a great lawn area for field sports, picnicking, flying kites, and limited community functions. A Hallockville Working Farm Demonstration

Project could potentially be established for this property in cooperation with a local historical society, as is presently being considered for agricultural properties in the hamlet center of Bridgehampton. The Eastport Community Church has also indicated interest in purchasing a portion of the land to address its need to expand and construct a parish center. Community members involved with cemetery association interests have indicated a potential future need for expansion of the cemetery grounds as well.

ACTION ITEMS

- Conduct outreach to property owners of the assemblage of agricultural parcels located north of Montauk Highway in Eastport behind the historic Raynor Farmstead, to determine willingness to consider potential partial Town purchase to achieve various community goals and objectives, including agricultural resource protection.
- Consider diversity of community interests for appropriate uses for the Raynor family land holdings.

Waterfront Park - South Bay Avenue (Eastport)

Community members have indicated a desire for a waterfront park on South Bay Avenue. Efforts continue to be made to seek out willing sellers among the current landowners of former duck farms, now residential investment properties. The property located just south of the railroad tracks is most ideal for a community waterfront park and picnic area. If it cannot be achieved, the Town could utilize the Melzer property, located across Seatuck Creek off of Dock Road in Remsenburg, which was acquired through the CPF Program, for a waterfront park.

ACTION ITEM

- Conduct renewed outreach efforts to property owner of the assemblage of former duck farm parcels located

immediately south of the LIRR on South Bay Avenue, to determine willingness to allow updated appraisals and a potential Town purchase.

Marina Opportunity – Dock Road (Remsenburg)

Community members have suggested that the Town explore municipal purchase of the Remsenburg Marina located on Dock Road adjacent to the former Melzer property. As a Town-owned marina, the revenues could be reinvested in the park and recreational area and other community preservation efforts.



The Melzer property, which is presently under contract for Town purchase through the CPF Program, is off of Dock Road in Remsenburg (located behind the small escarpment). This proposed waterfront parkland purchase provides future open space/recreation opportunities. Some community members have also suggested potential municipal purchase of the adjacent Remsenburg marina.

ACTION ITEMS

- Conduct outreach to property owner of the Remsenburg Marina to determine willingness in allowing Town to appraise land holdings.
- Consider land use alternatives with the adjacent Melzer property to achieve revitalization of the Remsenburg

Marina site and enhancement of community parks and recreational opportunities. Community benefits to be considered include public access improvements for the adjoining community park preserve (former Melzer Property) and shared parking facilities on the Remsenburg Marina property.

Speonk-Remsenburg-Eastport Scenic Gateway (“Remsen Crossing”)

The 15-acre former agricultural property, located north of Montauk Highway at the community crossroads across from South Country Road and Dock Road, has long been identified as a scenic gateway and potential park acquisition by the Town in prior planning studies. The property is presently zoned Residential, ½-acre lots and is located in the Eastport/South Manor School District.



The Remsen Crossing site pictured above is a former agricultural tract and has been the subject of previous development proposals.

The current landowners have petitioned for a change of zone under the application name Remsen Crossing seeking approval for a senior housing rental apartment complex,

originally requesting 119 units at approximately eight units per acre.⁴

The developer has promoted the project as a tax ratable for the Eastport/South Manor School District, as substantial tax revenue from the high-end housing could be realized without the cost impacts of school-age children, which typically result from the construction of single-family homes. In its advisory reports to the Town Board, the Planning Board has called for use of Planned Development District (PDD) zoning rather than the Senior Citizen Zone (SC-44) floating zone at this community crossroads location, with greater attendant controls and protection of the scenic vista and mitigation of environmental impacts.

Due to public concern about the proposed scale of any development at this location, a possible project that reduces the zone change request to 60 units of senior housing, clustered onto the easterly parcel and preserving the westerly parcel as a community benefit has been said by Town Officials to be offered by the developer. Such a concept is more in line with the Town Code provision of “Planned Residential Development” - a land use alternative to acquisition that can be used to protect community character clustering utilizing to preserve open space and agricultural soils while still providing the standard development yield. Through the PRD approval, additional protections are afforded to environmentally-sensitive areas and historical resources. Planned Residential Developments must, however, conform to other provisions in the Town Code relative to open space and density incentives. The goal of Planned Residential Development is to implement the Town

⁴The “Remsen Crossing” property assemblage is actually two parcels of land held by related ownership interests involved with the Cassata Organization: KR2LLC (Westerly Parcel) and K2LLC (Easterly Parcel.) Therefore, there are two change of zone petitions pending before the Town Board seeking Senior Citizen Zone (SC-44) designation. The developer completed one Draft Environmental Impact Statement (DEIS) to consider the potential impacts of the two proposed SC-44 projects. A Final EIS has not yet been accepted by the Town Board by resolution, deemed complete under the SEQRA processing requirements and distributed to involved agencies. These actions are required prior to adoption of a Findings Statement and final action on the two zone change applications.

Comprehensive Plan by preserving open space in order to maintain the community's rural character and promote other identified goals. In R-20 zones, at least 35 percent of the prime agricultural soils must be preserved, and in cases where open space preservation objectives cannot be met on site due to other constraints, the Town may allow off-site preservation, provided it is consistent with the Town's open space goals and objectives.

Although, ideally the community would like to see the entire property preserved as open space or returned to agricultural use, the following points have been considered:

- (1) The potential as-of-right yield of the property under R-20 zoning is between 25 and 30 single-family homes, with many new school-age children likely to impact the Eastport/South Manor School District as a result. Therefore, tax benefits would be greater with a senior citizen rental housing complex;
- (2) Traffic and sewage impacts are greater with a 25 to 30 lot residential subdivision of single family homes than a senior housing development of 60 units;
- (3) Preservation of the 50% of the land assemblage as open space is a substantial community benefit to protect community character, at no cost to the Town;
- (4) Under §330-9 of the Town Code, the Town Board has delegated to the Planning Board the ability to increase density, or development yield, as an incentive to preserve more open space on-site, or to use transfers of development rights to preserve open space off-site. The Planning Board also has the authority to increase the density to facilitate the set-aside of units at below-market rates for persons of moderate income. If the total yield is 60 senior citizen units and 20% are mandated to be "affordable", there will be 12 units earmarked for residents of the Town at below market rate;
- (5) The Town's Comprehensive Plan and Suffolk County Smart Growth guidelines encourage senior housing to be developed within walking distance (e.g., ¼-mile) of a hamlet center and public transit;
- (6) Under Federal Fair Housing Act requirements and the New York State Building Code, a senior citizen rental housing development would be accessible for physically-challenged persons. Apartment complexes are also equipped with fire-sprinklers under State Building Codes;
- (7) Under PDD zoning, the Town Board can mandate substantial buffering requirements along Montauk Highway and coordinated access to North Phillips Avenue, consistent with the Town's Comprehensive Plan recommendations, as well as other specific design requirements; and
- (8) Under PDD zoning, the Town Board can mandate contribution of transportation mitigation funds by the developer to facilitate the construction of a roundabout at the intersection of Dock Road, South Country Road, and Montauk Highway for traffic-calming purposes, as recommended in later section of this chapter concerning transportation improvements.

Therefore, based upon community consensus-building, it is recommended that, with a preservation priority for this particular property assemblage, the following options be considered:

- Town purchase of the Remsen Crossing land tract, if there is a willing seller.⁵
- Incentive Zoning / PDD Zoning for the Remsen Crossing land tract, with the Town as author of the PDD conceptual plan allowing for a design of 60 units clustered onto the easterly parcel (approximately 7.5 acres), open space preservation of the westerly parcel (approximately 7.5 acres), coordinated access to North Phillips Avenue and substantial buffering along Montauk Highway. A revised FEIS would need to be prepared examining this PDD zoning alternative to the original proposed action. Concluding this process would be the adoption of a Findings Statement in connection with the proposed amendment to the Town Zoning Map and public hearings concerning draft legislation to establish this site-specific PDD and its design parameters.

ACTION ITEMS

- Conduct renewed outreach efforts to property owners of the Remsen Crossing tract to determine willingness to allow updated appraisals and a potential Town purchase offer; potentially Town can allow property owner to “bank” development rights for purpose of a transfer of development rights to an alternative site (e.g.,

Feather Factory) prior to potential Town purchase of the underlying conservation easement through the CPF Program or from other municipal resources.

- Consider alternative of carefully controlled PDD designation for the Remsen-Crossing site, providing an Incentive Zoning Overlay to achieve community preservation objectives, in particular an expanse of open space for the westerly gateway to Speonk, Remsenburg and Eastport.

Old Country Road – Agricultural Lands (Westhampton, Speonk)

There is considerable community interest in maintaining a rural, country-like feeling along Old Country Road throughout the Study Area, through regulatory requirements for buffering, clearing restrictions and other design controls via a Scenic Roadway Designation. In addition, agricultural uses along Old Country Road, including the existing commercial nurseries, should be encouraged to continue. Community members support extension of the Agricultural Overlay District zoning provisions onto farmland and nursery tracts greater than ten acres in the Study Area, in order to secure agricultural reserves through the subdivision process if future development is inevitable. Community members also support purchase of development rights from these agricultural interests, provided willing sellers are encouraged to participate as “Preservation Partners” in the CPF Program. The Schoppman Pumpkin Farm, Carter Nursery, Peat & Son Nursery, the Estate of Stanley Mill, and other small family farm holdings could form a land assemblage of viable continued agricultural use including row crops, tree farms, greenhouse-grown flowers, fruits and vegetables stock, equestrian uses, and Community-Supported Agriculture (CSA).

⁵Land acquisitions financed through the Community Preservation Fund require “willing sellers” for “preservation partnerships” and/or establishment of recreational areas. During the community involvement process associated with this Area-Wide Study, the alternative of “Park District” formation to finance purchase of the “Remsen Crossing” land tract was also discussed. The establishment of Park Districts is governed under Chapter 62, Article 12 and 12a of New York State Town Law allowing for the establishment of a special improvement district by the Town Board, acting on its own volition subject to permissive referendum, or acting under petition of at least half the resident property owners of any proposed new special assessment district. The draft Town Recreation Master Plan recommends formation of Park Districts generally based upon school district lines and groups Eastport and Speonk-Remsenburg as one combined “Community Planning Area” and potential Park District. With regard to “Remsen Crossing,” resident property owners in the Eastport School District appear to feel differently than resident property owners in the Remsenburg-Speonk School District, due to current differences in tax base and property tax rates financing school district needs, as articulated in the prior chapter.

ACTION ITEMS

- Conduct renewed outreach efforts to property owners along Old Country Road to determine willingness to allow appraisals and potential Town purchase offers for development rights or other interests in land holdings.
- Explore Conservation Opportunity Subdivision plans and other planning tools in conjunction with Peconic Land Trust or other preservation program facilitators familiar with land use strategies that preserve landowner equity while providing community benefits, including the protection of farmland, open space, and scenic vistas.
- Designate Old Country Road as a “Scenic Roadway” through a Scenic Protection Overlay Zone as discussed in a later section of this report concerning scenic resource protection strategies and enact related regulatory requirements for buffering, clearing restrictions and other design controls via a zoning overlay district.
- Designate properties in active agricultural use which exceed 10 acres in size as part of the Agricultural Overlay District to permit clustering when subdivision occurs, so as to secure agricultural reserves on portions of the properties, as discussed in a later section of this report.

Stokes Poges Nature Preserve (Remsenburg)

Completion of the Stokes Poges Nature Preserve assemblage remains a priority for the community preservation program and is important to the South Shore Estuary Reserve. The wetlands assembled into Town ownership under prior open space land acquisition programs have been designated as a nature preserve through an approved management plan, and passive recreational activities like bird-watching, nature trails, and visual enjoyment of the estuary are permitted.

Several other wetland areas in the Study Area have been donated by prior property owners to the Peconic Land Trust for stewardship. Additional preservation opportunities remain for certain private properties with environmental constraints in the Westhampton and Remsenburg areas. On Old Country Road in Eastport, there is also a scenic wetland preservation priority area near the Long Tree Pond subdivision, at a low point where flooding and drainage issues frequently arise.

ACTION ITEMS

- Conduct renewed outreach efforts to property owners in the Stokes Poges wetlands target area to determine willingness to allow appraisals and potential Town purchase of development rights or other interests in land holdings to complete the nature preserve assemblage.
- Conduct outreach to property owners of other wetlands-encumbered parcels in Westhampton, Eastport, and Remsenburg through the Community Preservation Fund (CPF) Manager to determine potential interest in allowing Town to appraise land holdings and consider purchase offer.

Sand Mines – Reclamation and Recreation

Community members have also pointed out that reclamation of certain sand mine sites may represent opportunities for recreational development, either by the Town or the private sector. Therefore, preservation priorities include examination of the sand mines in the Study Area for potential incentive zoning to facilitate something other than residential development, which is a land use permitted as of right on most of these tracts.

As previously discussed in Section IV of this report, there are four sand mines located within the Study Area, three of which are no longer active. These include:

- Hampton Sand Mine Corporation (50±acres)
- Piano and Heinlein Sand Mine, which is still active (30±acres)
- Huntington Ready Mix Concrete Sand Mine (115± total acres – includes Carter Nursery)
- Westhampton Mining Aggregates Sand and Gravel Mine (50± total acres)

While each of these properties has significant acreage, except for Westhampton Mining Aggregates Sand and Gravel Mine they are all elongated lots running between Sunrise Highway and Old Country Road. This configuration somewhat limits the form of redevelopment. Each of these sites is located within the Central Pine Barrens, and each has been extensively cleared. The sites could appropriately be reused for different types of recreational uses, including equestrian centers, ATV parks, campgrounds, etc., subject to constraints under the Central Pine Barrens regulatory framework. If recreational reuse is proposed for any of these properties, it will be necessary to work with the Central Pine Barrens Commission to determine the appropriate active recreational uses.

In addition, certain sand mines are in the Core Preservation Area of the Central Pine Barrens and guidance needs to be sought from the Central Pine Barrens Commission as to what active recreational uses could possibly be considered under “hardship provisions” or “compelling public need” standards.

Westhampton Mining Aggregates is located in the Core Preservation Area and is alleged to be in violation of ECL Article 57 and the Town Zoning Code, purportedly having built and operated a cement plant without proper building permits and zoning approvals. Residential development of an old filed map area is proposed for the area located between this sand mine property and the Town transfer

station just west on Old Country Road, using transfers of development rights and redemption of Pine Barrens Credits. Old filed map development is consistent with Town zoning and approvals have been granted by the Central Pine Barrens Commission.

As-of-right RRADs have made the implementation goals of the Central Pine Barrens Plan a more streamlined process for residential developers. A similar process should be undertaken for as-of-right Recreational Zones to be created with municipal support and conversion of residential development rights into recreational/eco-tourism rights. Because residential development is allowed as of right for residentially-zoned properties, it becomes the easiest course of action for a land owner in pursuing a return on investment. The Town could undertake the environmental review and citizen input process for certain sand mine sites in order to “pre-permit” certain sites as Recreation-Tourism PDDs in order to attract recreational developers to such sites, thereafter allowing the Planning Board to review and refine site plan elements. However, presently PDDs are not permitted in the Core Preservation Area, even if specific to recreational uses, such as equestrian facilities or campgrounds. The Town should explore possible alternatives to provide tax incentives for recreational land uses in the Pine Barrens region.

ACTION ITEMS

- Seek guidance from the Central Pine Barrens Commission as to what active recreational uses could potentially be considered under “hardship provisions” or “compelling public need” standards.
- Consider if certain sand mines can be designated as as-of-right Recreational Zones created with municipal support, following environmental review and citizen

input, to allow the conversion of residential development rights into recreational/eco-tourism uses.

- Explore possible alternatives to provide tax incentives for recreational land uses in the Pine Barrens region.

Other Open Space/Recreational Opportunities

Throughout the Study Area there are several sites that provide, or have the potential to provide, open space or recreation opportunities, without impacting municipal financial resources.

For example, approximately 145 acres of land in the northwestern portion of the Study Area, within the Compatible Growth Area of the Central Pine Barrens, are currently vacant or are used for commercial nurseries. Portions of properties, including Central Suffolk Hospital, Sommer’s Nursery, Country Gardens, and the former Town dump, located on the south side of Sunrise Highway and the north side of Old Country Road, have already been cleared. The reuse of this disturbed property would be preferable to the clearing of other forested land for golf course development. Based on the size and location of these properties near a gateway to the Study Area and within the Compatible Growth Area, this land would best be used for a low intensity commercial tourism or recreational use, such as a golf course resort. A golf course would include revegetation and landscape buffering. The associated clubhouse, possible inn/spa and ancillary recreational amenities could provide a tax ratable for the Eastport /South Manor School District. A resort/tourism facility would encourage eco-tourism for the area, provided care is taken to ensure that traffic patterns connect to the Sunrise Highway service road extension running along the northerly property line and the country ambiance is maintained along Old Country Road. A portion of the site abutting Old Country

Road could continue in nursery stock use, or be used for another agricultural pursuit such as equestrian uses, which could facilitate further enjoyment of trails within the nearby-forested areas.



Existing equestrian uses in the Study Area should be encouraged to promote commercial recreation, agri-tourism and eco-tourism economic development.

The section entitled “Recommendations involving Incentive Zoning” provides more detail on potential alternative zoning for these properties to facilitate recreational amenities, land conservation and eco-tourism.

UTILIZATION OF INCENTIVE ZONING

Incentive zoning is a technique for regulating land use, in which zoning incentives are provided to developers on the condition that specific physical, social or cultural benefits are provided to the community. Incentive zoning is particularly adaptable to promoting compact development within a community (and therefore open space conservation) since the incentive itself is usually an increase in the density of development permitted on a particular parcel. By providing a density bonus for the developer, specific community

benefits or amenities being sought by the community, such as affordable housing, open space, recreational facilities, infrastructure or cash-in-lieu thereof can be obtained.⁶

New York State permits municipalities to utilize “Incentive Zoning” for the purpose of obtaining “Community Benefits.” New York State Town Law §261-b of the State of New York defines “Community benefits or amenities” as “ open space, housing for persons of low or moderate income, parks, elder care, day care, or other specific physical, social or cultural amenities, or cash in lieu thereof, of benefit to the residents of the community authorized by the Town Board.”

Section 330-9 of the Southampton Town Zoning Law permits the Planning Board or Building Department to grant Density Incentives pursuant to Town Law §261-a and §261-b in limited circumstances.

Section 330-240 of the Southampton Town Zoning Law also permits the Town Board to establish Planned Development Districts (PDDs) as a method of providing incentives or bonuses for development providing substantial community benefits or amenities pursuant to the provisions of Town Law §261-b. In accordance with §330-240, “the development incentives or bonuses and the community benefits or amenities must be consistent with the recommendations of the Central Pine Barrens Comprehensive Land Use Plan and/or the Town’s Comprehensive Plan.”

A PDD may also be established as a receiving site for development rights or PBCs pursuant to the applicable

⁶Partially adopted from *Well Grounded Local Land Use Law and Practice in New York State*, John Nolan, 1998, Pace University.

transfers of development rights (TDR) portions of the Town’s Zoning Law and §261-a of Town Law of the State of New York.

The purpose of the Planned Development District legislation is noted in the Town Code as a means “to facilitate increased flexibility to achieve more desirable development through the use of more creative and imaginative design of residential, mixed use, commercial and industrial areas than is presently achievable under conventional land use techniques and zoning regulations and to preserve, adapt and improve existing open space, land uses and communities, consistent with recommendations of the Town’s Comprehensive Plan. The implementation of planned development districts shall be established on a floating zone basis with attendant controls and regulations intended to provide the means to accomplish the salutary purposes and goals set out herein.”

The 1999 Comprehensive Plan noted that the Town Board needed to strengthen the Planned Development District zoning regulations in several ways. PDD zoning provides the ability to modify the uses and densities normally allowed by the underlying zoning, in order to create substantial public amenities, and/or in connection with TDR credit purchases and implementation of the Central Pine Barrens Plan or farmland preservation programs. These modifications must conform to an area-wide plan that also provides guidelines with regard to design, landscaping, public access, amenities, use, wastewater treatment, community benefits, etc. PDD zoning entails a two-stage review process: (1) an area-wide concept plan laying out the range of uses, densities, and guidelines, to be approved by the Town Board, acting on the advice of the Planning Board; (2) site-specific plans, to be approved by the Planning Board. The PDD can be any size,

and under single or multiple ownership. The Town Code permits the Town Board to act on its own motion to establish a PDD or to use its discretionary zoning powers acting upon petition of a property owner seeking an amendment to the Zoning Map to allow a site-specific Planned Development District, with attendant controls.

The current PDD regulations require applicants to prepare a concept plan, but the 1999 Comprehensive Plan recommended that the Town be the author of these concept plans and that PDD plans created by the Town can help facilitate the pipeline for TDR / PBC purchases. The Town Comprehensive Plan also recommends that, where a PDD plan has been prepared by the Town and at the Town's expense, an application fee should be charged of all subsequent site-specific plans over a certain size, as defined by the PDD plan – structured in a manner mindful of the total cost to the Town to prepare the concept plan and related SEQRA documents. State legislation permits “applicant charge-back fees” in connection with developments that follow Generic Environmental Impact Statements (GEIS's).

The Town's Comprehensive Plan also pointed out that PDDs need to be used with restraint in order to reassure residents, and siting must be consistent with recommendations outlined in the Town's Comprehensive Plan or subsequent Hamlet Studies or Area-Wide Planning Studies which are adopted as updates to the Town Comprehensive Plan.

Planned Development District (PDD) zoning originated in the Town Code as part of ratification of the Central Pine Barrens Plan. In addition to as-of-right Receiving Area Districts (RRADs), potential receiving overlay zones for TDRs and PBCs were identified as part of the Generic Environmental Impact Statement associated with the Central Pine Barrens Plan, including a portion of Suffolk County

Gabreski Airport, the 180+-acre Suffolk County BOMARC site, the 35+-acre Bailey's Motel property, and the 300+-acre area located west of Speonk-Riverhead and north of Old Country Road.

Planned Development District (PDD) zoning is not limited to implementation of the Central Pine Barrens Plan to accommodate transfers of development rights. The Town Board has utilized PDD zoning to achieve other community benefits as well. Landowners have sought PDD zoning to legalize and expand pre-existing, non-conforming uses, such as the Lobster Inn Restaurant and Marina Maritime PDD and the Hampton Classic Recreation-Tourism PDD. Study groups formed by the Town in response to longstanding community complaints working with the Town Planning Department have also sought PDD zoning to facilitate expeditious elimination of pre-existing, non-conforming uses on certain properties, such as the dragstrip site in Westhampton and an auto salvage yard in the Aquifer Protection Overlay District in the eastern portion of Southampton Town.

The Southampton Town Zoning Code presently indicates the following classifications of Planned Development Districts:

- Residential (RPDD)
- Mixed-Use (MUPDD)
- Commercial/Industrial (CIPDD)
- Recreation/Tourism (RTPDD)
- Maritime
- Agricultural
- Specific PDDs
 - Airport CIPDD (55 acres- Suffolk County Gabreski Airport)
 - Hampton Bays MUPDD (9 acres – former Key Food Supermarket area)
 - Shinnecock Hills Maritime PDD (Lobster Inn Restaurant/Marina)
 - Hampton Classic RTPDD
 - Quogue East and West RTPDDs (Potential Golf Course)

- and Recreation Center)
- Westhampton RPDD (Dragstrip)
- Whitecap Farm Agricultural PDD
- North Sea MUPDD (Kutchuk Junkyard)
- Sebonack MUPDD (Bayberry Golf Course)

The following is a summary of design standards from the Central Pine Barrens Plan and its Environmental Impact Statement, relative to encouraging PDDs as a zoning tool in the Town Code to be used as “innovative planning areas” to “creatively accommodate Pine Barrens Credits through a variety of development schemes.” This zoning tool would “convert Pine Barrens Credits to highly tax ratable uses such as resort and tourism, commercial and retail, senior housing and care centers, and medical centers.”⁷ Each plan or scheme must include a redemption schedule, a table of densities or a change of use schedule, as appropriate.”⁸ The following recommendations are outlined in the Central Pine Barrens Joint Planning and Policy Commission Draft plan and EIS⁹:

1. An important component of the planning process for a planned development district is the involvement of local citizens. This is essential to ensure the plan meets the needs of the community.
2. Members of the community should be informed of the planning process for a planned development district prior to the preparation of final plans and shall have the opportunity to participate in the planning.
3. A planned development district should not have a negative impact on special districts within the

community and should not cause undue or unreasonable growth in any given area.

4. Open space in a planned development district could be designed to protect natural resources and provide for active and passive recreation areas.
5. Ecologically sensitive areas should be preserved and buffered as necessary.
6. The natural topography should be respected and used to nestle buildings into the landscape. Reducing cut and fill will minimize clearing and prevent erosion and sedimentation. Sites containing highpoints should be developed near the middle or bottom of the slopes utilizing natural vegetation as a buffer.
7. The design for a planned development district or new development in a designated residential overlay district should take the opportunity to create a unified architectural character without becoming too repetitive. Recognition of certain style that has been established and accepted within any given area will aid in blending new development with existing. Building heights, materials and rooflines are components that determine the quality of the built form and should have specific guidelines. Other design criteria include building siting, fenestration, massing, scale, proportion, signage, lighting, landscape, roads, open space, parking, drainage, utilities and setbacks.

Where development right transfers are deemed by decision-makers to be required to achieve density increases or other allowances under zoning, the Town should also consider formalizing procedures to permit a “Bank” for development rights, and on a case-by-case basis, the acceptance of a “cash-in-lieu amount” equivalent to the estimated purchase

⁷1995 *Central Pine Barrens Plan, Volume 1, Policies, Programs and Standards*; Section 6.4.4.1.

⁸*Ibid.*, Section 6.5.3.1.1.

⁹*Central Pine Barrens Joint Planning and Policy Commission Draft Plan and EIS*, section entitled “Recommendations for Community Design for Designated Receiving Districts”; pp. 220-228.

price of the development rights within the same school district, to address situations where development rights are not immediately available for purchase by a developer. Such procedures should be applicable to development applications before the Town Board, Planning Board, and Zoning Board of Appeals, rather than decision-makers simply permitting a waiver under hardship provisions.

Again, the key to ensure that the Town Board balances the best interest of the public with that of the private sector (landowner/developer) in considering development plans for PDD proposals. A developer requires economic feasibility in order to make the project a worthwhile investment. Community benefits need to be elucidated and on par with the substantial bonuses or incentives being provided through zoning. Community involvement is essential in the planning process, building consensus, environmental review, site design and achievement of community planning objectives.

On the “Issues and Opportunities” Exhibit, potential sites are identified as areas where incentive zoning tools such Planned Development Districts may be utilized to obtain community benefits with attendant controls and site plan conditions.

ACTION ITEMS

- Consider amending the Zoning Code concerning PDDs to require location standards and conformity to “Smart Growth” principles, redirecting development interests to appropriate sites. PDDs need to be used with restraint in order to reassure residents and siting must be consistent with recommendations of the Town’s Master Plan, for example – receiving zones identified in the Central Pine Barrens Plan and potential sites identified in the “Hamlet Business Centers Chapter” of the 1999 Comprehensive Plan, or subsequent Hamlet Studies or Area-Wide

Planning Studies which are adopted as “Updates to the Town Master Plan.”

- Consider amending the Zoning Code concerning PDDs to require additional standards pertaining to consistency with the Town Comprehensive Plan, conformance to hamlet area concept plans, and to require market studies as necessary. PDDs must conform to the Comprehensive Plan, including Hamlet Studies or other planning studies adopted as Updates to the Comprehensive Plan, and should also provide guidelines with regard to design, landscaping, public access, amenities, use, wastewater treatment, community benefits, etc.
- Consider amending the Zoning Code for PDDs to permit the Town to be the author, or co-author with the developers of PDD concept plans, and consider a “chargeback system” for costs incurred for conceptual design and environmental review. PDD plans created by the Town can help facilitate TDR / PBC purchases.
- Maintain citizen participation as a key part of the planning process. An important component of the planning process for a PDD is the involvement of local citizens, according to the Central Pine Barrens Plan, which facilitated its establishment as a zoning overlay tool in the Town Code. Citizen involvement is essential to ensure the plan meets the needs of the community. PDD design charettes could be formed for PDD proposals. Members of the community should be informed of the planning process for a PDD prior to the preparation of final plans and should have the opportunity to participate in the planning.
- Amend the Town Code for PDDs to restate the SEQRA requirement that potential project impacts are to be reviewed, mitigated or avoided by decisions-makers,

as a responsibility of the lead agency (e.g., impacts on land, water, air, plants and animals, agricultural land resources, aesthetic resources and community character, archaeological resources, open space and recreation, transportation, energy, noise, public health and safety, growth and neighborhood impacts, critical environmental areas, community services). Since PDDs are floating zones, decision-makers need to ensure that ecologically sensitive areas of the site are preserved and buffered as necessary, and that community benefits are achieved. A developer requires economic feasibility in order to make the project a worthwhile investment. Community benefits need to be elucidated and on par with the substantial bonuses or incentives being provided through zoning. A PDD should not have a negative impact on special districts within the community and should not cause undue or unreasonable growth in any given area.

- Amend the Town Code to formalize procedures to establish a “Bank” for development rights, and on a case-by-case basis, allow the acceptance of a “cash-in-lieu amount” equivalent to the estimated purchase price of the development rights within the same school district, to address situations where development rights are not immediately available for purchase by a developer. Such procedures should be applicable to development applications before the Town Board, Planning Board, and Zoning Board of Appeals, rather than decision-makers simply permitting a waiver under hardship provisions.

RECOMMENDATIONS INVOLVING INCENTIVE ZONING

Bailey’s Motel Property (KMT Realty), Westhampton

This 35±acre land tract is located at the community crossroads at “Beaverdam” and is noted as a critical scenic

vista framing the intersection of Montauk Highway and Old Country Road. Its western boundary is Seabreeze Avenue, formerly Rogers Avenue – named for the Rogers family which had purchased the whole west side of Beaverdam from the Raynor family in 1799. At one time, the property was in agricultural use, and has a history of taking in boarders since the 1890s. Presently, the property is split zoned MTL (Motel Business) along Montauk Highway and R-40 (Residential one-acre lots) along Seabreeze Avenue and Old Country Road. It is located outside of the Aquifer Protection Overlay District, Pine Barrens Overlay District, and Agricultural Overlay District. The Central Pine Barrens Land Use Plan identifies this site as part of a “geographical area” that may be “suitable as a receiving area for Pine Barren Credit redemption mechanisms, to promote tourism and related facilities.”¹⁰

At the time of pre-application before the Town’s Planning Board, the developer proposed a density incentive subdivision for a condominium housing complex in a clustered site plan to preserve approximately 22 acres (about 70%) of the property for open space and scenic conservation purposes, and providing a requisite number of below market rate housing units for moderate income persons. The development also proposes a community building, pool and tennis court for the recreational enjoyment of its future occupants. The historic home is slated by the developer for continued use as a single-family home and/or a bed and breakfast facility.

¹⁰In Chapter 6 of the CPB Land Use Plan, the redemption of PBCs through mechanisms other than as-of-right RRADs is encouraged as a development / preservation strategy, subject to further Town Board review and approval in the future and possibly “the use of Planned Development Districts which would allow for the conversion of residential development rights into commercial, industrial, tourism and other uses.” The CPB Land Use Plan states that “Pine Barrens Credits could promote tourism uses and related facilities” for the “geographical area” labeled “M” and “would serve to limit the ultimate amount of residential dwelling units that could be built in the Town while still providing for a strong tax base.”

Incentive zoning would be used to achieve the following community benefits in this land use scenario:

- Preservation of substantial open space and scenic gateway to Old Country Road and along Montauk Highway – at no cost to the Town;
- The clustering of housing provides for a more compact development, with less sprawl, reduced infrastructure requirements and less site disturbance (compared to 35 conventional single-family homes, each with swimming pools, tennis courts, fenced-in yards, etc., and no open space);
- Provision of set-aside units for below market-rate housing opportunities for persons or families of moderate income;
- Protection of cultural resources, including an archeologically-sensitive area near Nadine Drive and historic home dating back to the late 1800s.

At the onset of the Area Study, there was widespread lament at the loss of the “Mom & Pop” small-scale lodging facility which the Bailey family had run since the 1940s. Several community members pointed out a desire for a country inn or family resort at this location given its existing Motel Business (MTL) zoning and the ability to transfer development rights from the R-40 portion of the site to the MTL-zoned portion of the site to achieve greater economies of scale and meet Suffolk County Board of Health regulations.

Hotel development, however, typically requires greater on-site amenities or intrinsic qualities at the location for tourism viability (such as a waterfront location or surrounding woodland). This site is now surrounded by residences and a car dealership. Moreover, the Village of Westhampton Beach has re-zoned several properties in recent years to

facilitate hotel development. The Town of Southampton has also permitted the possibility of hotel development and related uses (i.e., conference center, recreation) for the Airport Planned Development District at Suffolk County’s Grabeski Airport.

Many community members also have urged that the Town of Southampton consider the purchase of the Bailey Motel site to achieve a number of community planning goals such as open space preservation, potential recreational parkland (i.e., ball fields, trails) and clustered community housing for low, moderate and middle income families (i.e., adaptive re-use of the historic rooming house and construction of townhouses in place of the existing motel and former motel footprint). The overall community objective is open space preservation for the majority of this site, which represents a critical scenic gateway into the hamlet of Westhampton and the “Beaverdam Hamlet Heritage Area,” as viewed from the Montauk Highway intersection with Mill Road and Old Country Road.

However, through consensus building, community members involved with this Area-Wide Planning Study have indicated support for the proposed Incentive Zoning land use plan due to its substantial preservation elements. The general concepts of clustering, open space preservation and recognition of important viewsheds were discussed as part of this Area-Wide plan; specific details relative to site design, such as where site access would be, are design details to be determined at the Planning Board level. Additional design suggestions are as follows:

- The site plan design should also ensure that the proposed open space dedication area in the vicinity of Nadine Drive and Old Country Road provides enhanced public access to Cook’s Pond (a.k.a. Beaverdam Lake) in the form of continued informal parking area provisions.

- On Old Country Road across from the former Bailey’s Motel site is Beaverdam Lake (Cooks Pond), which also has the potential for access enhancement. Parking area on Nadine Drive, if part of the Bailey Motel Site, should be dedicated to the Town Trustees to continue historic use as rural parking area for waterfront access to the pond.

If the Bailey’s Motel land tract is developed in accordance with the pending Density Incentive Planned Residential Development Plan, clustering to preserve substantial open space is essential to protect not only the critical scenic gateway interest at the Montauk Highway and Old Country Road intersection but also to maintain the rural vista along Old Country Road up to its intersection with Seabreeze Avenue. The Motel Business (MTL) Zoning should be removed from the Bailey’s Motel property by amendment to the Zoning Map, upon completion of planned residential development under R-40 standards. The Zoning Map for this area should reflect R-40 zoning for the entire Bailey’s Motel land tract, with the exception of the restaurant parcel on the northeast corner of Seabreeze Avenue.

ACTION ITEMS

- The Bailey’s Motel site has the potential to provide meaningful community open space. If this privately-owned site is to be redeveloped, any construction should reflect the community-gateway interest, and utilize a clustering method. Construction should be concentrated on the center of the site, preserving at least 70 percent of the site as open space, so as to preserve the community viewshed, particularly along Old Country Road, Nadine Drive and Seabreeze Avenue.
- Support balanced conservation site development plan being sought by developer/landowner of Bailey’s

Motel tract, with substantial preservation elements and affordable set-aside housing units. Ensure that design addresses community concerns pertaining to the open space area along Montauk Highway (e.g., prevent used cars, ensure mowing plan), and protection of the existing historic home and any remaining significant cultural resources on the property.

“Seabreeze Commons,” Westhampton

There is an application pending before the Town Board seeking a zone change from Highway Business (HB) to a Residential Planned Development District (RPDD) to permit the construction of a 69-unit “active seniors” housing development on approximately 8.5 acres of land. Active seniors retirement communities are typically restricted to persons aged 55 years or older, together with their spouses and caregivers and children aged 19 years or older.

The community involvement process posed the following questions for discussion - Is this a good location for this type of senior housing project? Is the existing Highway Business zoning appropriate for this area? If not, then what is the most appropriate zoning for this area? How is the proposed project impacted by the other projects approved or pending in the Study Area (e.g., Westhampton Dragstrip, Bailey’s Motel, Remsen Crossing)? Is there sufficient market demand locally for senior housing condominium lifestyles, warranting density bonuses through incentive zoning? What are the community benefits of Seabreeze Commons?

Discussion during the initial community input phase of this study focused on the type of senior housing that may be appropriate for the site, in particular an assisted living facility. As part of those discussions, examples were provided of high quality assisted living facilities in other parts of Suffolk County and the New York Metropolitan region that may

prove to be a more compatible fit given the less intensive nature of assisted living compared with active senior housing (e.g., less traffic generation). Several community members cited the need for a local assisted living senior housing facility for aging community members and parents of baby boomers rather than more active seniors retirement communities, with the advent of the Westhampton Dragstrip rezoning and large numbers of senior housing complexes on western Long Island and in the neighboring Town of Brookhaven. In addition, community members noted no need for an additional nursing home due to the existing Westhampton Care Center on Old Country Road and the adjoining acreage they own for future expansion. Assisted living is primarily for the elderly who do not yet need skilled nursing care.

Many residents pointed out that the existing Highway Business zoning was not desirable and a well-buffered, appropriately-scaled residential use of the property was more in keeping with community character than a strip retail development, auto-oriented business use. Community members also noted that the more recently built senior housing complex in East Quogue is an example of inappropriate design, scale, density, siting, and inadequate buffering – therefore urging attendant controls if Seabreeze Commons is deemed appropriate for rezoning to a PDD.

The Central Pine Barrens Land Use Plan identifies this site as part of a geographical area that may be suitable as a receiving area for Pine Barren Credit redemption mechanisms, as an alternative to as-of-right residential transfers of development rights, and potentially for tourism or related facilities. Use of Pine Barrens Credits could also permit density increases for senior citizen housing

and elder care facilities, subject to Town Board approval according to the CPB Land Use Plan.¹¹

The Town's 1999 Comprehensive Plan Update also recommended that the introduction of land uses defined as retirement communities, assisted living or continuing care retirement communities be coupled with TDRs and PBCs program requirements. In addition, the Update recommended that the Town keep pace with current trends in senior housing and health care sectors. The Comprehensive Plan Update recommended that the Town encourage use of PDD zoning to build adequately-sized and appropriately-sited retirement communities and affordable housing opportunities and employ the use of TDRs and/or PBCs, to implement the Central Pine Barrens Plan.¹²

The Seabreeze Commons site is adjacent to Montauk Highway and a Suffolk County Bus Transit municipal bus stop. A significant aspect of the Suffolk County Smart Growth Policy Plan, adopted in 2000, recommends senior housing and multi-unit housing be located within, or within walking distance of, the central business shopping area of a hamlet or village for convenient access to services, businesses, community centers, municipal facilities, employment, and public transit.

The original zone change petition called for a PDD with an extensive yield without transfers of development rights. Preliminary analysis suggested that, before rezoning is permitted, the Town should consider requiring the provision

¹¹The CPB Land Use Plan states that "Pine Barrens Credits could promote tourism uses and related facilities" for the "geographical area" labeled "M" and "would serve to limit the ultimate amount of residential dwelling units that could be built in the Town while still providing for a strong tax base."

¹²The Build Out Analysis contained in this Report indicates that of the total potential build-out under existing conditions within the Westhampton Beach School District is 545 single family housing units, which includes 318 potential transfers of development rights from the Central Pine Barrens Area.

of certain development guarantees and amenities. If the property owner is permitted to have additional units, then it should be guaranteed that either these units be affordable, or that development rights are transferred from another property. Additionally, certain amenities should be required, such as landscaping, sidewalk improvements, construction of the Town's cedar-clad municipal bus shelter model for the existing bus stop, and other transportation mitigation measures, if deemed necessary.¹³

However, by a recent letter submitted with a request for exemption from the moratorium, if the change of zone is approved, the developer has offered to market all of the housing units exclusively to Town residents for the first six months from the date of the unit's certificate of occupancy for the individual units. In addition to the typically required 20 percent set-aside for moderate income persons (with sales prices between \$160,000 to \$180,000), the developer has offered to restrict first offering of the remainder of the units to a sales price cap of \$300,000, which is consistent with sales prices within the reach of middle income persons.

Another alternative to consider for this site is a rezoning strategy as a Multi-Family Planned Residential District (MFPRD) to yield either affordable rental housing opportunities or starter home ownership opportunities for young professionals and others. Many community members have pointed out that with the Westhampton Dragstrip rezoning, over 189 units of active seniors housing development is being provided in the hamlet of Westhampton. In addition, there are several sites existing in the neighboring village of Westhampton Beach that have

been zoned for senior housing development along Montauk Highway across from the Westhampton Beach High School, and on Old Riverhead Road across from North Mall and other commercial establishments.

Additionally, some community members have suggested that Hamlet Commercial (HC) zoning is appropriate for this site, which allows two-family residences as-of-right, as well as mixed uses provided that a residential design scheme is maintained. HC zoning would also permit three-family and four-family homes, provided that Transfers of Development Rights (TDRs) and Pine Barrens Credit (PBC) redemption occur under Planning Board review, or a requisite number of units are set aside for moderate income housing as a community benefit. There was some concern among community members, however, about the potential for over-commercialization of the site if zoned HC, with a multiplicity of signage and lost opportunity to require ample site buffers, unlike the opportunities under a PDD zoning scenario.

This Area-Wide Planning Study asserts that the majority of community members in the Westhampton area are likely to be in favor of some form of planned residential development on this Highway Business site, necessitating a change of zone. The issues of scale, design, density, landscaped buffers, age restrictions and/or eligibility, transportation mitigation and longer term affordability of the below-market rate units need to be worked out as part of the change of zone deliberation process and site plan considerations.

Provided that the Town agrees that below-market rate housing is a community benefit (provided by the private sector at no cost to the Town), that senior housing is a tax ratable, that senior housing that is adaptable to the needs of those with physical limitations is needed, and that higher density housing developments ought be consistent with Smart Growth location standards oriented to hamlet centers and/or public transit, then the proposed PDD for this site should be given consideration.

¹³In the case of an active seniors retirement community recently developed in East Quogue under SC-44 change of zone approval and located over 1/2-mile from the shopping district and grocery store, the Town Board required a shuttle service as transportation mitigation. In lieu of providing such shuttle service, the developer offered and the Town Board accepted a \$50,000 contribution to the Department of Human Services for future purchase of a senior shuttle bus.

ACTION ITEMS

- Provide the opportunity for community input as to whether or not the Seabreeze Commons applicant's offer of below-market rate housing opportunities and first offerings for all units to Town residents is considered a community benefit. PDD needs to require certain development guarantees, design controls and amenities (such as landscaping, sidewalk improvements, and construction of a municipal bus shelter, in a form consistent with the Town's cedar clad model, and other transportation mitigation measures, if deemed necessary).
- Consider MFPRD zoning as an alternative for the Seabreeze Commons site to yield either affordable rental housing opportunities or starter home ownership opportunities for young professionals and others.
- Consider HC zoning as an alternative for the Seabreeze Commons site with conditions that respect the community's concern for over-commercialization, avoidance of multiplicity of signage, and the need for ample site buffers.

Central Suffolk Hospital/Sommer's Nursery/Country Gardens, Eastport

These properties are located in the northwestern portion of the Study Area, on the north side of Old Country Road. The Central Suffolk Hospital property is currently vacant, although a portion has been used by the neighboring Sommer's Nursery. The Country Gardens Nursery is located due east. Since portions of these properties have already been cleared, their reuse would be preferable to the clearing of other, forested land for development.



Two large wholesale nursery operations in the northwest quadrant of the Study Area provide rural ambiance and present opportunities for potential future recreation-based development (e.g., golf course), thereby avoiding residential development impacts.

In an effort to provide potential tax-ratable development, avoid sprawl and preserve open space, consideration should be seriously given for a PDD designation for the Central Suffolk Hospital property and adjoining nursery properties in the northwest corner of the Study Area to accommodate resort-tourism economic development.

Alternatively, working with the community through a design charette, alternative uses could be explored for the site, such as medically related development in keeping with the mission of the hospital. Community benefits, in addition to maintaining scenic/rural qualities, could include transportation mitigation to assist with extension of the Sunrise Highway service road to Speonk-Riverhead Road.

The property assemblage is designated in the Central Pine Barrens Land Use Plan as a series of as-of-right RRADs to accommodate transfers of residential development rights/redemption of Pine Barrens Credits. If developed under residential subdivision, clustering may achieve an open space set-aside, however it is more likely to be clustered closer to Old Country Road, thereby potentially impacting community character.

ACTION ITEM

- Consider undertaking a RTPDD Study of the property assemblage, working with the property owners and community members comprising a PDD Study Group, to consider options for the establishment of RTPDD Incentive Zoning Overlay for the land holdings of Central Suffolk Hospital /Sommer’s Nursery / Country Gardens. Recreation/Tourism appears to be well-supported, provided that country ambiance be maintained along Old Country Road, traffic patterns be directed to the Sunrise Highway service road, and design of any clubhouse and resort accommodations be in keeping with the character of Eastern Long Island.

Woodfield Gables, Speonk

Woodfield Gables is a 160+-acre site located at the intersection of Speonk-Riverhead Road and Old Country Road that is designated as a residential receiving area within the Central Pine Barrens Compatible Growth Area. As such, as-of-right (or increased density) development is permitted through transfers of development rights from within the same school district.

There have been various proposals presented to the Town and civic associations by the developer during the course of the past several years. The latest proposal calls for the development of Woodfield Gables Golf Course and Country Club Community, which includes a 116-unit hotel, 18-hole golf course and conference center. However, there have been various alternatives suggested by the developer for the site, initially proposing a private golf course development with golf villas and an ambitious catering facility and thereafter announcing a public golf course and possibility of

developing a hotel/spa/conference center instead of the golf villas condominium complex.¹⁴

The property is located in the Speonk-Remsenburg School District and Aquifer Protection Overlay District. Fragmenting forested areas is generally inconsistent with long-standing Southampton Town Open Space policies. Existing zoning provides for a clustered subdivision of at least 40 single family homes as well as an as-of-right residential receiving area district (RRAD) designation in the Central Pine Barrens Plan for TDRs and PBCs permitting additional development yield.

If a residential development is pursued for this site, the use of clustering for purposes of securing dedication of open space would achieve preservation of the more substantially wooded areas of the property assemblage, particularly along Speonk-Riverhead Road. However, clustering with the development shifted towards Old Country Road might impact the scenic/rural character. (i.e., former Klug farm fields).

Some community members indicated a desire to pursue alternatives to residential subdivision, viewing golf courses as taxable recreational open space. Moreover, a public golf course and catering facility could provide a venue for weddings, fire department dinner dances or other similar events. The concept of a country inn or resort complex that maintains substantial open space along Old Country Road and Speonk-Riverhead Road, potentially providing not only public golf, but also nature trails and equestrian amenities for public enjoyment, and other community benefits, has also been suggested.

¹⁴The current application filed in the Town Clerk’s Office requests RTPDD zoning to accommodate the construction of an 18-hole golf course, 119 golf villas, and a catering facility on roughly 150 acres. In 2002, the developer announced alternative plans at a Speonk-Remsenburg Civic Association potentially involving the Marriot Corporation and construction of a hotel instead of golf villas or retirement townhouses.

RTPDD designation for this property assemblage should also be further explored through a Town-sponsored community design charette and discussion of potential community benefits, that could be provided by the developer as part of the Incentive Zoning and SEQRA mitigation process. This Area-Wide Planning Study also recommends the RTPDD Study Area include the holdings of Hampton Sand and Gravel, the auto salvage yard to the north, Montecalvo Asphalt and the Light Industrial Zone on the west side of Speonk Riverhead Road, and possibly the adjoining Cornell Duck Research Laboratory property to the west. In doing so, a greater amount of acreage could be considered for community planning purposes and a planned development incorporating substantial open space and transfers of development rights from more sensitive areas could be created.

Additional consideration should be given to the 1999 Comprehensive Plan's recommendation to realign Speonk-Riverhead Road through an extension of North Phillips Avenue through the property assemblage comprising this RTPDD. A realignment at this location on Old Country Road would also require a traffic calming feature, such as the roundabout proposed in a later section of this report, to facilitate turning movements and avoid traffic signalization along the scenic country road. Such a realignment could also facilitate the creation of a cul-de-sac on the residentially-zoned portion of Speonk-Riverhead Road, as shown in Exhibit VI-5. All thru-traffic heading to points north, such as the Suffolk County Community College, industrial sites on Speonk-Riverhead Road, or the proposed Sunrise Highway interchange, would utilize the new North Phillips Avenue extension. If such realignment is determined not to be feasible, additional traffic calming would likely be necessary on Speonk-Riverhead Road along the residentially-zoned portion, such as neck-downs or a landscaped center median with intermittent turning areas to help slow down traffic.

Potentially, the proposed RTPDD can offer the following community benefits:

- Provide for a recreational/tourism-oriented facility in a compatible-growth area recommended by the Town's 1999 Comprehensive Plan Update and the 1995 Central Pine Barrens Plan for resort and recreational development. The project is currently proposed in a specific area of the westernmost portion of the Town, that has been identified by Southampton Town for possible planned resort-tourism development, due to its ability to accommodate traffic patterns and provide for intermodal access for conferences, via train and bus service. Coupled with a conference facility or spa and public 18-hole golf course, the resort development will likely have the critical mass necessary to ensure the success of the resort development as a viable tourist accommodation, within driving distance to other area amenities such as ocean beaches, shopping, dining, and other forms of leisure activities and recreation. A country inn/spa resort lodging facility located in the Pine Barrens region has the potential to help expand the critical seasonal nature of the area, promote eco-tourism, provide tax base and jobs, and increase economic vitality of hamlet centers and businesses in traditional downtown areas.
- Preserve a substantial amount of the total acreage in its forested state and integrate hiking and bridle trails available for public use, potentially in excess of the 50% minimum required by the Aquifer Protection Overlay District. The dedication of preserved open space will provide for a significant expansion of contiguous open space, at no land acquisition cost to the Town, with both active and passive recreational areas. The dedication of preserved open space will also significantly mitigate potential impacts to ecology, groundwater, visual resources and community character.

- Locate much of the development and recreational open space in that portion of the property that has been previously disturbed by agricultural use, commercial use, industrial use, sand mining activities, and illegal dumping while allowing for preservation of the portion that is most valuable with respect to ecology and aesthetics. The proposed project also entails reclamation of a former sand mine comprising 53± acres and, in its place, providing a recreational and scenic resource for community enjoyment.
- Provide potential community benefits in the form of contributing to necessary transportation improvements to meet a long-standing need for convenient access to Sunrise Highway as advocated by residents of the area, emergency service providers, commercial trucks servicing the industrially-zoned area along Speonk Riverhead Road and North Phillips Avenue, and students, faculty and staff of Suffolk County Community College. This improvement is in keeping with the transportation recommendations of the 1999 Comprehensive Plan Update and a recent report issued by the New York State Department of Transportation with regard to extension of the County Road 111 service road to Speonk-Riverhead Road.
- Provide potential community benefits in the form of additional transportation improvements and traffic calming for Old Country Road and Speonk-Riverhead Road. For example, as recommended in a later section of this report, the Town could require, as mitigation, that developers contribute funds to accomplish construction of the two roundabouts proposed for Old Country Road for traffic calming needs (i.e., the intersection at North Phillips Avenue and the intersection at Speonk-Riverhead Road)

and construction of neckdowns on Speonk-Riverhead Road to slow down traffic entering the residentially-zoned portion of the roadway.

- Provide community benefits such as parks and recreational amenities (e.g., nature trails, riding stables open the public, ice skating pond, sledding hill, bike path, farmer's market or scenic vistas, depending upon community interest and incentive zoning discussions)
- Potentially a portion of the acreage could be dedicated to the Town for emergency services needs, such as a long-term lease with the Fire District or Ambulance service area, to assist with their potential future need to construct substations in the vicinity of Speonk-Riverhead Road.

The Town could also consider alternative scenarios for the Woodfield Gables parcels involving recreation/tourism uses. For example, if the larger assemblage with Hampton Sand and Gravel, the auto salvage yard, Montecalvo Asphalt and Light Industrial-zoned properties on the west side of Speonk-Riverhead Road, and the Duck Laboratory cannot be achieved to meet current clearing restrictions on the 160+ acre property, a 9-hole public golf course with 50-units of clustered townhouses (i.e., a golf course resort community) may be a preferred development scenario, which achieves greater conservation goals.

ACTION ITEM

- Consider RTPDD designation for the Woodfield Gables property assemblage, subject to further exploration of alternative project concepts and design through a Town-sponsored design charette and discussion of potential community benefits that could be provided by the developer as part of the Incentive Zoning and SEQRA process. The RTPDD Study Area should include the holdings of Hampton Sand and Gravel, the auto salvage

yard to the north, Montecalvo Asphalt and LI-zoned properties on the west side of Speonk-Riverhead Road, and possibly the adjoining Cornell Duck Laboratory property to the west.

Old Feather Factory (Speonk)

The Old Feather Factory site is a vacant 15±acre parcel located on the west side of North Phillips Avenue, in the Speonk hamlet. The site, which has been identified by the community for redevelopment, is currently zoned CR-40 (Country Residence, one-acre lots). There have been environmental issues reported due to prior activities, with suspected leaching into the local groundwater system. Similar to the conditions affecting the Suffolk Life site (which is discussed in a later section), the Old Feather Factory needs to be further evaluated with respect to potential mitigation from alleged environmental contamination and in order to provide a more significant contribution to tax ratables for the community. While there is an agricultural use (horse farm) to the north and an industrial use (welding shop) to the south, it is primarily surrounded by residential uses.

It has been suggested that the 15-acre property be rezoned to either a light industrial park designation or PDD. Given the extent of the alleged environmental contamination from previous users, there is likely a need to provide economic incentives to encourage reuse of the site for low-impact tax ratable uses, such as senior housing, particularly assisted living. It is suggested that the Town undertake a PDD Study to examine opportunities for alternative uses for the Old Feather Factory property, as well as the adjoining welding shop site. Some community members have suggested another Light Industrial Contractor’s Park, while others have suggested senior housing, as it is located in close proximity to the hamlet center and may present a better tax ratable for the Eastport/South Manor School District, with less traffic and

other potential impacts. LI-40 may be too broad and have negative impacts on the adjoining residential community to the west of the site, in terms of noise, vibrations, etc. A new “Non-Nuisance Industrial Zoning Classification” has been suggested during the course of the community involvement process. Alternatively, a Mixed-Use PDD to allow medical offices and senior assisted living could be considered.

ACTION ITEM

- Undertake a PDD Study of the Old Feather Factory property, working with the property owner and community members comprising a PDD Study Group, to consider options involving a PDD (Residential restricted to seniors, Mixed-Use, or Non-Nuisance Industrial). Provide economic incentive for redevelopment of allegedly contaminated site.

Adelworth’s Bus Maintenance Facility (Eastport)

Adelworth’s Bus Maintenance Facility is a pre-existing, non-conforming business assemblage located at Montauk Highway and South Bay Avenue in Eastport which presents redevelopment opportunities should the bus maintenance facility relocate to a more compatible location. Current



The existing bus storage facility at the corner of South Bay Avenue and Montauk Highway in Eastport needs to be screened/buffered from Montauk Highway. This prominent location presents redevelopment opportunities should the bus facility relocate to a more compatible zoning district.

zoning is R-20/R-40 (Residential ½-acre and one-acre lots). Presently, the site also contains some limited retail uses.

The on-site structure (or façade) abutting Montauk Highway has local significance, and the community has suggested that it should be retained as part of any redevelopment. An opportunity exists to facilitate a coordinated mixed-use development. Any planning for further development of the site should be done in conjunction with input from the community in a design charette to identify permitted uses, community benefits, facade restoration, streetscape, and overall site design details. Rezoning from R-20/R-40 to Hamlet Mixed-Use PDD is recommended. The following preliminary uses were suggested through the community involvement process associated with the Area-Wide Study: coffee shop, bait and tackle, bicycle shop, antiques, professional offices, apartments above, restaurant (with prohibitions on fast-food, drive-thrus, high impact uses), etc. Alternatively, rezoning to Hamlet Office/Residential (HO) or Hamlet Commercial/Residential (HC) may achieve the desired mixed-use redevelopment objectives.

ACTION ITEM

- Undertake a planning study of the Adelworth's Bus Maintenance Facility property assemblage, working with the property owner and community members, to consider options involving either a PDD (Mixed-Use Eastport Hamlet PDD) or alternatively HO/HC to focus on use and design, potentially permitted and prohibited uses.

OTHER ZONING MAP CHANGES AND RECOMMENDATIONS

Polsinelli Property (Speonk)

A rezoning petition was filed with the Town to rezone a 15± acre property from R-40 residential to LI-40 light industrial.

The proposed LI-40 portion would allow for an extension of Windermere Court, off North Phillips Avenue, which already serves an industrial subdivision to the west. The current rezoning proposal calls for 11 lots ranging in size from 41,000± s.f. to 79,000± s.f. The rezoning has made accommodations for extending the Town's pedestrian trail along its northern property line. It is proposed that the rezoning affect the main portion of this flag lot (the "flag" portion) adjacent to the railroad, and not the portion that fronts on Old Country Road (the "flag pole" portion).

This site was also included in an area identified in the Central Pine Barrens Comprehensive Land Use Plan, as one which could potentially make use of Pine Barren Credit redemption. The development strategy for this area states that an overlay district "could promote revitalization and concentrated development patterns within existing hamlet center." Specific land uses were not discussed. The site adjoins an auto salvage yard that is also zoned LI-40.

ACTION ITEM

- Rezone Polsinelli Property from R-40 to LI-40.

Light Industrial Zone, Speonk-Riverhead Road (Speonk)

Currently, both the east and west sides of Speonk-Riverhead Road have portions which are zoned Light Industrial (LI-40). The 1992 Speonk-Remsenburg Hamlet Study recommended rezoning several parcels to residential use. During the course of the Area Study, the need for places of employment opportunity and appropriate places for light industrial land uses was emphasized.

An earlier section of this report recommended consideration of RTPDD designation for the Woodfield Gables property assemblage and holdings of Hampton Sand and Gravel, the auto salvage yard, Montecalvo Asphalt and other

light industrial-zoned properties along the west side of Speonk-Riverhead Road. This section recommends that an additional PDD Study be conducted for the east side of Speonk-Riverhead Road for possible designation as a Commercial-Industrial Planned Development District.

As shown on Exhibit VI-5 this potential CIPDD encompasses parcels currently zoned LI-40, some additional properties currently zoned residential, as well as one or two former sand mines. In addition to required traffic mitigation measures and providing ample buffers from residential areas, there may be recreation (e.g. ATV Park/BMX Trail) as well as PBC redemption opportunities to explore as potential community benefits as part of this CIPDD Study and Town-sponsored design charette that could be provided as part of the Incentive Zoning and SEQRA process.

In addition, another potential CIPDD is suggested for the property owned by an entity related to Speonk Lumber located on the north side of Montauk Highway abutting the Long Island Rail Road, in an area slated for rezoning from Highway Business to Hamlet Commercial. This potential CIPDD could accommodate PBC redemption as well as provide for an opportunity for a well-buffered contractor's park area with a railroad siding, in keeping with other planning objectives for economic development and use of freight rail service. The Town may desire to undertake a PDD Study of this property, as well as the auto salvage yard located north of the tracks, which is adjacent to property currently zoned LI-40.

ACTION ITEMS

- Consider conducting a PDD Study for the east side of Speonk-Riverhead Road for possible designation as a Commercial-Industrial Planned Development District, including one or two former sand mines. In addition to

required traffic mitigation measures and providing ample buffers from residential areas, there may be recreation opportunities to explore as potential community benefits as part of this CIPDD Study and Town-sponsored design charette that could be provided as part of the Incentive Zoning.

- Consider conducting a PDD Study for the Speonk Lumber property located on the north side of Montauk Highway abutting the Long Island Rail Road, in an area slated for rezoning from Highway Business to Hamlet Commercial. This potential CIPDD might include the auto salvage yard located north of the tracks and could accommodate PBC redemption as well as provide for an opportunity for a well-buffered contractor's park area with a railroad siding, which is in keeping with other planning objectives for economic development and use of freight rail service.

Village Business, South Phillips Avenue (Speonk)

The Village Business (VB) zone in Speonk is proposed for HC zoning, except for three parcels on the north side of Montauk Highway adjacent to North Phillips Avenue and three parcels on the south side of Montauk Highway adjacent to South Phillips Avenue. In addition, two parcels located south of Peppercorn's Country Market are proposed for rezoning to residential R-20 (½- acre lots), which is their current use, or Hamlet Residential (HR), a new zoning classification described in a later section. HR is intended to have many of the same attributes as Hamlet Office (HO) and Hamlet Commercial (HC), but with a more concerted focus on residential uses, including as-of-right two-family homes and additional accessory apartments restricted to moderate income persons and year-round use.

ACTION ITEM

- Rezone two VB lots on west side of South Phillips Avenue to R-20, or to Hamlet Residential (HR).

Surf Club Nightclub/Motel Zone (Westhampton)

The Surf Club nightclub is located on Montauk Highway in Westhampton adjacent to a small motor lodge facility in a Motel Business Zone (MTL).



The Surf Club nightclub and neighboring motel property have been identified as a potential location for a farmers market which could support local business and strengthen the agri-tourist market base. Agricultural products from points in eastern Southampton Town and the North Fork could be marketed from this location. A Farmers Market is recommended in the 1999 Comprehensive Plan for western Southampton Town.

The Central Pine Barrens Land Use Plan states that “Pine Barrens Credits could promote tourism uses and related facilities” for the “geographical area” labeled “M” and “would serve to limit the ultimate amount of residential dwelling units that could be built in the Town while still providing for a strong tax base.”

Many community members indicated a desire to retain the existing small economical motel use offered by this property, with the desire to see the motel expand onto the adjoining nightclub property, perhaps with additional attached units, landscaped buffers and recreational facilities.

The nightclub was formerly “Gene’s Sandwich Shop,” a roadside stand that was enjoyed in the past by residents and visitors alike. The current nightclub use, although pre-existing, is a permitted use in a Motel Business Zone, and therefore could potentially meet standards prescribed in the Town Code to continue this commercial use, which many area residents find presents negative impacts on their quality of life. A suggestion for municipal purchase has been made where the Town could facilitate a farmer’s market and promote agriculture in the westernmost portion of Southampton, consistent with a recommendation made in the 1999 Comprehensive Plan. Locally grown produce, flowers, and agricultural products from the North Fork, East Quogue, and farms in eastern Southampton could be marketed from this location along with local seafood products, arts and crafts.

Another alternative to municipal purchase of this property is to consider assisting the property owner to find a buyer desiring conversion to a “Farmer’s Market”-style restaurant use or motel expansion, as noted above. Under MTL zoning, the Town’s Business Districts Table of Use Regulations



A Farmer’s Market for the western portion of the Town of Southampton is recommended in the 1999 Comprehensive Plan Update for economic development and agri-tourism. The “Surf Club” nightclub on Montauk Highway in Westhampton, just west of Seabreeze Avenue, has been suggested for Town purchase to facilitate a Farmer’s Market and economic boost for small family farms in the Study Area, as well as to bring agricultural products from eastern Southampton Town and the North Fork into the communities of Eastport, Speonk-Remsenburg, Westhampton, and Westhampton Beach.

currently prohibits “Fruit and Vegetable Stands” and “Temporary Roadside Stands for sale at retail of farm products grown on the premises.” Subject to further study, the Town Board may want to consider a code amendment to permit such agri-tourism business use in the Motel zone as a permitted use, under special exception standards, such as having a location on a major collector street and providing for an outlet for produce grown or products crafted on the East End of Long Island. The Town Board may also consider creating a new land use classification entitled “Farmer’s Market” which could allow for other products, such as eggs, breads, pies, cheese, homemade ice cream, flowers, roasted corn, roasted duck, etc., as a permitted use in the Motel Business Zone. Such provision would also provide an economic boost for the restaurant site located on the northeast corner of Seabreeze Avenue adjacent to the Bailey’s Motel land tract, which is also zoned MTL, and is again posted as for sale. “Standard Restaurants” and “Take-Out Restaurants” are presently permitted uses in the MTL Zoning District. “Bars, Taverns, and Nightclubs” are permitted in MTL zoning districts under special exception standards. “Retail Bakeries” are currently prohibited in the Motel zone. In the event that the Farmer’s Market concept is not realized at the site of the Surf Club nightclub by a private sector purchaser, community members have also indicated support for the restaurant on the northeast side of Seabreeze Avenue to be utilized in a similar fashion by the private sector.¹⁵

¹⁵During the course of this Area Study, as an alternative to the Farmer’s Market Concept, community members also indicated support for a “Lobster Roll”-type restaurant/food stand (e.g., similar to the “family and tourist-friendly” facilities in Montauk and Baiting Hollow) for either the Surf Club site or the northeast corner of Seabreeze Avenue, and retaining both commercial properties on the tax rolls.

ACTION ITEMS

- Consider opportunity to promote agri-tourism via a farmers market as adaptive re-use of the nightclub property, provided there is sufficient community interest and a willing seller for Town purchase.
- Consider if Motel Business (MTL) zoning is an appropriate designation on the Zoning Map for this location going forward, and if expansion of the existing motel should be encouraged.

Bikini Bottom/Shamrocks Nightclub (Westhampton)

The Bikini Bottom nightclub (Old Bamboo Restaurant) is located in Westhampton on the south side of Montauk Highway between Station Road and the boundary with the Village of Westhampton Beach. During the course of this Area-Wide Study the nightclub’s name changed three times and is presently called Shamrocks. There is a dilapidated house located immediately west of the nightclub. This nightclub represents an incompatible use within a primarily residential area. There have been resulting community concerns regarding this pre-existing, non-conforming business, including excessive noise, visual blight and acts of violence occurring in close proximity to families, a child care facility, a community group residence for the developmentally disabled, and residences.



The Bikini Bottom nightclub and adjoining dilapidated property on Montauk Highway in Westhampton present nuisance problems in a residential neighborhood. This property assemblage represents a redevelopment opportunity to facilitate community housing opportunities in proximity to schools, services, and public transit.

One legislative option that could be considered would entail compulsory termination of the nightclub use, within a reasonable timeframe for the property owner to recoup any capital investment and to revert to the underlying zoning in the interest of the quality of life of the neighborhood.

Another option is to re-zone the property to a Multi-Family Planned Residential Development (MFPRD), with attendant controls and design parameters, thereby providing a higher yield as an incentive to sell the property to another investor seeking a redevelopment opportunity. For example, razing the buildings and constructing a small townhouse community similar to Old Colonial Arms at the corner of Brushy Neck Road could improve this location. A small cluster of multi-family manor house style or townhouses, rental or owner-occupied, mixed-income and at least 20 percent set-aside with long-term affordability would meet various local objectives.

There is a need to extend sidewalks along the south side of Montauk Highway to facilitate pedestrian connections to the commercial area to the west (Westhampton Post Office, 7-11). Buffering is also necessary for adjoining properties.

As noted in the next chapter detailing Hamlet Area Concept Plan proposals, this property is also in an area that is slated for potential rezoning to Hamlet Office/Residential (HO), which would permit a subdivision of the land tract and construction of two family homes on an as-of-right basis (similar to the existing land use pattern along the south side of Montauk Highway in this area). HO also allows owner-occupied three family homes and four family homes in an aesthetically-pleasing residential design (manorhouse) provided that transfers of development rights are used and moderate income housing opportunities are created. HO zoning permits professional office development and certain other limited low-traffic generating uses with accessory

apartments, with new structures employing design controls of residential scale and character. (An example of this type of Hamlet Office development would be a new Victorian-styled house with an architect's office downstairs and accessory apartment upstairs and, in the rear, a detached barn/carriage house with accessory apartment).

ACTION ITEMS:

- Consider rezoning area in the vicinity of the Bikini Bottom nightclub along Montauk Highway to Hamlet Office/ Residential (HO) zoning district.
- Consider rezoning nightclub and adjoining property to MFPRD, to attract developer interest in acquiring the site, razing existing buildings and constructing mixed-income community housing.

Suffolk Life Building (Westhampton)

This vacant, approximate one-acre site contains the former Suffolk Life Building. The parcel is a potential brownfield site due to alleged contamination related to the previous use of the building. Community input indicated that the rehabilitation of this property was important to alleviate an existing environmental condition and have the property generate increased property tax revenue. It is currently zoned R-40 (Residential one-acre lots). Consider zoning that would allow multi-family townhouses similar to Colonial Arms on Brushy Neck Lane; pollution remediation must be part of any redevelopment proposal. Rental or owner-occupied, mixed-income housing with a 20 percent affordable set-aside should be considered.

As noted in the next chapter detailing Hamlet Area Concept Plan proposals, this property is also in an area that is slated for potential rezoning to Hamlet Office/Residential (HO) extending from the southeast corner of Jagger Lane where

the nursery school is located to the Suffolk Life Building site. As stated earlier, HO zoning permits a subdivision of the Suffolk Life Building site and construction of two family homes on an as-of-right basis. HO also allows owner-occupied three family homes and four family homes in an aesthetically-pleasing residential design (manorhouse) provided that transfers of development rights are used and moderate income housing opportunities are created. HO also permits office uses. An MFPRD or Mixed-Use PDD could also be explored for this site.

ACTION ITEMS

- Consider rezoning area along Montauk Highway in the vicinity of Jagger Lane to Hamlet Office/Residential (HO) zoning district.
- Consider rezoning Suffolk Life Building site and possibly the adjoining property to MFPRD, to attract developer interest for mixed income community.

Mountain Brook Homes (Speonk)

Mountain Brook Homes has an approval from the Town for development of the land surrounding the Remsen Crossing site. The approval is for a 12-lot subdivision that would cluster all of the proposed lots in the eastern portion of the approximately 14-acre site with the balance preserved as open space. The Board of Fire Commissioners of the Eastport Fire District has requested dedication of one acre of land adjacent to the gasoline station for a substation. A barn-type structure or old-fashioned firehouse could be compatible with the surrounding residential area and potential open space dedication from Remsen Crossing. However, there may be concern about the loss of wooded area that was slated for open space dedication, as well as any traffic interference with the proposed roundabout for the intersection of Dock Road, South Country Road and Montauk Highway. In the

event that the Town Board and Planning Board decide to honor the request of the Board of Fire Commissioners to consider an accommodation in order to address their future substation needs, Town Officials should ensure that the Deed of Donation for the Open Space Area slated to be offered by the developer of Mountain Brook Homes clearly indicates that the aforementioned one-acre portion of the land area to be donated shall not be subject to the Alienation of Open Space provisions of the Town Code. In doing so, the Town Board will ensure the possibility in the future to enter into a long term lease of this portion of the property to the Eastport Fire District to accommodate the purpose of building a fire substation, as represented by the developer, the Fire District and the Town Board during the course of this Area-Wide Study.

In addition, the Town should ensure that cross-access connections are in place on Mountain Brook Homes subdivision for future potential development of Remsen Crossing tract and the Old Hospital land assemblage to connect to North Phillips Avenue through First Street.

ACTION ITEM

- Work with the Eastport Fire Department to locate a Fire Department substation in the Speonk-Remsenburg area. A portion of the Mountain Brook Homes property has been initially identified by the Board of Fire Commissioners as a potential site, adjacent to Woody's Gas.
- Ensure cross-access connections in place on Mountain Brook Homes subdivision for future potential development of "Remsen Crossing" tract and the "Old Hospital" land assemblage to connect to North Phillips Avenue through First Street.

RESIDENTIAL RECEIVING AREA DISTRICTS

After the adoption of the Central Pine Barrens Comprehensive Land Use Plan, which set forth a broader range of residential receiving areas, the Town of Southampton designated a smaller set of parcels for the Town's as-of-right Residential Receiving Area Districts (RRADs). These RRADs are located within the Compatible Growth Area of the Central Pine Barrens and total over 150 acres within the Study Area. The Receiving Areas are primarily zoned CR200 (5-acre zoning), and one is partially zoned as Quasi-Public Service Use District (QPSUD) (i.e., the Bide-a-Wee Animal Shelter Complex). Specific RRAD Classifications are identified in Article XXV, Section-234 of the Southampton Town Code by tax map parcel number. On its own motion or by written application of the landowner, additional RRADs may also be authorized by the Town where the Town Board finds that the development will be beneficial, compatible, and harmonious with the surrounding land uses and not have a significant adverse impact upon the environment.

In addition to the as-of-right RRADs, the Central Pine Barrens Comprehensive Land Use Plan outlines potential development strategies through the use of Pine Barrens Credit redemption for areas identified as suitable for development potentially under Planned Development District standards, subject to further review and approval by the Town Board. General development strategy recommendations were noted for these areas, which encompassed the Bailey's Motel land tract, the site of Seabreeze Commons, and the Poscinelli property, all of which are subject to development pressure with applications pending at this time. In addition, the Central Pine Barrens Land Use Plan identified both the Raynor Farm Properties on North Bay Avenue in Eastport and the Suffolk County BOMARC site on Old Country Road as potential receiving sites to involve "the use of PBCs which could allow multi-family, or more compact, residential development." Issues and opportunities surrounding the

Bailey's Motel property, Seabreeze Commons site and Poscinelli property were discussed earlier in this chapter while recommendations concerning alternative industrial uses for the Suffolk County BOMARC site are detailed later in this report. The Raynor Farm Properties in Eastport are identified as a preservation priority and multi-family residential development facilitated by PBC transfers is not recommended for this agricultural resource site.

The 1999 Town Comprehensive Plan Update made specific recommendations concerning Residential Receiving Areas:

Restrict the locations to areas not only outside of the Core Preservation Area and Critical Resource Areas designated by the Central Pine Barrens Comprehensive Land Use Plan, but also to explicitly state that RRADS not be permitted in the Eastern Aquifer Overlay Zone or within "Resource Protection Areas," particularly farmland and open space protection areas, or within "Scenic Protection Greenways" as identified in the "Greenways" Chapter of the Comprehensive Plan Update.

The Westhampton Dragstrip PDD Study and the associated Environmental Impact Statement (EIS) also provided analysis pertaining to properties along Old Country Road in proximity to the dragstrip and offered suggestions for this "secondary study area". These suggestions included recommendations to amend the Town Code with regard to RRADs designated for the implementation of the Central Pine Barrens Plan to accommodate transfers of development rights, to remove properties purchased by Suffolk County for Drinking Water Protection and the Nature Conservancy, and to make changes in the Town Code concerning designated RRADs with regard to incorrect tax map numbers or other minor edits.

During the course of the Area-Wide Study, community members identified properties in active agricultural use as an asset and important as a rural, cultural, and historic hamlet

heritage resource for which they are desirous of resource protection measures. Therefore, it is suggested that the Town take immediate steps to modify RRAD designations where possible, substituting properties where necessary, consistent with its ongoing commitment for required implementation of the state-mandated Central Pine Barrens Plan and its own 1999 Town Comprehensive Plan Update. The Town should also work with the Central Pine Barrens Commission on this issue as part of any forthcoming update to the Central Pine Barrens Land Use Plan.

Suggested amendments to the specific RRAD classification listing are as follows:

- The following properties have been purchased by Suffolk County through its Drinking Water Protection Program and should no longer be considered:
 - SCTM #0900-329-1-10 54 acres (listed as p/o Lot 10 - 20.2 acres)
 - SCTM #0900-331-2-9 1.12 acres (listed as Lot 8)
 - SCTM #0900-331-3-5 1.84 acres
 - SCTM #0900-332-3-15 1.9 acres
 - SCTM #0900-332-3-6 1.54 acres
- The following properties listed below currently support agricultural uses. Higher density residential development should not be encouraged unless associated with a transfer of development rights or redemption of Pine Barren Credits, and use of clustering to preserve on-site natural, cultural, scenic, or agricultural features or a more environmentally-sensitive area. If a property is bisected by the Core Preservation Area boundary, or as recommended in Chapter 6 of the CPB Land Use Plan, the redemption of PBCs through mechanisms other than as-of-right RRADs is encouraged as a development/preservation strategy, subject to further Town Board review and approval in the future to possibly allow “the use of Planned Development Districts which would allow for the conversion of residential development rights into commercial, industrial, tourism and other uses.”

- SCTM #0900-325-1-3.2 11.8 acres-Sommer Nursery
- SCTM #0900-325-1-4.2 5.42 acres-Sommer Nursery
- SCTM #0900-326-1-5.1 90.5 acres-Carter Nursery
(listed as p/o Lot 5.1 - 55.5 acres)
- SCTM #0900-326-1-6 27.86 acres-Carter Nursery
(listed as p/o Lot 6 - 22.9 acres)
- The Town of Southampton has facilitated new as-of-right receiving zone opportunities for Pine Barrens Credit (PBC) redemption in the form of accessory apartments, the Hamlet Office (HO)/Hamlet Commercial (HC) zoning districts, and certain applications seeking minor subdivision and requiring variance approval from the Zoning Board of Appeals. In addition, the Town has zoned two Planned Development Districts -- the Westhampton Dragstrip PDD and the Airport PDD -- both of which are receiving areas for PBC redemption.
- The following sites should be considered as potential new RRAD designations:
 - SCTM #0900-353-1-5 2.487 acres Tufano Property
 - SCTM #0900-353-1-6 3.202 acres adjoining property to the east
 - SCTM #0900-353-1-7 3.382 acres adjoining property to the east
 - SCTM #0900-353-2-43 11.238 acres Pavlak Property¹⁶
 - SCTM #0900-354-1-1 1.052 acres Pavlak Property
 - SCTM #0900-354-1-2 1.2 acres Pavlak Property
 - SCTM #0900-368-3-54.1 19.54 acres Old Farmfield
 - SCTM #0900-348-2-14.1 13.432 acres Lehr Mobile Home Park
 - SCTM #0900-348-2-11 2.013 acres Lehr Mobile Home Park

¹⁶If this property is not considered a priority acquisition by the community for farmland preservation and/or recreational open space, then under a development scenario this parcel could accommodate redemption of Pine Barren Credits thereby providing for off-site open space preservation of more environmentally-sensitive land.

The following sites, if rezoned under the Planned Development District (PDD) incentive zoning overlay tool, as described in a prior section, should be considered as expansion of existing Receiving Zones or potential new Receiving Zones for transfers of development rights and redemption of Pine Barren Credits for off-site open space preservation:

- Feather Factory (MUPDD)
- Remsen Crossing (RPDD)
- Central Suffolk Hospital Assemblage (RTPDD)
- Woodfield Gables Assemblage (RTPDD)
- East of Speonk-Riverhead Road Assemblage (CIPDD)
- Seabreeze Commons (RPDD)

Additionally, the Hamlet Office/Residential(HO) and Hamlet Commercial/Residential (HC) zoning classification accommodate transfers of development rights on an as-of-right basis. A proposed new zoning classification, Hamlet Residential (HR), as described in a later section, could also potentially accommodate transfers of development rights on an as-of-right basis.

ACTION ITEMS

- Review the existing designation of RRADs in Compatible Growth Areas that have already been preserved or that are already fully developed, with no further build-out potential or desirability for further development yield or allowances.
- Remove RRAD designation for nursery sites, subject to Central Pine Barrens Commission review.
- Consider the designation of new Receiving Zones, either as-of-right as RRADs for more streamlined Planning Board consideration or as potential sites under the Planned Development District (PDD) incentive zoning overlay tool.

HOUSING ISSUES AND OPPORTUNITIES

The 1999 Comprehensive Plan states that for larger developments of multi-unit senior housing and other higher density residential complexes, not only should there be a coherent policy concerning location in proximity to hamlet centers or public transit, but also that building prototypes and design shall reflect more local, historically-based architecture, and shall be built with consideration to the special character of Southampton as a rural and resort community. The Update notes that, particularly for townhouses and detached single-family units, in choice of exterior finish, care should be taken to avoid the appearance of a development in which all units appear the same.

One of the critical issues identified during the Area Study process is the need to address the provision of housing for diverse segments of the population, particularly within the means of local residents, senior citizens, young professionals and local trades/community/municipal employees. Addressing this need, which is relevant to the Town of Southampton as a whole, while paying attention to appropriate scale of development and avoiding over-development, can be accomplished through a variety of methods including, but not limited to, the incorporation of small-scale multi-family development, accessory apartments, carriage houses, apartments above first floor retail, and the use of the Hamlet Office/Residential (HO) and Hamlet Commercial/Residential (HC) and a new zoning classification Hamlet Residential (HR) zoning (as described in Section VII). The parameters of housing issues in the Study Area, and Town-wide, include the following:

- Prepare and adopt an area-wide community housing plan that includes recommended sites for community renewal and housing opportunities that would be within the means of local residents, senior citizens, young professionals

and the local workforce. This would potentially include public/private partnerships to address blighting influences and identify sites that present redevelopment opportunities for mixed-income housing.

- The Town Code for SC-44 currently calls for a maximum yield of 8 units to the acre. Despite recommendations in the 1999 Comprehensive Plan and Central Pine Barrens Plan to couple approvals for senior housing with TDRs/PBCs, such has not apparently always occurred. Therefore, as a Town-wide issue, amendments to the Town Zoning Code for Senior Citizen Housing (SC-44) and Multi-Family Housing (MFPRD/MF-44) concerning scale, design, density, location, community character concerns, environmental impacts, eligibility and longer term affordability of below market rate units should be considered.
- Allowing a senior citizen or multi-family development in excess of ½ mile from a village business area, shopping center business area, or a hamlet center which has a grocery or pantry store for general shopping needs should be permitted only for smaller developments such as motel to condo-coop conversion or in special circumstances when substantial community benefits are being met and there is provision for a shuttle bus.
- Consider amending the Town Zoning Code concerning PDDs, SC-44s, and MFPRDs to require more in-depth analysis of the use of TDRs/PBCs, their associated values, and determination if any such TDRs, PBCs, or cash-in-lieu amounts ought to be incorporated as a condition of approval. Once established, this determination would be conducted during the course of a thorough review of the project's community benefits via the SEQRA and public involvement processes. The use of the cash-in-lieu option should be commensurate with the value of TDRs/

PBCs and could be held in a Trust Fund for municipal purchase of land or development rights within the same school district. The provision of more affordable housing could also be facilitated using density incentives coupled with TDRs/PCBs. In addition, long-term affordability within a mixed-income residential development would need to be considered, consistent with applicable law.

- Consider amending the Town Zoning Code to enact location standards for senior citizen/multi-family rental apartments consistent with Smart Growth principles for proximity to public transit and services – e.g., hamlet center, train stations, traditional shopping areas. As outlined in the 1999 Comprehensive Plan, exceptions for small (i.e., 20 units) or very small (i.e., 12 units) project sites, such as motel conversions and cottage housing developments could be permitted. Larger developments of rental apartments should generally be within ½ mile of a village business area, shopping center business area, or a hamlet center, which has a grocery store for general shopping needs.
- Consider amendments to the Town Zoning Code to facilitate new construction of detached accessory apartments (e.g., carriage houses, caretaker's cottage) on estate lots using some form of TDRs/PBCs/cash-in-lieu for land preservation within the same school district. Accessory apartments should be restricted to year-round occupancy to facilitate affordable housing. Moreover, consideration of such an amendment should take into account potential impact issues including parking and design compatibility.
- Consider an amendment to the Town Code that would allow for the creation of a new "Historic Rental Apartment House" as a Special Exception Use that would only be permitted within hamlet centers or

along major roadway corridors. The intent would be to create up to eight apartments in a building designed in an historically consistent style, taking into account parking and design compatibility. In addition, consider the creation of a new zoning classification, Hamlet Residential (HR), with many of the same attributes as Hamlet Office (HO) or Hamlet Commercial (HC), but with less of a focus on commercial uses and a more concerted focus on residential uses, including as-of-right two-family homes and additional accessory apartments restricted to moderate income persons and year-round use. Hamlet Residential may be a more appropriate zone for certain stretches along Montauk Highway that are not in proximity to hamlet centers.

- Consider amendments to the Town Zoning Code to allow density incentive subdivisions to facilitate middle income housing in areas where housing values are well in excess of the Town-wide median. This could pertain to areas both within the Study Area and Town-Wide.
- Consider amendments to the Town Zoning Code to allow old summer rental cottages/substandard bungalows and pre-existing mobile home parks to convert to a new legal standing, perhaps an upgraded Cottage Housing Development (new zoning classification) to facilitate affordable housing opportunities for starter housing, workforce housing, and senior housing.
- The Town Code §330-5 defines “Congregate Housing for Seniors”, as “housing developments which offer independent living in private separate “senior apartments,” usually on a rental basis, but may be offered as ownership units. Typically, congregate communities also provide an opportunity to share activities of daily living with other residents as one chooses, such as limited meals, housekeeping, transportation, and social services.”

However, there is no separate land use defined under the residential uses category or “Residential Community Facilities” category in the §330-10 Residence Districts Table of Use Regulations or §330-33 Business Districts Table of Use Regulations; nor are there any standards (special exception or otherwise) defined in the Zoning Code. Therefore, consider amendments to the Town Zoning Code to allow small-scale multi-unit complexes providing congregate housing for the elderly.



Houses in the Study Area with agricultural features such as barns give the area a country ambiance. Barns can also be used for accessory apartments, helping to provide affordable housing solutions without negatively impacting community character. This residential-scale multiple use strategy could also be used under Hamlet Office/Residential (HO) and Hamlet Commercial/Residential (HC) as well, where the primary structure is used for professional office space or a low-impact retail use (e.g., antiques, etc.) and the accessory structure provides an apartment.



Hamlet Residential (HR) is a new zoning classification being contemplated to facilitate preservation of hamlet heritage resources such as a historic home on a major roadway. HR zoning is intended to also ensure the provision of economic incentives, including special allowances for limited mixed uses and multi-unit rental housing under special exception standards. Pictured is an example of an existing historic hamlet design that could be emulated in HR zones.

ACTION ITEMS

The following Action Items should be incorporated within a Town-wide housing strategy.

- Prepare and adopt an Area-Wide community housing plan that would address the needs of all segments of the community
- Consider amending the Zoning Code concerning PDDs, SC-44s, and MFPRDs to require more in-depth analysis of TDRs/PBCs, their associated values, and determination if any such TDRs/PBCs or cash-in-lieu amounts ought to be incorporated as a condition of approval.
- Consider as a Town-wide issue, amendments to the Town Zoning Code for Senior Citizen Housing (SC-44) and Multi-Family Housing (MFPRD/MF-44) concerning scale, design, density, location, community character concerns, environmental impacts, eligibility and longer term affordability of below market rate units.
- Consider an amendment to the Town Zoning Code to enact location standards for senior citizen/multi-family rental apartments of medium to maximum density consistent with Smart Growth principles for proximity to public transit and services.
- Consider amendments to the Zoning Code to facilitate new construction of detached accessory apartments on estate lots using some form of TDRs/PBCs/cash-in-lieu for land preservation within the same school district.
- Consider amendments to the Town Code to allow for the creation of a new zoning classification, Hamlet Residential, with similar attributes to Hamlet Office and Hamlet Commercial, but with a more concerted focus on

residential uses. Also consider the creation of Historic Rental Apartment Houses as a Special Exception Use within hamlet centers or along major roadway corridors.

- Consider amendments to the Zoning Code to allow density incentive subdivisions to facilitate middle income housing in areas where housing values are well in excess of the Town-wide median housing value. This is an issue that has been raised as part of the Area-Wide Study. Application to the balance of the Town would need to be evaluated by the Town as part of a Town-Wide housing strategy.
- Consider amendments to the Zoning Code to allow old summer rental cottages/substandard bungalows and pre-existing mobile home parks to convert to a new legal standing (e.g. Cottage Housing Development).
- Consider amendments to the Town Zoning Code to allow small-scale multi-unit complexes providing congregate housing for the elderly; establish standards and design controls.

Potential Housing Redevelopment Sites

Housing development should utilize Smart Growth principles as discussed earlier in this chapter, including the provision of a range of housing types. In addition, it is recommended that communities be walkable, supporting the idea that denser development should occur around hamlet centers, village centers and public transit, where community amenities and services are provided. Following are potential housing redevelopment sites identified and discussed during the course of the Area-Wide plan, grouped by school district:

Eastport School District

Old Feather Factory, North Phillips Avenue, Speonk

As mentioned previously, potential exists for this site to be redeveloped for senior housing in proximity to the Speonk/Remsenburg hamlet center core. Design should consider extending sidewalks on North Phillips Avenue and addressing potential environmental remediation. Assisted Living or MUPDD zoning to also allow medical offices and services were discussed during the course of the Area Study.

Lehr’s Mobile Home Park, Old Country Road, Eastport

A potential redevelopment opportunity exists for this site as senior housing or age-restricted cottage housing development for low-income active seniors. It has been noted that there are currently abandoned trailers that could be replaced with small modular homes with consideration given to mobile home park model of management or a cooperative in which individuals own their unit and pay rent for land to cover common services/taxes. (Potential application to SC-44, PDD, or Section 330-8 of the Zoning Code or a new Cottage Housing Development zoning classification, which was contemplated by the Town last year).



A mobile home park located south of Old Country Road in Eastport provides a market rate alternative for affordable housing. However, many units appear abandoned, and the site may be ideal for redevelopment as senior citizen housing, with affordable set-aside units

An example of a cottage housing development layout and accompanying photographs can be seen on the following page.

Remsen Crossing, Montauk Highway, Speonk

As discussed earlier, only if seller is not willing to participate in a Town purchase for preservation purposes (i.e., open space, farmland, recreation), consider PDD zoning and require dedication of westerly acreage for open space and scenic resource mitigation (like a TDR sending area), allow approximately 60 units of senior housing on easterly parcel (like a TDR receiving area with density bonus for open space consideration, affordable housing set-asides and age-restricted to seniors). Require stringent buffering, design controls, and cross access easements.

Speonk-Remsenburg School District

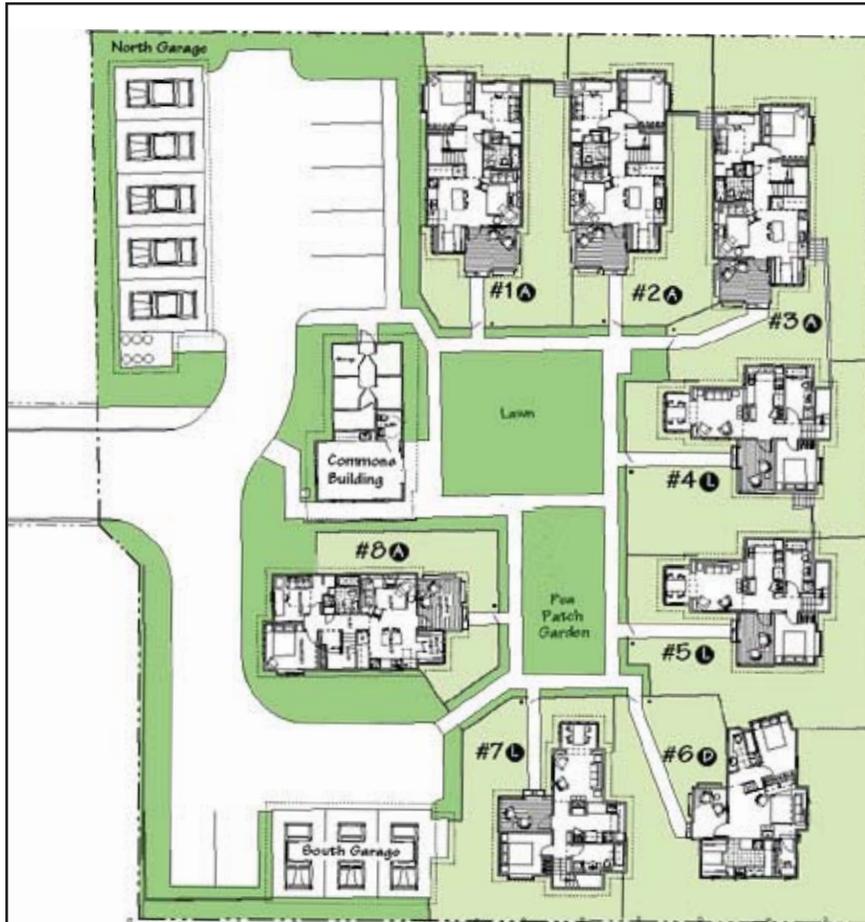
Old Hospital, North Phillips Avenue, Speonk

This pre-existing multi-family housing should be considered for purchase by the Southampton Town Housing Authority for redevelopment. Road development of First Street to connect to Remsen Crossing PDD is recommended, through cross-access areas in “Mountain Brook Homes” 12-lot residential subdivision. In addition to rental apartments, consider Co-op Cottage Housing Development on site also where individuals can own dwelling unit, pay rent for land to cover common services/taxes. Under this concept, the Town would own the underlying land to retain units in affordability status.

Tufano Property and adjoining properties with multiple residences, Old Country Road, Speonk



An older dilapidated building along Old Country Road detracts from the visual aesthetic. This property is suggested for potential RRAD designation for Central Pine Barrens Plan Implementation or potential site for fire substation/emergency services.



This project, an example of Cottage Housing Development, consists of eight small houses, ranging in size from 768 to 998 square feet, constructed around a shared community green, on lots each having approximately 35,000 square feet. Each dwelling has its own private yard, surrounded by a low fence and garden gate. Garages and parking are clustered off to the side -- a design feature that has residents walking through the commons as a way of fostering a strong sense of community. To the west side of the courtyard is a Commons Building, containing a multi-purpose workshop for fixing a bike, planting seedlings or having a party. All cottages include a large covered porch, flower boxes, private yard, gas stove-type fireplaces, gas tankless water heaters, wood floors, vaulted ceilings, unique interior details, and a great light. Each owner has a single-car garage and there are seven unassigned parking spaces. These cottages were sold as condominiums.



SOURCE: The Cottage Company, LLC
8215 41st Avenue NE, Seattle, WA 98115

Consider Use of a PDD with stringent design controls for multi-family manor houses, 2-family attached housing in zero-lot line design, buffering from Old Country Road and abutting properties. Mixed-income with below market rate set-aside units encumbered for long-term affordability. Alternatively, designate the site a RRAD for PBCs.

“Old Farmfield”, Nidzyn Avenue, Remsenburg

This is one of the last remaining larger tracts of undeveloped land in Remsenburg. If developed, a cluster plan may be more appropriate so as to create open space buffers. The ability to provide some affordable housing should be considered (e.g., §330-9 Density Incentive subdivision for moderate and middle income families). The site may also offer opportunity as a Residential Overlay District for transfer of development rights (TDRs/PBCs). The site is currently zoned R-40, however it abuts the R-20 zone of Nidzyn Avenue and Matthews Drive. A linear park dedication for trail linkage is also recommended.

Westhampton Beach School District

Former Bikini Bottom Nightclub, South side of Montauk Highway, Westhampton

As stated in a prior section, consider a redevelopment plan for this nightclub site and the adjoining dilapidated house to encourage razing the buildings and constructing multi-family manor house styles or townhouses, rental or owner-occupied, mixed-income with at least 20 percent set-aside with long term affordability, extend sidewalks to facilitate pedestrian connections to commercial area to the west. Buffering necessary for adjoining properties.

Suffolk Life Building, Montauk Highway, Westhampton

As stated in a prior section, consider a redevelopment plan for this disturbed site that would allow multi-family townhouses

like “Colonial Arms” on Brushy Neck Lane, rental or owner-occupied, mixed-income with at least 20 percent set-aside with long-term affordability. Pollution remediation, if any, must be part of the redevelopment proposal.

Motel Business (MTL) zone, Seabreeze Avenue and Montauk Highway, Westhampton.

Potential MFPRD zone for Motel Business Zone (MTL) (currently motel and nightclub land uses) to allow manor houses or townhouse multi-unit housing zone and retaining substantial open space set-back area at southwest corner of Seabreeze Avenue for community character purposes. Buffering of buildings is suggested.

RECREATIONAL RESOURCES

Community Center

The existing Westhampton Community Center, which is the former American Legion Hall, is located on the north side of Mill Road near the eastern boundary of the Study Area. Over the past several years, this building has fallen into disrepair. The building currently has size constraints for capacity and use relative to potentially serving the area’s senior residents. There is a real opportunity to expand this center to accommodate more comprehensive, intergenerational community functions, including multi-purpose meeting rooms to be used for senior groups, public meetings, moms and tots programs, etc. Traditionally, the community center has primarily served the senior community with office space and limited activities. Future expansion or redevelopment of the center should aim to serve the balance of the community. The expansion could include a small outdoor playground, picnic tables, and game areas.

The Area-Wide Study recommends the replacement of the existing, out-dated Westhampton Community building with a

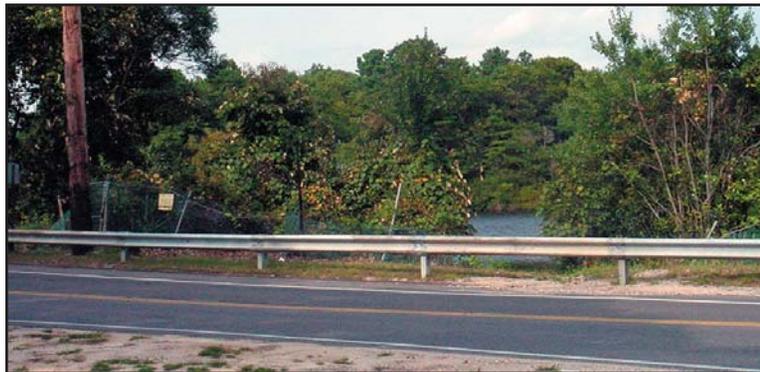
more modern facility, better able to meet the intergenerational needs of the community. The intergenerational aspect would potentially include kitchen facilities sufficient to meet the needs of the local senior population, office space and a dedicated room for a drop-in youth center.

A conceptual plan prepared as part of this Area-Wide Study includes such uses as toddlers' playground area, pavilion, bocce court, community gardens and memorial (see Exhibit VI-6). The conceptual plan prepared indicates that parking expansion is available on another portion of the property although parking should be heavily screened and buffered from Montauk Highway. (Exhibit VI-7 illustrates a bus shelter concept conceived by the Town.)

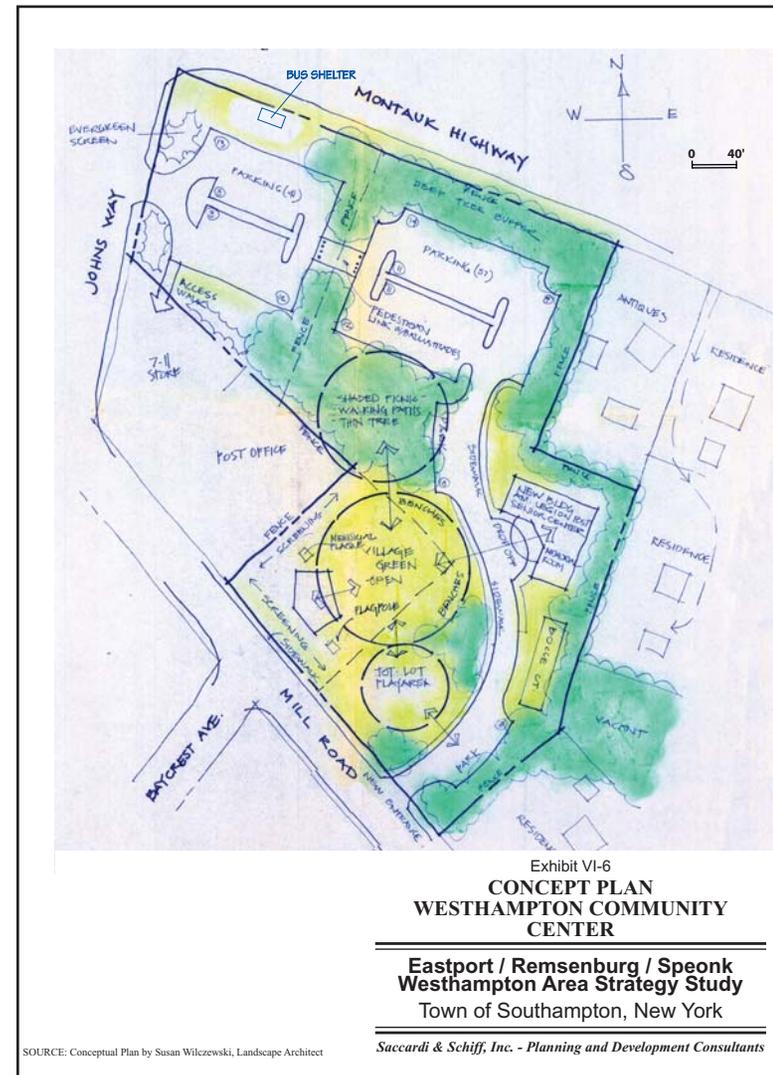
ACTION ITEM

- Initiate design plans to upgrade the existing Westhampton Community Center to provide more amenities for intergenerational activities and create a Hamlet Green.

Cook's Pond (Beaverdam Lake) Access Enhancement



Access to Cook's Pond (Beaverdam Lake) in Westhampton could be better enhanced by coordinating pedestrian movements and replacing existing damaged fencing. This pond is owned by the Southampton Town Trustees as a park dedication from the residential subdivision of "West Lake" on Old Country Road.





Cook’s Pond (Beaverdam Lake) is a man-made water body in the Westhampton hamlet dedicated to the Town Trustees as part of the subdivision of Beaverdam Lake “Lake West Estates”. Informal access is provided to the lake by maneuvering over guardrails and through fencing. The opportunity exists to formalize access by providing for a pedestrian crosswalk and/or sidewalk. Concurrent with the access improvements, the stability of the dam should be evaluated, as it was indicated during the Area-Wide Study process that there had been previous issues with that structure.

ACTION ITEMS

- Encourage Town Trustees to remove damaged fencing and improve public access to Cook’s Pond.
- Consider pedestrian difficulties near Cook’s Pond and have an engineer evaluate options.

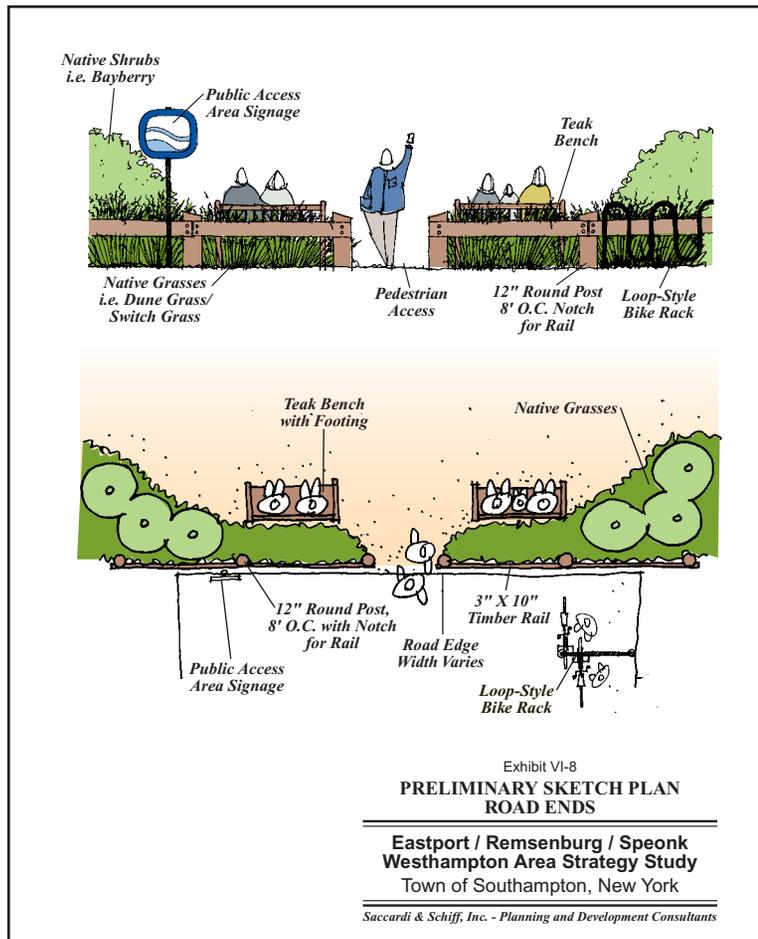
Town Trustee Public Access Areas to Waterways

There are a number of public access areas that provide the ability to get to Moriches Bay or launch a boat. Many of these access areas are small and intimate in scale and setting. In conjunction with establishing a more formal, designated bicycle route, it is suggested that, where there is the ability to get to Public Access Areas from public streets, appropriate signage be used to indicate their presence. It is also important to be mindful of the privacy needs of the adjoining property owners near these access points.

Exhibit VI-8 illustrates conceptual design techniques that could be incorporated to provide a more formal, contemplative setting. In some instances (see photo exhibit) improvements may take the form of enhanced access to the water’s edge.

ACTION ITEM

- Provide for signage and waterfront enhancements for Town Trustee access points that are accessible to the public.



- **South Bay Avenue:** address parking difficulties and install park benches.
- **Speonk Shore Road:** move guardrail back to create additional usable area; add sand at water's edge; stormwater drainage improvements; signage about Trustee rights.
- **Tuthill Lane:** trim landscaping; relocate signage out of hedges.
- **Rogers Lane:** Remove dead vegetation; improve safety of access walkway to the water.
- **Laila Lane:** install signage for Laila Lane Walking Trail; consider removing fire cistern.
- **Dock Road:** nature preserve; loop walking trail; passive park; potential suggested for the Town to purchase adjacent Remsenburg Marina to be run as a municipal marina with public waterfront area.
- **Tanners Neck Lane:** relocate guardrail; add sand at the water's edge; stormwater drainage improvements; new signage about Trustee rights; evaluate parking access.
- **Baycrest Avenue:** Fix dock (caved-in asphalt) and install park benches.



A Town Trustee Dock and Boat Basin is located off of Baycrest Avenue in Westhampton. This amenity allows for boating access and a recreation area on Moriches Bay for Town residents.



One of the few public access areas that has a beach and provides limited opportunities for bay-side swimming. (View toward Westhampton Yacht Squadron from Speonk Shore Road in Remsenburg).



Access to public land along this trail easement area in Remsenburg is not marked with signage and does not enhance the ability of the community to utilize the public resource.



The use of an informal boardwalk system provides an opportunity to access public lands off of Laila Lane in Remsenburg.



One of the few public access areas that allows for ready swimming access to Moriches Bay is located at the end of Speonk Shore Road in Remsenburg. Another access point is Tanners Neck Lane in Westhampton, pictured above.



The private marina, restaurant and forth-coming catering facility in Eastport provide for an active commercial/water dependent use. Potential should be explored for promoting seasonal commercial use related to transient boat traffic and water taxi service to the Barrier Island Oceanfront Park facilities.

Privately Run Recreation Open to the Public

The planning process indicated that active recreation in the form of golf courses or an equestrian center would be a compatible use for selected areas north of Old Country Road. Properties such as the Central Suffolk Hospital/Sommers Nursery/Country Gardens site and the Woodfield Gables proposal have been discussed as potential sites suitable for a golf course. It was noted that the design should strive for

development as an organic course and preserve existing woodlands to the greatest extent practicable. While privately owned, it would be important for the community to have the courses available for public use. This seasonally oriented recreation use would enhance the recreation opportunities for the Town's year-round and seasonal residents and expand the shoulder season for this westernmost part of the Hamptons area.

Additional opportunities for tennis, horseback riding and other recreational pursuits in the Study Area should also be explored.

ACTION ITEMS

- Coordinate PDD Studies for property assemblages west of Speonk-Riverhead Road, north of Old Country Road and south of Sunrise Highway, with a goal of maintaining country ambiance, expanses of woodland areas, and recreational opportunities for residents and visitors alike.
- Create additional opportunities for tennis, horseback riding and other recreational pursuits in the Study Area.

Sand Mines – Adaptive Re-use

As discussed in Section IV of this report, there are four sand mine operations within the Study Area. Three of the four have ceased mining operations, although there are still some incidental industrial operations. The opportunity to adaptively reuse these properties should be promoted for active recreation such as mountain biking trails, an all terrain vehicle (ATV) or motor cross park and RV campground. Given community concerns with respect to use of motorized vehicles and the like, it is suggested that any potential reuse of a former sand mine property be developed away from any adjoining residential neighborhood and with restrictions related to hours of operation and intensity of use.

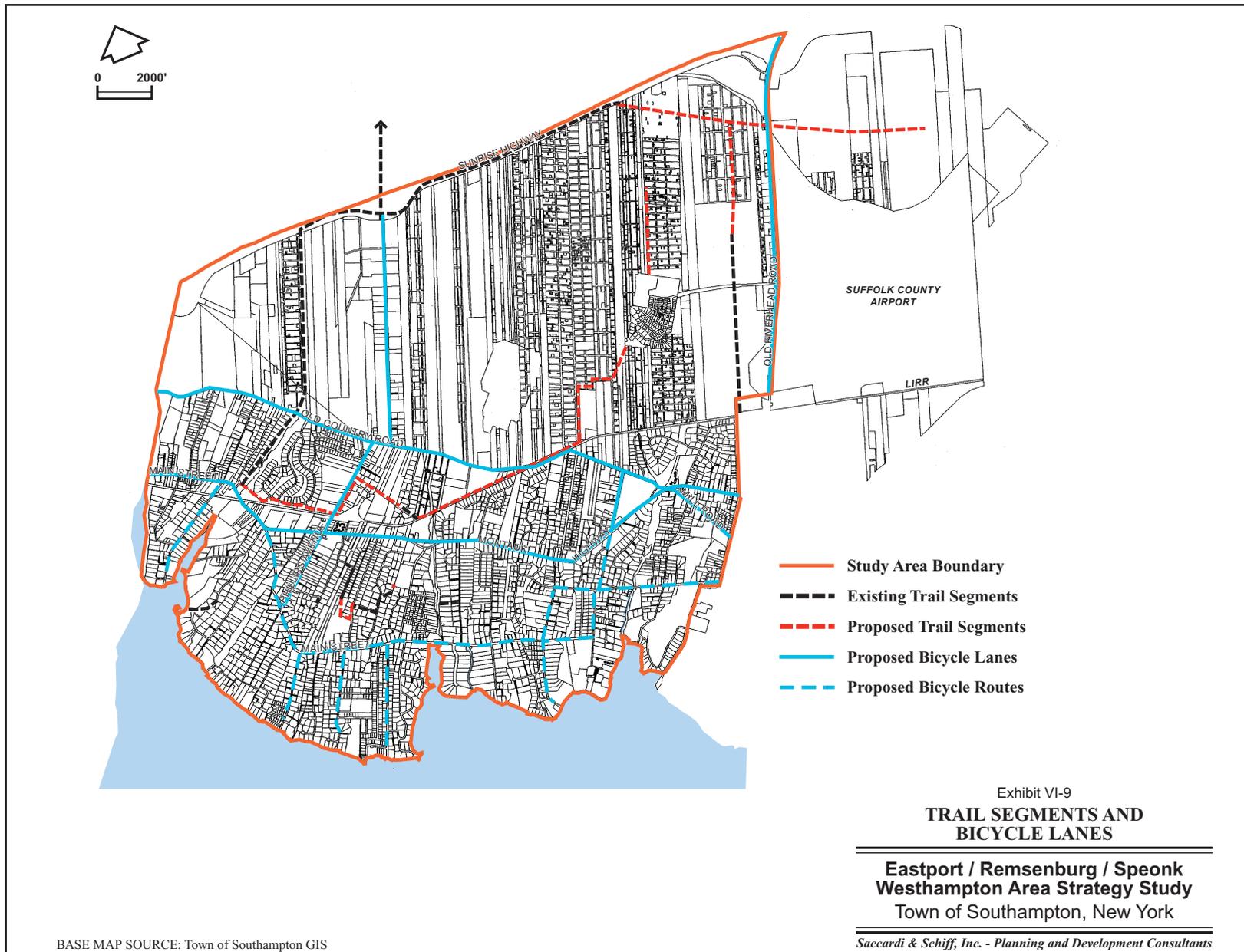
Creating an RV campground would broaden the seasonal tourist based economy. The eventual location of an RV campground should factor in the ability to connect to other parts of the Study Area through an interconnected trail network.

Trail Systems/Bikeways

The Study Area is approximately 14 square miles. One of the critical elements on which the Town has already begun to focus is the creation of a more intimate, pedestrian-oriented scale within the community. This characteristic is accomplished, in part, through the incorporation/creation of a network of trails, sidewalks, path systems and bikeways throughout the community.

As indicated on Exhibit VI-9 there is an existing framework of trail segments running through the Study Area. Critical missing elements include:

- East-west connections from the existing trail located west of Long Tree Pond Estates, with an eventual connection to the Westhampton Community Center (likely to include trails and bicycle routes);
- North-south connection linking interior portions of the Pine Barrens with the Hampton West residential community to a potential connection along Old Country Road;
- South of Montauk Highway, coordinated to reach the Remsenburg-Speonk School, a link needs to be connected to Nidzyn Avenue.
- A priority should be to establish a connection to the Hampton West Estates neighborhood and Community Park through a trail system or off-road bike path south to the future Community Park at the Water Hole so as to avoid having to use Old Riverhead Road.



Ultimately, a coordinated trail network should strive to connect the various natural, commercial, social, educational and recreational elements within the community. New development should consistently be reviewed against how it can be incorporated into the overall fabric of the community at a pedestrian-oriented scale.

It is recommended that, whenever the Town has the opportunity to enhance its trail system, it should work with private property owners, developers and other public entities to secure the necessary rights-of-way or easements that would allow for the implementation of the trail plan.

ACTION ITEM

- Establish priorities of acquisition of parcels to support recommended recreation needs and connect into recommended trail system, preserving existing trails where possible, connecting through open space areas secured through the subdivision process, and establishing new loop trails on park properties.

COMMUNITY SERVICES

Fire Districts

The Eastport and Speonk-Remsenburg hamlet areas are served by the all-volunteer Eastport Fire District. Given the expansive nature of the Fire District and recent growth trends, the Board of Fire Commissioners has identified a potential need for a substation in the Speonk area, potentially near Speonk-Riverhead Road and Old Country Road as that location provides convenient access in all directions. Although there are no definitive plans for a new substation, future large-scale development plans should address the potential for a new substation as part of that particular project. The Board of Fire Commissioners recently requested one acre of land next to the proposed Mountain Brook Homes

development for a substation, indicating that the location better serves their needs to provide emergency access for fire protection to large homes in the Remsenburg area, located over one mile from the Eastport Fire Department.

The Westhampton hamlet area is within the Westhampton Beach Fire District, headquartered in the nearby Village of Westhampton Beach. Given the size of the Westhampton Fire District, there have been previous recommendations in the 1970 Master Plan for locating a fire substation along Montauk Highway at a future date when population needs warrant. As with the Eastport district, there are no definite plans for a new substation, although the community should consider the potential that a new facility could be part of community benefit mitigation programs for larger developments. The Westhampton Fire District owns property on Seabreeze Avenue and recently identified the need for a building or storage facility. As this is a residential area, care should be taken to minimize aesthetic concerns by designing a structure that would be compatible with the surrounding area.

Ambulance Service Area

The Westhampton War Memorial Volunteer Ambulance Corps has a service area encompassing over 37 square miles. It is the largest ambulance district in the Town of Southampton and the second largest ambulance district in all of Suffolk County. The ambulance service area covers from the Brookhaven Town Line in Eastport to the East Quogue Fire District line. The Westhampton War Memorial Volunteer Ambulance Corps covers three fire districts (Eastport Fire District, Westhampton Beach Fire District, and Quogue Village Fire Department District). Given the size of the ambulance district, it is conceivable that substations may be necessary in the future, such as in the Speonk hamlet center or on Old Country Road. The Westhampton War Memorial

Volunteer Ambulance has communicated a concern during the course of the Area-Wide Planning Study that new developments can impact the volunteer service and decision makers need to be mindful of impacts to special assessment districts, including volunteer fire and ambulance/EMS, with regard to land use decisions.

ACTION ITEMS

- Work with the Eastport Fire Department to locate a Fire Department substation in the Speonk area.
- Consider the location of a fire substation in Westhampton as the need increases.
- Consider the location of a future ambulance substation in the Speonk area, as the need increases.
- Consider impacts to special assessment districts, including volunteer fire and ambulance/EMS, with regard to land use decisions.

TRANSPORTATION ISSUES

Roadway Issues - General

A major issue raised repeatedly by residents and Town officials during the course of the various focus group meetings concerned the excessive use of Speonk-Riverhead Road and Old Country Road by trucks associated with the industrial activities along the northerly section of Speonk-Riverhead Road. A direct interchange with Sunrise Highway as described below would help to alleviate this problem. There also is the potential to extend the Sunrise Highway service road in order to open up development opportunities in the northwest quadrant of the Study Area, along CR 111 and Speonk-Riverhead Road. This extension could divert truck traffic off of Old Country Road, since trucks could

access Speonk-Riverhead Road directly from Sunrise Highway. A new interchange off of Sunrise Highway to the northern portion of the Study Area would allow for more convenient access for commercial and industrial users.

As an alternative, the feasibility of realigning the southern section of the Speonk-Riverhead Road to intersect Old Country Road opposite North Phillips Avenue and creating a cul-de-sac on the south end to separate the residential area from the industrial area was explored. Based upon a review of this concept, it has been determined that the resulting impact on the vacant parcel on the northwest corner of Old Country Road and Speonk Riverhead Road would be significant in terms of the future development potential of the site. The financial implications and the possible environmental impacts associated with a roadway realignment of this magnitude are such that it would be difficult to justify from a cost/benefit standpoint. It is recommended that the Town's efforts and resources would be better directed in pursuing the Sunrise Highway interchange. However, during the hearing process, it was encouraged that the Town further explore the opportunity for such realignment of Speonk-Riverhead Road with North Phillips Avenue extension and a potential cul-de-sac configuration for the residential portion of Speonk-Riverhead Road. This recommendation is currently listed in the Transportation Chapter of the 1999 Comprehensive Plan Update for further exploration. A concern about the need for future signalization at the intersection of North Phillips Avenue and Old Country Road could be addressed with a roundabout, serving to facilitate turning movements and to provide traffic-calming on Old Country Road.

In the event the interchange of Sunrise Highway and Speonk-Riverhead Road is opened, traffic-calming for Speonk-Riverhead Road is recommended (e.g., neck-downs, intermittent center median), particularly along the residentially-zoned portion of Speonk-Riverhead Road.

The other recurring concern centered around the need to reduce vehicular travel speeds on the local roads to promote a safer environment overall and particularly for pedestrian and bicyclists. Based on the input received and our review of the existing roadway network, a series of recommendations has been outlined below.

In addition, traffic-calming measures are necessary for locations near schools where high levels of school children and pedestrian traffic exist. Traffic calming measures, including sidewalks, neckdowns and enhanced crosswalks should also be considered along Montauk Highway and Phillips Avenue.

There is the potential for improved intermodal use of the Speonk railroad station, including the use of the parking area as a trailhead.

ACTION ITEMS

- Pursue construction of a direct interchange between Sunrise Highway and Speonk-Riverhead Road by the New York State DOT.
- Pursue an extension of the South Service Road from Country Road 111 to Speonk-Riverhead Road by the New York State DOT.
- During the course of SEQRA reviews for projects within the Study Area, identify mitigation in the form of traffic improvements.

Sunrise Highway (NY 27)/Speonk Riverhead Road

It is recommended that the Town actively pursue previous requests to the New York State Department of Transportation for construction of a direct interchange between Sunrise Highway and Speonk-Riverhead Road, as well as an

extension of the South Service Road from County Road 111 to Speonk-Riverhead Road.



View southwest from the Speonk-Riverhead Road overpass of Sunrise Highway. A new interchange or extension of the service road along Sunrise Highway would divert traffic from Old Country Road and enhance development opportunities in the northwest quadrant of the Study Area for potential tax ratables.

The recommended interchange would significantly benefit the hamlet areas by providing direct access to and from Sunrise Highway for the existing commercial/industrial property along Speonk-Riverhead Road and to any future development projects north of Old Country Road. This could result in a reduction in the current traffic volumes on Old Country Road, particularly in the number of trucks using the road, and would also minimize the impact of future development projects on the local road network. Based on present and anticipated future traffic volumes, a simple diamond interchange should function effectively and would be relatively inexpensive to construct.

In addition, the proposed South Service Road extension would provide an opportunity for the Town to develop access to the north, from the undeveloped land between Sunrise Highway and Old Country Road, thereby further minimizing the potential impact of future development on the existing roadway network.

These major roadway improvements can be implemented as one overall project or undertaken as two independent projects, as land in the area develops and the demand arises. As an alternative funding source, the Town should investigate the feasibility of obtaining contributions from property owners and developers based on the need for traffic mitigation measures associated with their projects. This type of funding mechanism has been utilized effectively in other areas, particularly when rezoning is being requested.

See Exhibit VI-10, “Transportation Recommendations”.

Roadway Recommendations – Specific

Montauk Highway - County Road 80

- Establish a more consistent speed limit on Montauk Highway. In certain stretches, speed limits of 40 mph or 45 mph may be appropriate, and in business areas 35 mph may be appropriate. The current speed limit, posted at 55 mph, is considered inappropriate for much of the Montauk Highway due to its current build-out involving mixed-uses and residential character development, numerous connector roads, curb cuts, and roadway curves (e.g., from Brookhaven Town Line in Eastport to Mill Road, Speonk, recommended for 35 mph; from Mill Road, Speonk to Mill Road, Westhampton, recommended for 40 mph; and from Mill Road, Westhampton to Westhampton Beach Village Line, recommended 40 mph).
- Eliminate passing zones.
- In the Eastport commercial district, construct sidewalk “bump-outs” and a speed table/raised crosswalk to slow traffic and create a more pedestrian friendly environment.



The sidewalk along the south side of Montauk Highway should be extended from Pleasant Valley to South Bay Avenue in Eastport. Traffic calming and enhanced pedestrian circulation should be promoted in the vicinity of the local schools and hamlet centers.

- In the vicinity of the school near River Avenue and the church near Pleasant Valley, enhance the existing crosswalks by installing contrasting textured surfaces to better define the crossing points. The new crosswalks should be complemented with enhanced signage.
- Between Pleasant Valley and South Bay Avenue, install sidewalk and curb on south side of street.
- At the South Country Road (Main Street) intersection adjacent to Dock Road, construct a roundabout, that



The intersection of South Country Road, Dock Road and Montauk Highway forms a gateway to the Speonk-Remsenburg hamlet. An opportunity exists to create a traffic roundabout at this location as a traffic calming device, and avoid future traffic signalization at this scenic community crossroads.

would function as a traffic calming device as well as a focal point for the westerly entrance into Speonk.

- At North and South Phillips Avenue, install contrasting textured crosswalks on all approaches and upgrade pedestrian crossing features on traffic signal. Also, investigate the feasibility of constructing “bump-outs” on the corners.



The small commercial area at the traffic light intersection area of Montauk Highway and North/South Phillips Avenue in Speonk could be enhanced with coordinated parking, more clearly defined curb cuts and enhanced pedestrian crosswalks, as well as indicate signage to identify the train station area and bus transit.

- At the eastern boundary of the Speonk hamlet center, in the vicinity of Old Montauk Highway, construct a “neckdown” or some similar type of traffic calming measure.
- At the Mill Road/Old Country Road intersection, replace the existing crosswalk on the east side of the intersection with a contrasting textured crosswalk.
- Sign and designate bicycle lanes.

Old Country Road

- Reduce the posted speed limit from 45 mph to 30 mph from the intersection of Montauk Highway near Cook’s

Pond to the LIRR crossing, and to 35 mph from the LIRR crossing to the westerly Town line.

- Eliminate existing passing zones.
- Restripe and narrow travel lanes to 10 feet wide.
- Sign and designate bicycle lanes.
- Pursue designation as scenic route, as part of an overlay district, that would include buffer and access management regulations. Design criteria to be considered as part of an overlay district would likely include: buffer separation from the road right-of-way; consolidation of curb cuts; limited entry signage; landscape screening incorporated into design plans; and design criteria for fences and walls.



The rural quality of Old Country Road should be maintained through the use of sensitive design controls, and by limiting the number of curb cuts.

Speonk-Riverhead Road

- Reduce the posted speed limit from 55 mph to 35 mph through the residentially-zoned portion of Speonk-Riverhead Road, and to 45 mph through the industrially-zoned portion.

- Install traffic calming devices, such as curb bump-outs and neckdowns along residential portion of road.
- Construct roundabout at intersection with Old Country Road
- Sign and designate bicycle lanes.

North Phillips Avenue

- Install continuous sidewalks between Montauk Highway and Speonk LIRR station.
- Consider potential extension of sidewalks further north relative to other possible development proposals, such as Feather Factory proposal.
- Construct roundabout at intersection with Old Country Road
- Sign and designate bicycle lanes.



An existing residential neighborhood along South Phillips Avenue is connected by an extensive sidewalk system leading to the hamlet commercial area along Montauk Highway in Speonk. The same does not hold true for North Phillips Avenue, which is further separated by truck route status and industrial land uses mixed with residential.

Old Riverhead Road (Westhampton Riverhead Road)

- Install traffic calming devices on southern portion to slow traffic in built-up area
- Sign and designate bicycle lanes

South Country Road

- Eliminate passing zones.
- Reduce travel lanes to 10 feet.
- Prohibit commercial vehicles, except local delivery.
- Sign and designate bicycle lanes where existing pavement width allows. On the remaining portions sign as bicycle route and install “SHARE THE ROAD” signs.

Mill Road

- Ensure sidewalk connections on the north side from the intersection of Mill Road with Montauk Highway and Oneck Lane, Village of Westhampton Beach.
- Reduce speed limit to 30 mph.
- Reduce travel lanes to 10 feet.
- Enhance crosswalks at Oneck Lane in vicinity of schools with contrasting, textured material.

Public Transportation

Long Island Rail Road

A significant issue at the Speonk train station is the impact of lighting from the rail maintenance yard on nearby neighborhoods. This train station and rail maintenance yard is located within a primarily residential area and close to the Speonk-Remsenburg hamlet center. As such, the negative

impact of excessive lighting on the surrounding area should be addressed. In addition, the noise impacts from rail maintenance activities, idling trains, and train whistles has negative impacts to the surrounding area, and this Area Study advocates that the LIRR be more sensitive to the community concerns regarding off-site impacts of its operations.

The Westhampton train station is in need of improvements, such as paving existing parking lots and traffic and pedestrian circulation enhancements. The LIRR has not completed the work necessary to upgrade the parking facility, suggesting instead that it is a municipal responsibility. The Town has indicated that the property is owned by the LIRR and ought to be paved at the expense of the LIRR, not at Town taxpayer expense. There is the possibility that the Westhampton station could be relocated to Gabreski Airport in the future, as part of an Airport Transportation Hub initiative. If this scenario occurs, there is the potential for the on-site building to be leased through the LIRR and reused for professional office space, and/or a lease of parking facilities to accommodate a potential expansion of the tennis facility, or a contractor's park extension of Westhampton Beach Village's "non-nuisance" industrial zone.

Both the Speonk and Westhampton station parking lots could be used as trailheads to link the pedestrian trails to public transportation.

The potential exists for the enhancement of the Speonk LIRR station as a multimodal transportation hub, at least during the busy summer tourist season. The recent improvements to the Speonk station, combined with the fact that it is the east terminus of many LIRR train runs, provide the basic framework for promotion of this station as a multi-modal center. The feasibility of establishing local shuttle bus service, perhaps in cooperation with an existing transportation provider such as a local taxi or school bus company, to transport residents and visitors from the LIRR to

the various hamlets and tourist centers should be explored.

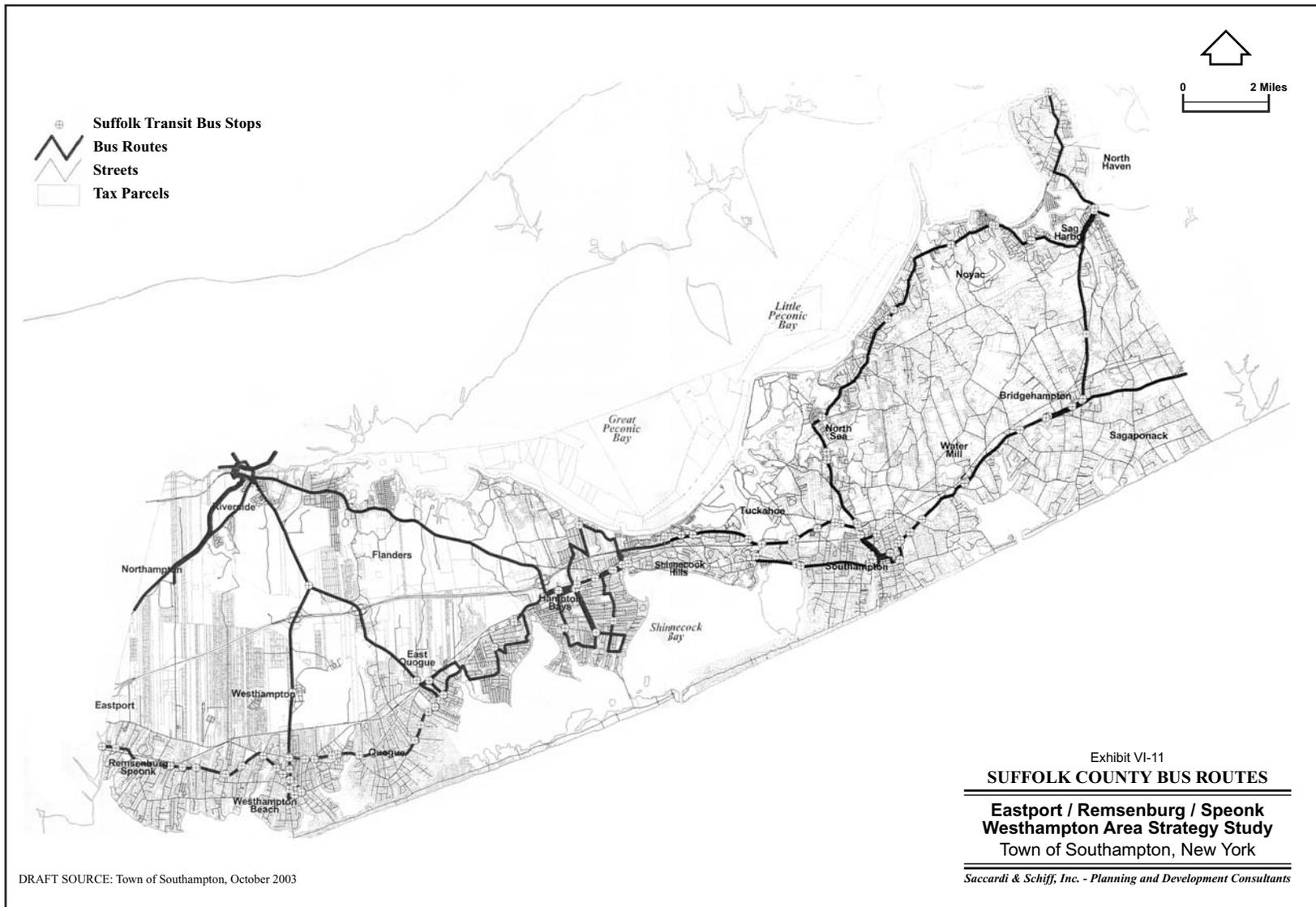
Amenities at the railroad station, such as bus shelters, motorcycle lockers and bicycle lockers, would help to promote and encourage residents and visitors to access the station by other modes of travel. The Westhampton railroad station, while not as heavily utilized, should be improved and enhanced in a similar fashion.

Unguarded railroad crossings at the railroad track's intersections with Pleasant Valley Road and South Bay Avenue pose a significant safety issue for pedestrians in Eastport and should be resolved with the LIRR.

Bus Transit

The need for improved public transportation in the study area was raised at several of the focus group meetings. (Exhibit VI-11 illustrates the existing bus routes for Suffolk County). Long distance service needs are adequately met by the LIRR and private bus companies, which provide daily service to New York City. Suffolk County Transit provides local bus service to the study area on the S 90 route which runs seasonally between Moriches and Riverhead. Connections to other County bus routes are available at transfer points, providing access to the east on both the north and south forks, as well as to destinations further west.

In terms of new transportation services, it must be recognized that the cost of operating a local bus system is often difficult to justify in relation to the number of users. In order to attract people to utilize buses, the service must be comfortable and convenient, service must be frequent and fares must be reasonable. Based on the input received from the various focus groups, the following are key target populations, that should be considered for additional transit service:



Senior Citizens

According to the 1999 Comprehensive Plan, Southampton's senior population, as a portion of its total, is nearly twice that of Suffolk County overall. Additionally, the Town has approved a large senior citizen housing complex on the former raceway site. Several other proposals for senior housing and/or assisted living facilities have also been under discussion. A localized dial-a-ride service to transport seniors to hamlet centers, recreational facilities, social meeting places, doctors offices, etc. should be explored. Private developers should coordinate their shuttle service routing and timing.

Beachgoers

A properly planned shuttle service to local beaches has the potential to ease demand for the limited parking supply and reduce vehicular traffic on local roads used to access the beaches.

Students

A local feeder service between the Speonk train station and Suffolk Community College could provide an alternative means of access for local students, as well as for students from beyond the immediate area. This service could also be designed to accommodate high school students attending after school sports activities and other after school programs.

In-depth feasibility studies, including surveys of potential users, must be conducted for each type of service under consideration. These studies can provide the Town with information as to whether there is sufficient interest to justify implementation of bus service from a benefit/cost perspective. Any service that is being considered should be instituted on a trial basis and should be flexible to change based on feedback from the targeted passenger base.

ACTION ITEMS

- Consider the enhancement of the Speonk LIRR station for use as a multimodal transportation hub.
- Ensure LIRR meets obligations to maintain/repair Westhampton train station site or relocate to Gabreski Transportation Hub, leasing this facility through its Real Estate Division.
- Explore the feasibility of establishing local shuttle bus service to transport residents and visitors from the LIRR to the hamlet and tourist centers.
- Provide amenities, e.g., bus shelters, motorcycle lockers and bicycle lockers at the railroad stations.
- Related to the Speonk train station's use as an intermodal center, consider providing additional shuttle transit service for seniors, beachgoers and students.

Bicycle/Pedestrian Routes

It is clear from the input at all of the focus group meetings, as well as from the 1999 Comprehensive Plan, that bicycling and walking should be given more consideration as alternative means of travel, particularly during the warm weather months. Toward this end, the Town should begin to develop a system of bicycle/pedestrian routes that will provide residents and others with a safe and practical alternative to the use of automobiles, particularly for local trips. There are several public access points along the waterfront, south of Montauk Highway, and several of the local streets leading to these locations might be conducive to bicycle/pedestrian access; refer to previous discussion of recreation resources in this section. The 1999 Comprehensive Plan contains several specific recommendations for bicycle routes and walking paths that can serve as a general guide. A recent map prepared by a Bicycle Advisory Committee includes recommendations

for bicycle lanes on several roads within the hamlet study area. Bicycle lanes that are designated sections of a roadway dedicated for preferential use by bicyclists, are recommended along the following roadways:

- Old Country Road
- Montauk Highway
- Speonk-Riverhead Road
- North Phillips Avenue
- Old Riverhead Road (Westhampton-Riverhead Road)
- South Road/South Country Road

There are other roads within the area that are not wide enough to establish bicycle lanes, but lead to public access points along the shoreline or other places of interest. They are basically preferred routes for bicyclists to follow to specific local destination points. These roads can be designated as bicycle routes and signed accordingly. In some instances it would be advisable to review the existing pavement markings and consider re-striping to eliminate passing zones and create narrower travel lanes. On sections of road where there is insufficient pavement to establish separate shoulders, they can be signed with “SHARE THE ROAD” signs to create a safer environment for pedestrians and bicyclists. The following are examples of such roads:

- South Bay Avenue
- South Phillips Avenue
- Tanners Neck Lane/Apaucuck Point Road/Seabreeze Avenue

In addition to the above, it is recommended that the Town continue to explore the creation of an off-road bicycle path in conjunction with a proposed trail linking the Hampton West Estates residential community to Old Country Road.

These local routes can be tied in with existing and proposed routes to provide an overall network that expands beyond

these immediate hamlets to the remainder of the Town and other parts of Suffolk County.

All bicycle routes should be mapped and locally advertised for bicycle commuting and touring or as preferred routing through the community. A systematic program for roadway improvements to enhance conditions for bicyclists, such as shoulder repairs to provide a suitable riding surface and replacement of existing drainage grates with more modern bicycle friendly grates, should be developed. Amenities, such as bicycle racks/bicycle lockers, should be installed at key locations, including railroad stations, hamlet centers, schools, parks and beaches, and trail heads.

ACTION ITEMS

- Develop a safe and practical bicycle/pedestrian route system.
- Designate and sign preferred bicycle routes.
- Explore the creation of an off-road bicycle path linking Hampton West Estates and Old Country Road.
- Map and advertise bicycle routes.
- Develop a systematic program for roadway improvements for bicyclists.
- Install amenities, such as bicycle racks and lockers at key locations.

FUTURE DEVELOPMENT AND ENERGY USE

Enactment of the Central Pine Barrens Act in 1995 has focused development in areas with existing infrastructure and substantial land acquisitions by the State, County, Town, and private conservation organizations has substantially reduced the impacts of what would have occurred had development been permitted to sprawl into the Pine Barrens region without development limitations. Approximately 3,300 acres of the

Study Area is located in the Core Preservation Area of the Central Pine Barrens where new development is essentially prohibited, while 1,600 acres is located in the Compatible Growth Area where development is permitted under special standards and restrictions.

In the area outside of the Central Pine Barrens, the Town's existing infrastructure, which includes Keyspan's gas lines, Suffolk County Water Authority's water lines, and Long Island Power Authority's (LIPA) system, has been upgraded and expanded in recent years, allowing for service for new development.

The Long Island Power Authority has identified proactive ways in which energy savings can be incorporated into residential uses; refer to LIPA website (www.lipower.org). In addition to general household tips for saving energy, such as the use of fluorescent light bulbs, proper insulation, new energy efficient appliances and storm windows and doors, the website also discusses larger energy saving methodologies. The two primary energy alternatives addressed include home solar power and geothermal heat pumps.

While solar power is not a new idea, LIPA has a Solar Pioneer Program using photovoltaic (PV) technology. This program, which encourages homeowners to use solar power for electricity, provides a rebate for solar users. In addition to this rebate, New York State offers a tax credit towards the cost of a PV system, up to \$3,750.

LIPA also has a Geothermal Heat Pump Rebate Program. According to the LIPA website, "geothermal systems use the energy stored in the earth to provide heating, cooling and hot water for homes. LIPA offers a rebate for homeowners who use geothermal energy systems. According to LIPA, geothermal systems (which are dependent upon solar energy stored in the earth and groundwater) are seen as more energy-efficient than traditional electricity sources.

It is suggested that these types of energy saving devices and techniques be considered as part of the development approval process for new residential units. This may require more direct involvement with LIPA during the environmental review process.

ACTION ITEM

- Consider the use of energy saving devices and techniques for new construction within the Town.

TOWN-WIDE RECOMMENDATIONS FOR FURTHER STUDY

Several of the issues that arose during the Area-Wide Study process have Town-Wide implications and, thus, should be considered within the broader context of potential implications throughout Southampton. Some of these issues were discussed previously (e.g., housing); others are described below.

The recurring issue of "requested yield" needs to be examined for PDD, SC-44, and MFPRD zone change requests. In general, the Town should require such applicants to identify how the requested yield was arrived at, in terms of economic viability and provision of community benefits, including affordable housing units, and in the case of a change from Highway Business to PDD, SC-44 or MFPRD, how the yield equates to the non-residential density permitted under current zoning. A baseline should be established in order to quantify the assertions that the housing development will be a significant reduction in intensity.

One approach is to use sanitary flow guidelines provided under Article 6 (Sec. 760-603) of the Suffolk County Sanitary Code. The County-designated groundwater management zone should be indicated, and the number of dwelling units permissible can be determined by multiplying the adjusted

gross lot area in acres (43,560 sq. ft.) by the appropriate gallons per day per acre and in relation to the unit size. A yield determination is required to assess the potential impact on lands. Utilizing the Sanitary Code is an example of an established methodology; traffic generation comparisons are another. Bonus incentives that further certain other public objectives and community benefits should also be quantified and applied only after the baseline yield has been determined. It should be established that the allowable density, up to the calculated maximum number of housing units for the desired site, is at the discretion of the approving board, based upon evaluation of the proposed development plan's impacts and benefits, and density incentives permitted to further community planning objectives as described in the Town of Southampton Comprehensive Plan.

Consideration should be given to amending the Zoning Code for PDDs, SC-44s, and MFPRD concerning determinations of permitted densities for senior housing, multifamily housing, etc. such that the densities do not exceed those noted in §330-11 Residence Districts Table of Dimensional Requirements and provided that the method of sewage treatment is approved by the Suffolk County Department of Health Services. The allowable density, up to the calculated maximum number of housing units for the desired site, is determined by the Board, based upon evaluation of the proposed development plan's impacts and benefits, and density incentives permitted to further community planning objectives as described in the Town of Southampton Comprehensive Plan.

There is also a growing concern about the ability of transfers of development rights to shift from one school district to another, due in part to amendments made to § 330-9 of the Town Code (Density Incentive) about four years ago in connection with the Farmland Subdivision Opportunities

Program Plan and EIS. Zoning laws were adopted to facilitate use of TDRs for farmland preservation with an allowance that transfers could occur on a 1.5 to 1 basis for adjoining school districts and a 2 to 1 basis for non-adjoining school districts. However, landowners and developers were prohibited from allowing TDRs to cross the Shinnecock Canal. When the Town Board adopted amendments to the Town Code, the sections pertaining to Pine Barrens Credits (PBCs) were likewise amended to allow the 1.5 to 1 for adjoining school districts and 2 to 1 for non-adjoining school districts provided the development rights do not cross the Shinnecock Canal. As this is a Town-wide issue, it has been suggested that the Town Code be amended to remove any reference to PBCs being permitted to cross over school district lines in 1.5 to 1 and 2 to 1 ratios for residential development purposes. The Central Pine Barrens Plan expressly states that "In no case will it be necessary to cross school district boundaries on an as-of-right basis."¹⁶ With certain controls, the Town may want to allow transfers for other sanitary flow needs (e.g., restaurant with outdoor seating, industrial uses, etc.) whereby PBCs are redeemed to extinguish potential residential development, eliminating a potential tax burden of school age children, and creating a tax-ratable.

Consider amending the Town Code to remove any reference to PBCs being permitted to cross over school district lines in 1.5 to 1 and 2 to 1 ratios for residential development purposes, consistent with adopted CPB Plan and correcting an error associated with adoption of Farmland Preservation Laws within the past five years.

Another Town-wide issue is that of lighting and its nighttime impacts. Good outdoor lighting at night in the Town of

¹⁶Central Pine Barrens Land Use Plan, Section 6.4.4.2.

Southampton benefits everyone because it increases safety, provides security, and preserves the ability to view the stars against a dark night sky. Increasing development in the Town of Southampton over the past thirty years has led to a corresponding growth in the use and levels of outdoor lighting. The 1999 Comprehensive Plan Update highlights the importance of appropriate lighting on our streets, walkways and hamlets, including both commercial and residential areas. The Comprehensive Plan states: “Every effort should be made to upgrade the streetscape of the centers. These upgrades should emphasize... lighting.” Therefore Southampton Town is taking the initiative in addressing concerns about lighting pollution at night by working on “Dark Skies” legislation to:

- (1) Provide adequate lighting for safety and security;
- (2) Promote efficient and cost effective lighting and to conserve energy;
- (3) Reduce light pollution and offensive light sources;
- (4) Provide an environmentally sensitive nighttime environment that includes the ability to view the stars against a dark sky; and
- (5) Prevent inappropriate, poorly designed or installed outdoor lighting.

Guidelines already being distributed by the Planning Department show how these goals can be achieved through the use of “fully sheilded” fixtures that direct light downward, preventing energy waste, glare, light pollution and light trespass, and skyglow.

ACTION ITEMS

- Consider amending the Town Code to address the recurring issue of “requested yield” for PDD, SC-44, and MFPRD zone change requests to require applicants to identify how the request yield was determined in terms of economic viability and provision of community benefits, including affordable housing units.
- Amend the Town Code to remove any reference to Pine Barrens Credits being permitted to cross over school district lines in 1.5 to 1 and 2 to 1 ratios for residential development purposes. With certain controls, the Town may want to allow transfers for other sanitary flow needs (e.g., restaurant with outdoor seating, industrial uses, etc.).
- Complete the “Dark Skies” legislative work underway to address light pollution and its nighttime impacts in order to prevent inappropriate, poorly designed or installed outdoor lighting.