

**AREA STUDY – Eastport, Speonk-Remsenburg, Westhampton 7-13-04 Revised**

**Master List of Edits**

underlines and Red Font are additions  
strike-outs are deletions

- Acknowledgements Fix spelling -- John Kern not ~~James~~  
Add Candace D'Andrea for Remsenburg-Speonk School District  
Add Barbara Mitchell, Westhampton War Memorial Volunteer Ambulance for Eastport-Speonk-Remsenburg Focus Group  
Add Randy LaFrese – West Lake Association - Westhampton Focus Group
- Sources Gabreski Airport Master Plan Update – Draft Business Plan  
Suffolk County Smart Growth Policy Plan (2000)  
Eastport/South Manor Central ~~High~~-School District  
Joe Sarchino – ~~Sunrise apartments~~ “Sunrise Senior Living”
- Other Identify source info for Smart Growth cited later in text footnote  
Identify source info for Pine Barrens cited later in text footnote  
Identify source info for LIRR cited later in text footnote  
Any others - ???
- Table of Contents Fix V. ~~Speonk-Remsenburg~~ Remsenburg-Speonk School District  
Fix. VI. Issues and Opportunities / Recommendations  
Fix VII. (HO/HC, and other)  
Add Appendix D Power Point Presentation for Area Study ???
- List of Exhibits Add the following Exhibits and renumber  
  
\_\_\_\_\_  
\_\_\_\_\_  
  
Fix VII-3 Eastport Hamlet Area Preliminary Design Guidelines  
Fix VII-6 Potential Scenic Road Overlay-Area Zone - Old Country Road
- List of Tables Fix V-1 2003 School Tax Rates Eastport / ~~Speonk-Remsenburg~~  
Remsenburg-Speonk
- Executive Summary Remove Draft Date & Time in Footer  
  
Move up Section I title to page i so that page iii Westhampton bullet goes onto page ii

Exhibit S-2 Adjust Red Box to exclude Quiogue and Gabreski Airport; fix “r” in Northampton, correct spelling West Hampton Dunes, use caps for BROOKHAVEN, RIVERHEAD, SOUTHOLD, SHELTER ISLAND, and EAST HAMPTON to distinguish these townships from the hamlets and villages listed

Exhibit S-3 Fix \* footnote for Hamlet Boundary – not next to Municipal

Page iii Add virtually all lands north of Old Country Road ...

SECTION II ... ~~The importance~~ An overview of the Study Area’s

Add critical resource – aquifer section

Reword Waterways section as follows:

- *Waterways* – ~~The waterways in the Study Area are one of the greatest natural assets for the Study Area is the waterways~~ for both ~~the~~ scenic beauty ~~it provides~~ and the ability to provide public access ~~it and recreational opportunities~~ for residents and visitors alike.

Page iv Do not imply all industrial areas to be redevelopment sites.  
Reword as follows:

- *Sand Mines and Industrial* – Four separate former or currently operating sand mines sites exist within the Pine Barrens region within the Study Area. Separate light industrial areas exist along North Phillips Avenue, Speonk-Riverhead Road, and Old Riverhead Road. For these pre-existing nonconforming mining sites ~~or~~ and some of these industrial uses, their re-development or adaptive re-use must be contemplated with respect to their impact on the environment and the ability to create employment and enhance the existing tax base, or provide recreational opportunities.

Page v. Capitalize Roadway Corridors, Insert Scenic in place of ~~Main~~  
Add Sunrise Highway – Reword as follows:

- ~~Main Scenic Roadway Corridors~~ – Old Country Road, Montauk Highway, ~~and~~ South Country Road (Main Street), and Sunrise Highway;

Italicize “Resources” in *Historic Resources* bullet

SECTION V .... Add Central Pine Barrens Implementation Issues.  
Reword as follows:

**SECTION V** addresses tax equity concerns in the Study Area and provides a build-out analysis based upon school district boundaries within the Study Area. The build-out

analysis assists the community in determining a conceptual baseline of potential development that could occur within the designated areas under current zoning conditions. This section also addresses implementation of the state-approved Central Pine Barrens Plan., which is a goal noted in the 1999 Comprehensive Plan Update

Put quotes on “Water Hole”

SECTION VII ... Map Amendments for Hamlet Office / Hamlet Commercial (HO/HC and others)

Page vii.

In Scenic Resource Protection – Add

... The use of scenic roadway designations and Scenic Resource Protection Overlay Zones should be considered, in particular for Old Country Road.

In Historic Resource Protection bullet – Reword as follows:

Historic Resource Protection – An inventory of the Study Area’s historic resources was commissioned by the Town during the course of ~~the~~ this Planning Study and the report entitled “Historic Profiles of Eastport-Speonk-Remsenburg-Westhampton” is included in Appendix B.\* Each hamlet area has a concentration of historically significant sites. The Town should consider establishing Historic Heritage Areas for Eastport, Speonk-Remsenburg, and Westhampton and other historic resource protection strategies involving “Special Character Overlay Districts.” See Section VII and Exhibit III-1, Potential Hamlet Heritage Areas and Historically Significant Sites.

Add \* footnote as follows –

<sup>1</sup> The Report entitled “Historic Profiles of Eastport, Speonk-Remsenburg, and Westhampton” was completed in January 2004 under a separate consulting agreement with local historians Ron A. Michne and Ron A. Michne Jr.

Need a closing statement for Executive Summary in a Text Box  
Possible suggestion:

**The Area Study planning initiative is just the beginning. The key is implementation. To achieve the goals and objectives outlined herein, Town Officials, landowners, community organizations and residents need to work together to continue to build consensus and help bring the vision to fruition.**

SECTION I	Remove Draft Date / Time in Footer
Page I – 2	<p><u>commute</u> not <del>commuted</del></p> <p><u>construction and related</u> not <del>construction, related</del></p> <p>add ....quality of life, <u>community character</u>, and its natural, scenic, and historic resources</p> <p>Add - <b>How can a community shape and direct growth and plan for future needs?</b></p> <p>Strike (<del>see discussion to follow later in this section.</del>)</p>
Page I-3	<p>... preparation of an informal <u>survey questionnaire</u> ...</p> <p>(See Appendix A <b>for a copy of the Hamlet Study Questionnaire.</b>)</p> <p>Fix – Photo Exhibits – no dash – use caps</p>
Page I-4	<p>Community Preservation Fund (CPF) – use caps</p> <p>Emphasize scenic gateways – reword as follows:</p> <p>To protect scenic resources, in particular <b>scenic corridors and scenic gateways</b>: The Sunrise Highway scenic corridor ...</p>
Page I-5	line space/hard return needed between bullets for scenic resources and historic resources
Page I-6	Fix text box
Page I-6	<p>Strike <del>that were placed on the books to facilitate</del> and insert <u>to address</u> -- re-word as follows:</p> <ul style="list-style-type: none"> <li>• To prepare and adopt an Area-Wide Plan that proposes changes to the Town’s Zoning Code concerning various incentive zoning tools and strategies <del>that were placed on the books to facilitate</del> <b>to address</b> affordable housing including, but not limited to, scale, design, density, location, community character concerns, environmental impacts, eligibility and longer term affordability.</li> </ul>
Page I-7	Fix text boxes
Page I-8	... applicable regulations related to the <u>Central Pine Barrens Plan</u> or related to ...

Page I-10 ... the elimination of passing zones, installation of roundabouts ...

Page I-10 Community Facilities section with regard to Fire Districts

... so as to address growing needs, enhance response time within each District and provide for emergency equipment storage needs.

Add a bullet as follows:

- To consider impacts to emergency medical services / ambulance service in the Study Area, due to growing needs, changing demographics and increased population density in an expansive service area.

DESIGN GOALS text box

... individual hamlet center and commercial /mixed use core areas.

SECTION II Remove Draft Date / Time in Footer

Page II-1 Add Industrial Zoning

Page II-3 ... that a multifamily housing district (~~the~~ MF-44, MFPRD) ...

Page II-4 Fix bullet for north of Old Country Road, i.e. separate bullet – dash

- Due to the long, narrow shape of the lots north of Old Country Road, cluster development would be more appropriate.

Page II-7 50,000 acre – Remove dash

Add (CGA) in 2<sup>nd</sup> paragraph

... and a 50,000 acre Compatible Growth Area (CGA), in which ...

Add (PBCs) in last paragraph

... that indicate the number of Pine Barrens Credits (PBCs) to ...

Replace ~~CPB-Certificates~~ with PBC Certificates in last paragraph

Page II-8 ... that are not part of the Central Pine Barrens.)

Capitalize Residential Receiving Area Districts (RRADs)

Reword 3<sup>rd</sup> paragraph as follows:

The Central Pine Barrens Comprehensive Land Use Plan also notes a redemption strategy through the use of Planned Development Districts (PDDs). These PDDs would provide for redevelopment opportunities for a variety of uses, not just residential, resulting in an increased tax base ~~without the need for providing services for additional residents~~ and opportunity to accommodate additional receiving areas for transfers of development rights and more flexible development standards.\*

- Page II-8                      Spell out New York State Dept. of Environmental Conservation (NYSDEC)
- Exhibit II-2                      use a different font color to identify the Dragstrip PDD and Airport PDD and add a note to the upper left to detail these as follows:

**Additional Receiving Zones – PDDs established by the Town Board:**  
**Westhampton Dragstrip PDD, enacted 2002, approx. 58 acres**  
**Airport PDD, enacted 1998, approx. 55 acres.**

Label Speonk-Riverhead Road

Label South Country Road ~~Main Street~~

Add a note to the upper right to detail the following:

**Note:** The Southampton Town Code also has provisions for other opportunities to accommodate transfers of development rights, including HO/HC districts, Old Filed Map Overlay Districts, and other strategies.

- Page II-10                      PDD Study
- Page II-16                      Suffolk County owns the 1,500 acre Gabreski Airport, ...and is currently ...
- SECTION III                      Remove Draft Date / Time in Footer
- Page III-10                      eleven historic districts – not ~~seven~~
- Page III-16                      spelling - Ponquogue ... Hampton Bays
- Water Mill at Station Road
- Page III-18                      Fix footnote - strike ~~The Report notes that~~
- Delete bracket [
- Page III-23                      Fix sentence ... 18<sup>th</sup> century historic – reword as follows:

SECTION IV                      Remove Draft Date / Time in Footer

Page IV-2                      Aquifer section – Add another paragraph:

Groundwater contamination is a concern among many community members in the Study Area, as public water mains have only recently been installed in some areas and many residents still rely on private wells for potable water. A later section in this report provides some detail on known pollution sites under purview by the regulatory agencies responsible for oversight of remediation requirements [e.g., the U.S. Environmental Protection Agency (EPA) , New York State Department of Environmental Conservation (NYS DEC)].

Page IV-4                      hard return for bullet on Stoges Poges

Page IV-11                      hard return for ambulance

Page IV-12                      Amend Gabreski Airport as follows ...

Of the Airport’s nearly 1,500 acres, sixty-one acres are designated as Core Preservation Area within the Central Pine Barrens. The balance of the airport site is designated Compatible Growth Area, and therefore, may receive transfers of development rights.

As stated in the section detailing Prior Planning Studies, currently the Town of Southampton has undertaken a separate planning effort with regard to streamlining permitting procedures for the Airport PDD in cooperation with the Suffolk County Department of Economic Development. This study, under consulting contract with Nelson, Pope, and Voorhis, through the Town Department of Land Management, has not yet been released for review and comment.

Page IV-21                      ~~Main Street~~ -- use South Country Road (Main Street)

Page IV-22                      Photo Exhibits – Visual Resources

Old Country Road – add more as follows:

However, since only the north side of Old Country Road is located in the Town’s designated Aquifer Protection Overlay District, there are no clearing restrictions on the south side of Old Country Road. This critical gateway into the Town of Southampton requires additional resource protection to maintain its scenic qualities.

Need to emphasize Old Country Road – Montauk Highway intersection as a critical scenic resource and the Remsen Crossing gateway also. – Reword as follows:

- **Montauk Highway**  
Montauk Highway, has more visible, small-scale residential and commercial development. Examples of this traditional commercial development include the

Old Speonk Inn restaurant and the surrounding area. However, there is a more recently built shopping center along Montauk Highway, representing newer construction in the area, which is a design trend the community does not want to see continued in its present form. While older homes are seen along Montauk Highway, newer multifamily construction exists as well.

A significant gateway exists at the intersection of Old Country Road, Montauk Highway and Mill Road in the vicinity of Beaverdam Creek and Cooks Pond. (See Photo Exhibits to follow). This “community crossroads” location in Westhampton presents a critical scenic resource. At the Old Country Road, Montauk Highway and Mill Road intersection, the visual image is that of greenspace and a continued country ambience, welcoming travelers in each direction. Also the subject of a development proposal examined in a later section of this report, the 35-acre Bailey’s Motel tract on Montauk Highway at this “community crossroads” location provides a substantial greenways along Montauk Highway as well.

Moving south along Mill Road at this intersection brings the traveler into the traditional shopping business center of the Village of Westhampton Beach. Continuing east from this intersection along Montauk Highway leads to a business district of the Village of Westhampton Beach then onto Montauk Highway to the neighboring community of Quogue and further east to the Village of Quogue, running parallel to the Sunrise Highway. ~~At the Old Country Road, Montauk Highway and Mill Road intersection, the visual image is that of greenspace and a continued country ambience, welcoming travelers in each direction.~~

Another significant gateway exists at the “community crossroads” of Montauk Highway with South Country Road and Dock Road, where the communities of Eastport, Speonk and Remsenburg converge. The stretch of open land on the north side of Montauk Highway provides substantial greenspace and a necessary transition between hamlet areas. Although it has been the subject of several development proposals (including one examined in this Area Study), much of this acreage was farmed several decades ago and some community residents have expressed the desire to see this land area return to agricultural use. If development occurs at this critical juncture, clustering towards the hamlet center of Speonk is essential, with ample open space and landscaped buffers necessary to protect the Scenic Gateway and provide a transitional area along Montauk Highway.

#### Viewsheds of Local Importance - Add

- Majestic stretches of pine barrens and oak forests on the west of Speonk-Riverhead Road and along certain portions of Old Country Road are also considered viewsheds of local importance.

Remsenburg Post Office buildings is not historic, remove reference to word “historic” – Reword as follows -

There are several historic structures in Remsenburg, including ~~several~~ **two** churches along **South Country Road (Main Street)**, the town-owned Academy building, ~~and~~ the 1884 Tuttle House, ~~and several other 17<sup>th</sup> and 18<sup>th</sup> century homesteads.~~ ~~the Remsenburg Post Office.~~

In Westhampton, the Bailey’s Motel site and the historic homestead, is located on Montauk Highway, west of the intersection with Mill Road and Old Country Road. Another motel and a nightclub exist on Montauk Highway just west of an existing car dealership and the Hamlet Historic Heritage resources present on the Casa Basso Restaurant properties.

The **Westhampton** Methodist Church is located on Montauk Highway near several older homesteads. An old barn is located adjacent to the athletic fields at the Westhampton Beach Elementary School, adaptively reused by the schools district’s maintenance division.

Refer to Section III **entitled “History of the Area and Hamlet Historic Resources”** and Appendix B (which **contains the “Historic Profiles Report”**) for a more detailed description of the Study’s Area’s historic resources

SECTION V Remove Draft Date / Time in Footer

Page V-9 In Text Box ... Suffolk County **Gabreski** Airport)  
In footnote ... (such as senior **citizen** housing)

Page V-10 ... through the use of Pine Barrens Credit (**PBC**) redemption for areas identified ...

The following potential strategies were identified in the ~~1995 CPB~~ **Central Pine Barrens** Land Use Plan ...

SECTION VI Remove Draft Date / Time in Footer

**Exhibit VI-1** Potential development for tax ratables (**MUPDD “Feather Factory”**)

Potential for improved intermodal use of railroad station area and use of parking area as **a** trailhead

Property with large pond (**“Water Hole”**) suitable for ...

Potential municipal recreation resource (**pre-existing** marina)

- Page VI-4 In footnote ....contain any of the specific “commercial / mixed use nodes” identified or ....
- Page VI-5 Try to have bullet move up to page VI-4
- Page VI-6 In Action Items ... parcels comprising the “Water Hole” and “Old Fish Hatchery” to determine ...
- Exhibit VI-3 Extend greenspace up to Sunrise Highway and onto the LI-40 portion of the west side of Speonk-Riverhead Road
- The “Water Hole” and “Old Fish Hatchery” properties offer potential for...
- Potential trail connection to link up at road ROW
- Page VI-15 Text Box needed on italicized paragraph about Incentive Zoning
- Hard Return needed between this text box and the next paragraph
- Page VI-18 Bailey’s Motel Property (KMT Realty) - 1<sup>st</sup> paragraph
- ... along Montauk Highway and R-40 (Residential one-acre ~~ea~~ lots) along Seabreeze Avenue ...
- ... 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.”
- Page VI-19 Add the following paragraph before the one that reads ...
- However, through consensus building ....
- 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 Gabreski Airport.

Many community members also have urged that the Town of Southampton consider 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 historic rooming house and construction of townhouses in place of 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 ....

For continuity, repeat last Action Item listed as a dash bullet in text section so that there are two dash bullets listed.

In Action Items ... Construction should be concentrated on ~~a portion~~ 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.

“Seabreeze Commons,” Westhampton – 1<sup>st</sup> paragraph

... on approximately 8.5 acres of land. “Active Seniors” retirement communities are typically restricted to persons aged 55 years or older.

Page VI-21

Fix paragraph #2 that begins “The original zone change ...” as follows:

.... 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** etc. \*

Add the following footnote: *In the case of an “Active Seniors” retirement community recently developed in East Quogue under SC-44 change of zone approval and located over ½ 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.*

Fix paragraph # 3 that begins “However, by recent letter ...” follows:

...the developer has offered to market all of the housing units exclusively to Town residents for the first ~~year~~ 6 months from the date of the first certificate of occupancy ....

Add paragraph as follows ...

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 2-family residences as-of-right, as well as mixed uses provided that a residential design scheme is maintained. HC zoning would also permit 3-family and 4-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 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 measures and longer term affordability of the below market rate units needs to be worked out as part of the change of zone deliberation process and site plan considerations.

Amend the Action Item bullet listed as follows:

- ❖ 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,** etc.)

Add two additional bullets to the Action Items as follows:

- ❖ Consider MFPRD zoning alternative for the “**Seabreeze Commons**” site to yield either affordable rental housing opportunities or starter homeownership opportunities for young professionals and others.
- ❖ Consider HC zoning alternative for the “**Seabreeze Commons**” site, however with conditions that respect the community’s concern for over-commercialization, avoidance of multiplicity of signage, and the need for ample site buffers.

Page VI-23

Fix Paragraph # 4 which begins “RTPDD designation for this property...” as follows:

... This Area-**Wide Planning** Study ~~Report~~ also recommends the RTPDD Study Area include the holdings of Hampton Sand and Gravel, ~~and~~ 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 ...

Add another paragraph before the paragraph which begins “Potentially, the RTPDD ...” as follows:

**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 on Exhibit VI-\_\_\_\_. 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 is 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.

NEW EXHIBIT                      Insert New Exhibit from Planning Director Kyle Collins

Page VI-24                        In the 3<sup>rd</sup> bullet, add the following words:

... that has been previously disturbed by agricultural use, commercial use, **industrial use**, sand mining activities ...

Page VI-25                        In the last paragraph prior to the Action items, add the following words:

.... 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 ...

Fix Action Item bullet as follows **ACTION ITEM**

... The RTPDD Study Area should include the holdings of Hampton Sand and Gravel, ~~and~~ the auto salvage yard to the north, **Montecalvo Asphalt and Light Industrial-zoned properties on the west side of Speonk-Riverhead Road**, and possibly the adjoining Cornell Duck Laboratory property to the west.

Page VI-27                        Add the following section before the “Village Business, South Phillips Avenue (Speonk) section:

**Light Industrial Zone, Speonk Riverhead Road (Speonk)**  
Currently, both the east and west side of Speonk Riverhead Road have portions which are zoned Light Industrial (LI-40). The 1992 Speonk-Remsenburg Hamlet Study had recommended re-zoning 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 IV-\_\_\_\_, This potential CIPDD encompasses parcels currently zoned LI-40 as well as 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 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.

**ACTION ITEM:**

- ❖ 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 and SEQRA process.

Page VI-30

Fix paragraph for Mountain Brook Homes section as follows ...

... however there may be concern about the loss of a portion of the 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.

Use quotations on “Seabreeze Commons” and “Bailey’s Motel”

Page VI-32

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.

In Action Items, fix 2<sup>nd</sup> bullet as follows:

- ❖ Remove RRAD designation for nursery sites, subject to Central Pine Barrens Commission review.

Page VI-37

Add to “Old Farmfield,” Nidzyn Avenue, Remsenburg

....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 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.

Add to “Suffolk Life Building,” Montauk Highway, Westhampton  
....Pollution remediation, if any, must be part of the redevelopment proposal.

Page VI-41

In COMMUNITY SERVICES

Add a section for Ambulance District

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. 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.

Amend Action Item bullet #2 as follows:

- ❖ Consider the location of a fire substation ~~on Montauk Highway~~ in Westhampton as the need increases.

Exhibit VI-10            Replace with Color Copy

Page VI-49            In the “Town-Wide Recommendations for Further Study” Section  
In the paragraph that begins “The recurring issue ...” add the following:  
...how the requested yield was arrived at, **in terms of economic viability and provision of community benefits, including affordable housing units....**

Page VI-50            In last paragraph that begins “There is also a growing concern ...”  
... 2 to 1 rations 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.”\*** With certain controls, ....

Add a footnote as follows:

*Central Pine Barrens Land Use Plan, p. 100.*

Page VI-51            Missing Action Items

- ❖ Consider amending the Town Code to address the recurring issue of “requested yield” for PDD, SC-44, MFPRD zone change requests to require applicants to identify how the requested yield was arrived at 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 liens in 1.5 to 1 and 2 to 1 rations 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.)

SECTION VII            Remove Draft Date / Time in Footer

Page VII -1            Use Section not ~~Chapter~~ for consistency

The Study Area is **currently** divided into 17 zoning districts ...

	Fix Elaines Beauty Shop
	What about R-20 zone in Speonk for Residential Overlay District
	What about R-20 zone in Eastport as financial incentive for historic preservation efforts?
	Label HB for Speonk Lumber and Zima Tires
	VB & HC Zone – not LIRR property
Page VII-3	Eastport – Historic Preservation Special Character Overlay District
	Speonk – What about between Wisteria and Zima Tires – HC
Page VII-5	Fix Hard Return
Page VII-7	Fix Hard Return
Page VII-9	Fix Hard Return
	Designate Scenic Views – name them – photo exhibits
	Action Strategies to preserve Scenic Views
Page VII-10	Fix Hard Return
Page VII-11	Fix Hard Return
	<u>Eleven</u> historic districts – not <del>seven</del>
Page VII-12	Fix Hard Return
Page VII-13	Fix List of Hamlet Heritage Areas – remove columns ?
Page VII-14	Fix Hard Return
Page VII-15	Fix Hard Return
Page VII-17	Fix Hard Return
	Identify Michne Report
Page VII-18	Fix Hard Return
Page VIII-	Cross Reference to pages

Page VIII-14

Insert Final Statement about Implementation is Key

Appendices

Michne Report      Fix –

ADD Power Point Presentation for Area Study

**DRAFT**

**AREA STUDY – Eastport, Speonk-Remsenburg, Westhampton 7-20-04 Revised**

**Master List of Edits**

underlines and Red Font are additions  
strike-outs are deletions

- Acknowledgements Fix spelling -- John Kern not ~~James~~  
Add Candace D’Andrea for Remsenburg-Speonk School District  
Add Barbara Mitchell, Westhampton War Memorial Volunteer Ambulance for Eastport-Speonk-Remsenburg Focus Group  
Add Randy LaFrese – West Lake Association - Westhampton Focus Group
- Sources Gabreski Airport Master Plan Update – Draft Business Plan  
Suffolk County Smart Growth Policy Plan (2000)  
Eastport/South Manor Central ~~High~~ School District  
Joe Sarchino – ~~Sunrise apartments~~ “Sunrise Senior Living”
- Other Identify source info for Smart Growth cited later in text footnote  
Identify source info for Pine Barrens cited later in text footnote  
Identify source info for LIRR cited later in text footnote  
Any others - ???
- Table of Contents Fix V. ~~Speonk-Remsenburg~~ Remsenburg-Speonk School District  
Fix. VI. Issues and Opportunities / Recommendations  
Fix VII. (HO/HC, and other)  
Add Appendix D \_\_\_\_\_ Power Point Presentation for Area Study ???
- List of Exhibits Add the following Exhibits and renumber  
  
\_\_\_\_\_  
\_\_\_\_\_
- Fix VII-3 Eastport Hamlet Area Preliminary Design Guidelines  
Fix VII-6 Potential Scenic Road Overlay ~~Area~~ Zone - Old Country Road
- List of Tables Fix V-1 2003 School Tax Rates Eastport / ~~Speonk-Remsenburg~~  
Remsenburg-Speonk
- Executive Summary Remove Draft Date & Time in Footer  
  
Move up Section I title to page i so that page iii Westhampton bullet goes onto page ii

Exhibit S-2 Adjust Red Box to exclude Quiogue and Gabreski Airport; fix “r” in Northampton, correct spelling West Hampton Dunes, use caps for BROOKHAVEN, RIVERHEAD, SOUTHOLD, SHELTER ISLAND, and EAST HAMPTON to distinguish these townships from the hamlets and villages listed

Exhibit S-3 Fix \* footnote for Hamlet Boundary – not next to Municipal

Page iii Add virtually all lands north of Old Country Road ...

SECTION II ... ~~The importance~~ An overview of the Study Area’s

Add critical resource – aquifer section

Reword Waterways section as follows:

- *Waterways* – ~~The waterways in the Study Area are one of the greatest natural assets for the Study Area is the waterways~~ for both ~~the~~ scenic beauty ~~it provides~~ and the ability to provide public access ~~it and recreational opportunities~~ for residents and visitors alike.

Page iv Do not imply all industrial areas to be redevelopment sites.

Reword as follows:

- *Sand Mines and Industrial* – Four separate former or currently operating sand mines sites exist within the Pine Barrens region within the Study Area. Separate light industrial areas exist along North Phillips Avenue, Speonk-Riverhead Road, and Old Riverhead Road. For these pre-existing nonconforming mining sites ~~or~~ and some of these industrial uses, their re-development or adaptive re-use must be contemplated with respect to their impact on the environment and the ability to create employment and enhance the existing tax base, or provide recreational opportunities.

Page v. Capitalize Roadway Corridors, Insert Scenic in place of ~~Main~~

Add Sunrise Highway – Reword as follows:

- ~~Main Scenic Roadway Corridors~~ – Old Country Road, Montauk Highway, ~~and~~ South Country Road (Main Street), and Sunrise Highway;

Italicize “Resources” in *Historic Resources* bullet

SECTION V .... Add Central Pine Barrens Implementation Issues.

Reword as follows:

**SECTION V** addresses tax equity concerns in the Study Area and provides a build-out analysis based upon school district boundaries within the Study Area. The build-out

analysis assists the community in determining a conceptual baseline of potential development that could occur within the designated areas under current zoning conditions. This section also addresses implementation of the state-approved Central Pine Barrens Plan., which is a goal noted in the 1999 Comprehensive Plan Update

Put quotes on “Water Hole”

SECTION VII ... Map Amendments for Hamlet Office / Hamlet Commercial (HO/HC and others)

Page vii.

In Scenic Resource Protection – Add

... The use of scenic roadway designations and Scenic Resource Protection Overlay Zones should be considered, in particular for Old Country Road.

In Historic Resource Protection bullet – Reword as follows:

Historic Resource Protection – An inventory of the Study Area’s historic resources was commissioned by the Town during the course of ~~the~~ this Planning Study and the report entitled “Historic Profiles of Eastport-Speonk-Remsenburg-Westhampton” is included in Appendix B.\* Each hamlet area has a concentration of historically significant sites. The Town should consider establishing Historic Heritage Areas for Eastport, Speonk-Remsenburg, and Westhampton and other historic resource protection strategies involving “Special Character Overlay Districts.” See Section VII and Exhibit III-1, Potential Hamlet Heritage Areas and Historically Significant Sites.

Add \* footnote as follows –

<sup>1</sup> The Report entitled “Historic Profiles of Eastport, Speonk-Remsenburg, and Westhampton” was completed in January 2004 under a separate consulting agreement with local historians Ron A. Michne and Ron A. Michne Jr.

Need a closing statement for Executive Summary in a Text Box  
Possible suggestion:

**The Area Study planning initiative is just the beginning. The key is implementation. To achieve the goals and objectives outlined herein, Town Officials, landowners, community organizations and residents need to work together to continue to build consensus and help bring the vision to fruition.**

SECTION I	Remove Draft Date / Time in Footer
Page I – 2	<p><u>commute</u> not <del>commuted</del></p> <p><u>construction and related</u> not <del>construction, related</del></p> <p>add ....quality of life, <u>community character</u>, and its natural, scenic, and historic resources</p> <p>Add - <b>How can a community shape and direct growth and plan for future needs?</b></p> <p>Strike (<del>see discussion to follow later in this section.</del>)</p>
Page I-3	<p>... preparation of an informal <u>survey questionnaire</u> ...</p> <p>(See Appendix A <b>for a copy of the Hamlet Study Questionnaire.</b>)</p> <p>Fix – Photo Exhibits – no dash – use caps</p>
Page I-4	<p>Community Preservation Fund (CPF) – use caps</p> <p>Emphasize scenic gateways – reword as follows:</p> <p>To protect scenic resources, in particular <b>scenic corridors and scenic gateways</b>: The Sunrise Highway scenic corridor ...</p>
Page I-5	line space/hard return needed between bullets for scenic resources and historic resources
Page I-6	Fix text box
Page I-6	<p>Strike <del>that were placed on the books to facilitate</del> and insert <u>to address</u> -- re-word as follows:</p> <ul style="list-style-type: none"> <li>• To prepare and adopt an Area-Wide Plan that proposes changes to the Town’s Zoning Code concerning various incentive zoning tools and strategies <del>that were placed on the books to facilitate to address</del> affordable housing including, but not limited to, scale, design, density, location, community character concerns, environmental impacts, eligibility and longer term affordability.</li> </ul>
Page I-7	Fix text boxes
Page I-8	... applicable regulations related to the <u>Central Pine Barrens Plan</u> or related to ...

Page I-10 ... the elimination of passing zones, installation of roundabouts ...

Page I-10 Community Facilities section with regard to Fire Districts

... so as to address growing needs, enhance response time within each District and provide for emergency equipment storage needs.

Add a bullet as follows:

- To consider impacts to emergency medical services / ambulance service in the Study Area, due to growing needs, changing demographics and increased population density in an expansive service area.

DESIGN GOALS text box

... individual hamlet center and commercial /mixed use core areas.

SECTION II Remove Draft Date / Time in Footer

Page II-1 Add Industrial Zoning

Page II-3 ... that a multifamily housing district (~~the~~ MF-44, MFPRD) ...

Page II-4 Fix bullet for north of Old Country Road, i.e. separate bullet – dash

- Due to the long, narrow shape of the lots north of Old Country Road, cluster development would be more appropriate.

Page II-7 50,000 acre – Remove dash

Add (CGA) in 2<sup>nd</sup> paragraph

... and a 50,000 acre Compatible Growth Area (CGA), in which ...

Add (PBCs) in last paragraph

... that indicate the number of Pine Barrens Credits (PBCs) to ...

Replace ~~CPB-Certificates~~ with PBC Certificates in last paragraph

Page II-8 ... that are not part of the Central Pine Barrens.)

Capitalize Residential Receiving Area Districts (RRADs)

Reword 3<sup>rd</sup> paragraph as follows:

The Central Pine Barrens Comprehensive Land Use Plan also notes a redemption strategy through the use of Planned Development Districts (PDDs). These PDDs would provide for redevelopment opportunities for a variety of uses, not just residential, resulting in an increased tax base ~~without the need for providing services for additional residents~~ and opportunity to accommodate additional receiving areas for transfers of development rights and more flexible development standards.\*

- Page II-8                      Spell out New York State Dept. of Environmental Conservation (NYSDEC)
- Exhibit II-2                      use a different font color to identify the Dragstrip PDD and Airport PDD and add a note to the upper left to detail these as follows:

**Additional Receiving Zones – PDDs established by the Town Board:**  
**Westhampton Dragstrip PDD, enacted 2002, approx. 58 acres**  
**Airport PDD, enacted 1998, approx. 55 acres.**

Label Speonk-Riverhead Road

Label South Country Road ~~Main Street~~

Add a note to the upper right to detail the following:

**Note:** The Southampton Town Code also has provisions for other opportunities to accommodate transfers of development rights, including HO/HC districts, Old Filed Map Overlay Districts, and other strategies.

- Page II-10                      PDD Study
- Page II-16                      Suffolk County owns the 1,500 acre Gabreski Airport, ...and is currently ...
- SECTION III                      Remove Draft Date / Time in Footer
- Page III-10                      eleven historic districts – not ~~seven~~
- Page III-16                      spelling - Ponquogue ... Hampton Bays
- Water Mill at Station Road
- Page III-18                      Fix footnote - strike ~~The Report notes that~~
- Delete bracket [
- Page III-23                      Fix sentence ... 18<sup>th</sup> century historic – reword as follows:

SECTION IV            Remove Draft Date / Time in Footer

Page IV-2            Aquifer section – Add another paragraph:

Groundwater contamination is a concern among many community members in the Study Area, as public water mains have only recently been installed in some areas and many residents still rely on private wells for potable water. A later section in this report provides some detail on known pollution sites under purview by the regulatory agencies responsible for oversight of remediation requirements [e.g., the U.S. Environmental Protection Agency (EPA) , New York State Department of Environmental Conservation (NYS DEC)].

Page IV-4            hard return for bullet on Stoges Poges

Page IV-11           hard return for ambulance

Page IV-12           Amend Gabreski Airport as follows ...

Of the Airport’s nearly 1,500 acres, sixty-one acres are designated as Core Preservation Area within the Central Pine Barrens. The balance of the airport site is designated Compatible Growth Area, and therefore, may receive transfers of development rights.

As stated in the section detailing Prior Planning Studies, currently the Town of Southampton has undertaken a separate planning effort with regard to streamlining permitting procedures for the Airport PDD in cooperation with the Suffolk County Department of Economic Development. This study, under consulting contract with Nelson, Pope, and Voorhis, through the Town Department of Land Management, has not yet been released for review and comment.

Page IV-21           ~~Main Street~~ -- use South Country Road (Main Street)

Page IV-22           Photo Exhibits – Visual Resources

Old Country Road – add more as follows:

However, since only the north side of Old Country Road is located in the Town’s designated Aquifer Protection Overlay District, there are no clearing restrictions on the south side of Old Country Road. This critical gateway into the Town of Southampton requires additional resource protection to maintain its scenic qualities.

Need to emphasize Old Country Road – Montauk Highway intersection as a critical scenic resource and the Remsen Crossing gateway also. – Reword as follows:

- **Montauk Highway**  
Montauk Highway, has more visible, small-scale residential and commercial development. Examples of this traditional commercial development include the

Old Speonk Inn restaurant and the surrounding area. However, there is a more recently built shopping center along Montauk Highway, representing newer construction in the area, which is a design trend the community does not want to see continued in its present form. While older homes are seen along Montauk Highway, newer multifamily construction exists as well.

A significant gateway exists at the intersection of Old Country Road, Montauk Highway and Mill Road in the vicinity of Beaverdam Creek and Cooks Pond. (See Photo Exhibits to follow). This “community crossroads” location in Westhampton presents a critical scenic resource. At the Old Country Road, Montauk Highway and Mill Road intersection, the visual image is that of greenspace and a continued country ambience, welcoming travelers in each direction. Also the subject of a development proposal examined in a later section of this report, the 35-acre Bailey’s Motel tract on Montauk Highway at this “community crossroads” location provides a substantial greenways along Montauk Highway as well.

Moving south along Mill Road at this intersection brings the traveler into the traditional shopping business center of the Village of Westhampton Beach. Continuing east from this intersection along Montauk Highway leads to a business district of the Village of Westhampton Beach then onto Montauk Highway to the neighboring community of Quogue and further east to the Village of Quogue, running parallel to the Sunrise Highway. ~~At the Old Country Road, Montauk Highway and Mill Road intersection, the visual image is that of greenspace and a continued country ambience, welcoming travelers in each direction.~~

Another significant gateway exists at the “community crossroads” of Montauk Highway with South Country Road and Dock Road, where the communities of Eastport, Speonk and Remsenburg converge. The stretch of open land on the north side of Montauk Highway provides substantial greenspace and a necessary transition between hamlet areas. Although it has been the subject of several development proposals (including one examined in this Area Study), much of this acreage was farmed several decades ago and some community residents have expressed the desire to see this land area return to agricultural use. If development occurs at this critical juncture, clustering towards the hamlet center of Speonk is essential, with ample open space and landscaped buffers necessary to protect the Scenic Gateway and provide a transitional area along Montauk Highway.

#### Viewsheds of Local Importance - Add

- Majestic stretches of pine barrens and oak forests on the west of Speonk-Riverhead Road and along certain portions of Old Country Road are also considered viewsheds of local importance.

Remsenburg Post Office buildings is not historic, remove reference to word “historic” – Reword as follows -

There are several historic structures in Remsenburg, including ~~several~~ **two** churches along **South Country Road (Main Street)**, the town-owned Academy building, ~~and~~ the 1884 Tuttle House, ~~and several other 17<sup>th</sup> and 18<sup>th</sup> century homesteads.~~ ~~the Remsenburg Post Office.~~

In Westhampton, the Bailey’s Motel site and the historic homestead, is located on Montauk Highway, west of the intersection with Mill Road and Old Country Road. Another motel and a nightclub exist on Montauk Highway just west of an existing car dealership and the Hamlet Historic Heritage resources present on the Casa Basso Restaurant properties.

The **Westhampton** Methodist Church is located on Montauk Highway near several older homesteads. An old barn is located adjacent to the athletic fields at the Westhampton Beach Elementary School, adaptively reused by the schools district’s maintenance division.

Refer to Section III **entitled “History of the Area and Hamlet Historic Resources”** and Appendix B (which **contains the “Historic Profiles Report”**) for a more detailed description of the Study’s Area’s historic resources

SECTION V Remove Draft Date / Time in Footer

Page V-9 In Text Box ... Suffolk County **Gabreski** Airport)  
In footnote ... (such as senior **citizen** housing)

Page V-10 ... through the use of Pine Barrens Credit (**PBC**) redemption for areas identified ...

The following potential strategies were identified in the ~~1995 CPB~~ **Central Pine Barrens** Land Use Plan ...

SECTION VI Remove Draft Date / Time in Footer

**Exhibit VI-1** Potential development for tax ratables (**MUPDD “Feather Factory”**)

Potential for improved intermodal use of railroad station area and use of parking area as **a** trailhead

Property with large pond (**“Water Hole”**) suitable for ...

Potential municipal recreation resource (**pre-existing** marina)

- Page VI-4 In footnote ....contain any of the specific “commercial / mixed use nodes” identified or ....
- Page VI-5 Try to have bullet move up to page VI-4
- Page VI-6 In Action Items ... parcels comprising the “Water Hole” and “Old Fish Hatchery” to determine ...
- Exhibit VI-3 Extend greenspace up to Sunrise Highway and onto the LI-40 portion of the west side of Speonk-Riverhead Road
- The “Water Hole” and “Old Fish Hatchery” properties offer potential for...
- Potential trail connection to link up at road ROW
- Page VI-15 Text Box needed on italicized paragraph about Incentive Zoning
- Hard Return needed between this text box and the next paragraph
- Page VI-18 Bailey’s Motel Property (KMT Realty) - 1<sup>st</sup> paragraph
- ... along Montauk Highway and R-40 (Residential one-acre ~~ea~~ lots) along Seabreeze Avenue ...
- ... 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.”
- Page VI-19 Add the following paragraph before the one that reads ...
- However, through consensus building ....
- 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 Gabreski Airport.

Many community members also have urged that the Town of Southampton consider 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 historic rooming house and construction of townhouses in place of 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 ....

For continuity, repeat last Action Item listed as a dash bullet in text section so that there are two dash bullets listed.

In Action Items ... Construction should be concentrated on ~~a portion~~ 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.

“Seabreeze Commons,” Westhampton – 1<sup>st</sup> paragraph

... on approximately 8.5 acres of land. “Active Seniors” retirement communities are typically restricted to persons aged 55 years or older.

Page VI-21

Fix paragraph #2 that begins “The original zone change ...” as follows:

.... 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** etc. \*

Add the following footnote: *In the case of an “Active Seniors” retirement community recently developed in East Quogue under SC-44 change of zone approval and located over ½ 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.*

Fix paragraph # 3 that begins “However, by recent letter ...” follows:

...the developer has offered to market all of the housing units exclusively to Town residents for the first ~~year~~ 6 months from the date of the first certificate of occupancy ....

Add paragraph as follows ...

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 2-family residences as-of-right, as well as mixed uses provided that a residential design scheme is maintained. HC zoning would also permit 3-family and 4-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 measures and longer term affordability of the below market rate units needs to be worked out as part of the change of zone deliberation process and site plan considerations.

Amend the Action Item bullet listed as follows:

- ❖ Provide the opportunity for community input as to whether or not the “Seabreeze Commons” applicant’s offer to provide below-market rate housing opportunities and first offerings for all units to Town residents is considered a community benefit. This PDD application 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, etc.)

Add two additional bullets to the Action Items as follows:

- ❖ Consider MFPRD zoning as an alternative for the “Seabreeze Commons” site to yield either affordable rental housing opportunities or starter homeownership opportunities for young professionals and others.
- ❖ Consider HC zoning as an alternative for the “Seabreeze Commons” site, however with conditions that respect the community’s concern for over-commercialization, avoidance of multiplicity of signage, and the need for ample site buffers.

Page VI-23

Fix Paragraph # 4 which begins “RTPDD designation for this property...” as follows:

... This Area-Wide Planning Study ~~Report~~ also recommends the RTPDD Study Area include the holdings of Hampton Sand and Gravel, ~~and~~ 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 ...

Add another paragraph before the paragraph which begins “Potentially, the RTPDD ...” as follows:

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 on Exhibit VI-\_\_\_\_. 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 is 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.

NEW EXHIBIT                      Insert New Exhibit from Planning Director Kyle Collins

Page VI-24                      In the 3<sup>rd</sup> bullet, add the following words:

... that has been previously disturbed by agricultural use, commercial use, **industrial use**, sand mining activities ...

Page VI-25                      In the last paragraph prior to the Action items, add the following words:

.... 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 ...

Fix Action Item bullet as follows **ACTION ITEM**

... The RTPDD Study Area should include the holdings of Hampton Sand and Gravel, **and** the auto salvage yard to the north, **Montecalvo Asphalt and Light Industrial-zoned properties on the west side of Speonk-Riverhead Road**, and possibly the adjoining Cornell Duck Laboratory property to the west.

Page VI-27                      Add the following section before the “Village Business, South Phillips Avenue (Speonk) section:

**Light Industrial Zone, Speonk Riverhead Road (Speonk)**  
Currently, both the east and west side of Speonk Riverhead Road have portions which are zoned Light Industrial (LI-40). The 1992 Speonk-Remsenburg Hamlet Study had recommended re-zoning 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 IV-\_\_\_\_, This potential CIPDD encompasses parcels currently zoned LI-40 as well as 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 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.

**ACTION ITEM:**

- ❖ 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.

Page VI-30

Fix paragraph for Mountain Brook Homes section as follows ...

... however there may be concern about the loss of a portion of the 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.

Use quotations on “Seabreeze Commons” and “Bailey’s Motel”

Page VI-32

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.

In Action Items, fix 2<sup>nd</sup> bullet as follows:

- ❖ Remove RRAD designation for nursery sites, subject to Central Pine Barrens Commission review.

Page VI-33 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.

Page VI-37

Add to “Old Farmfield,” Nidzyn Avenue, Remsenburg

....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.

Add to “Suffolk Life Building,” Montauk Highway, Westhampton  
....Pollution remediation, if any, must be part of the redevelopment proposal.

Page VI-41

In COMMUNITY SERVICES

Add a section for Ambulance District

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. 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.

Amend Action Item bullet #2 as follows:

- ❖ Consider the location of a fire substation ~~on Montauk Highway~~ in Westhampton as the need increases.

Exhibit VI-10            Replace with Color Copy

Page VI-49            In the “Town-Wide Recommendations for Further Study” Section In the paragraph that begins “The recurring issue ...” add the following:  
 ...how the requested yield was arrived at, **in terms of economic viability and provision of community benefits, including affordable housing units....**

Page VI-50            In last paragraph that begins “There is also a growing concern ...” ... 2 to 1 rations 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.”\*** With certain controls, ....

Add a footnote as follows:  
*Central Pine Barrens Land Use Plan, p. 100.*

Page VI-51            Missing Action Items

- ❖ Consider amending the Town Code to address the recurring issue of “requested yield” for PDD, SC-44, MFPRD zone change requests to require applicants to identify how the requested 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 ½:1 and 2:1 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.)

SECTION VII      Remove Draft Date / Time in Footer

Page VII -1      Use Section not ~~Chapter~~ for consistency

This ~~chapter~~ section is divided into several sections as follows:

The Study Area is **currently** divided into 17 zoning districts ...

Page VII-2      Add a new text box and paragraph after the sentence that begins  
In almost every instance, the Eastport/Speonk-  
Remsenburg/Westhampton Area Study ....

**Hamlet Centers**

As stated earlier in the report, the traditional business and shopping areas presently serving the Study Area have been oriented towards the Main Street and Eastport Manorville Road area in the Town of Brookhaven’s portion of the Hamlet of Eastport and the Main Street and Sunset Avenue area and Montauk Highway Business District of the Village of Westhampton Beach. In Speonk, a Village Business center for convenience shopping exists, albeit down-sized from that originally envisioned by the 1970 Master Plan in accordance with zoning amendments undertaken as a result of the 1992 Speonk-Remsenburg Hamlet Study and furthered by recommendations in the 1999 Comprehensive Plan.

In historical times, however, there were other “hamlet centers” as well. For example, in the Historic Profiles report it is noted that the Beaverdam area in Westhampton hosted “the area’s first stagecoach stop and postal delivery location” and “settlers built their first mill, their first church/meetinghouse, their first cemetery and their first school” in the Beaverdam area.

“The mill along with a church/meetinghouse and later a school became the center of the local community at Westhampton. A map of the area shows that “all roads lead to the mill. Settlers could come from Tanners Neck via Montauk Highway, Ketchabonack (Westhampton Beach) via Mill Road, Quogue via Montauk Highway and from the settlement of small farmhouses to the west via Old Country Road to grind their wheat and rye.”<sup>1</sup>

All that remains as vestiges of this historic hamlet center, however, is the cemetery and “Cook’s Pond.” Condominiums are located where the church and school once stood. The mill which stood over 200 years was “dismantled in 1936 ...” and “whatever was left was completely destroyed two years later as the storm surge of the Hurricane of 1938 raced up Beaver Dam Creek and flooded the whole area.”<sup>2</sup>

In Westhampton, nonetheless, the Post Office and a 7-11 convenience store function as a limited hamlet center to an extent. It has become a meeting place to a degree and is located adjacent to the Town-owned Community Center for which expansion plans have been initiated as evidenced by the Town’s purchase of adjacent property.

In Eastport, the Main Street area also functioned as an extension of the Brookhaven hamlet center for Eastport, with a particular focus on the Eastport Bible Church, school, and numerous farmsteads hosting mixed uses including commercial services such as automotive repairs, room accommodations and other services.

In Speonk, there is a hamlet center at the North Phillips Avenue intersection with Montauk Highway. In addition, there is a transitional area adjacent to the Old Mill characterized by office and institutional uses.

There are also portions of Montauk Highway between these “hamlet centers” that are zoned commercially, such as the Highway Business and Motel Business areas in Westhampton in the vicinity of Seabreeze Avenue. For the purpose of this Area Study, these Highway Business-Motel Business zoned areas are considered part of the Westhampton Hamlet core area.

Goals and objectives of the Area Study process include evaluating existing conditions, current zoning and hamlet center issues and discussing opportunities “to curtail commercial sprawl,” “to pursue traditional neighborhood design in and around hamlet centers,” and “to foster a sense of community.”

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<sup>1</sup> “Historic Profiles Report,” Ron Michne Jr., January 2004, p. 26.

<sup>2</sup> Ibid.

**Proposed Zoning Map Amendments**  
**Hamlet Office / Residential (HO), Hamlet Commercial / Residential (HC) and**  
**Hamlet Residential (HR)**

The Town has recently adopted specific zoning text amendments that would allow for mixed-use developments to occur at a more residential scale relative to building size and footprint. Although these zoning districts have not been formally mapped yet throughout the Town, they the zoning classifications were intended to selectively replace existing Highway Business (HB), Village Business (VB) and Office District (OD).

In 2003, the Town of Southampton created the Hamlet Office/Residential (HO) and Hamlet Commercial/ Residential (HC) zoning districts. These districts are intended to provide for the office and retail needs in the Town, (primarily in proximity to the Town's hamlet and village centers), while keeping the scale and design of these businesses consistent with the surrounding residential context.

The HO/HC districts are proposed for areas where there has been conversion of existing residential structures to mixed use, or where a concentration of such "mixed uses" exists including some commercial uses that have existed on a more historic basis along portions of Montauk Highway in the Study Area.

During the course of this Area Study, careful consideration has been given to review the specific areas slated for zoning classification of HO/HC, including the Town's Zoning Code's "Declaration of Purposes" Section 330-3 which includes objectives such as "To protect the established character and social and economic well-being of both private and public property;" "To promote, in the public interest, the utilization of land and buildings for the purposes for which it is most appropriate," "To provide housing sites for residents of the community compatible with their economic means," "To eliminate non-conforming uses gradually," and "To conserve and reasonably protect the natural scenic beauty and cultural and historic resources of the Town and its environs."

~~In 2003, the Town of Southampton created the Hamlet Office/Residential (HO) and Hamlet Commercial/ Residential (HC) zoning districts. These districts were intended to provide for the office and retail needs in the Town, (primarily in proximity to the Town's hamlet and village centers), while keeping the scale and design of these businesses consistent with the surrounding context.~~

Within the Legislative Findings adopted as part of the Local Law to establish the HO/HC zoning classifications, the following specific strategy was outlined:

*The use of Hamlet Office/Residential (HO) and Hamlet Commercial/Residential (HC) zoning on the periphery of hamlet and village centers throughout the Town, is intended to provide a transition between these centers and other Highway Business (HB), Shopping Center Business (SCB) and especially residential zones. The Town should also provide greater flexibility with regard to use, but with greater control of appearance and design.*

Hamlet Office / Hamlet Commercial zoning helps to achieve affordable multi-unit housing in hamlet centers and transition areas in close proximity to a hamlet center in a manner that is compatible of the areas image as a “small town” and resort community, by encouraging residential scale improvements, with front yard set-backs, other design elements, and occupancy controls. HO/HC zoning promotes a mixed-use zone with office and commercial uses interspersed with accessory apartments, two-family, three-family, and four-family homes (achieved through TDRs and/or in connection with moderate income housing opportunities.) These concepts are consistent with the concepts first identified in the 1970 Master Plan relative to location, access to transportation facilities, and affordability.

Specific criteria were set forth in accordance with the HO and HC zoning districts, to ensure compatibility with surrounding areas in scale and appearance, including:

- Only one use is permitted per 4,000 square feet of lot area. This is similar to the Office District (OD), but more restrictive than the Village Business (VB) District, which generally has no limit to the overall number of uses permitted on a lot, (other than with some site considerations, such as drainage, waste management, lot coverage, etc).
- All buildings and structures, irrespective of use, shall maintain a residential appearance;
- Off-street parking is not permitted in the front yards;
- Signs for nonresidential uses must meet a specific set of standards that limit number, size and materials.
- Greater controls and screening requirements
- Planning Board site plan review provides opportunity to require greater consistency with historic fabric of neighborhood for residential infill.

Exhibit VII-2 illustrates the difference in general layout schemes for HO/HC, VB, and HB zoning classifications.

Amendments to the Zoning Map to designate HO/HC zoning districts is recommended for the following areas as follows:

Possible Hamlet Office (HO) designation:

- ~~Eastport: Montauk Highway from Tuttle Avenue to South Bay Avenue, both north and south sides, to allow antiques stores, professional offices and housing as it exists and to provide an incentive for more historic-looking in-fill development consistent with the existing community character.~~

- Speonk: Montauk Highway from the existing Animal Hospital to the vacant lot next to Old Speonk Inn, both sides of Montauk Highway, including both sides of Nidzyn Avenue, to allow existing mixed use community character to be maintained and enhanced, to allow tall trees in front yard areas to be better protected, and to facilitate affordable housing opportunities. (Another zoning alternative for this stretch is Hamlet Residential – see discussion to follow.)
- Westhampton: Montauk Highway from Old Depot Road, south side up to 7-11 vacant lot including the Bikini Bottom nightclub and the north side for first few properties in the vicinity of the existing attorney’s office, oil company, etc.
- ⊖ Westhampton: Montauk Highway from Jagger Lane, south side up to ~~Tanners Neck Lane~~, including the Suffolk Life Building, ~~and on the north side; the few properties in the vicinity of North Quarter.~~. (Another zoning alternative for this stretch is Hamlet Residential – see discussion to follow.)

Possible Hamlet Commercial (HC) designation:

- Eastport: Montauk Highway south side from South Bay Avenue, the first few properties north of the railroad tracks which comprise the Adelworths Bus Maintenance Facility. (Another zoning alternative for this assemblage is designation as a site-specific MUPDD – See Chapter VI – Issues and Opportunities – “Adelworths Bus Maintenance Facility.” )
- Speonk: North side of Montauk Highway from first property west of North Phillips Avenue to Garden Center across from Zima Tires (both sides of the existing MF-44 zone comprising Hampton Villas)
- Speonk: North Phillips Avenue – both sides up to LIRR (except for both corner lots on Montauk Highway)
- Westhampton: Montauk Highway from traffic light intersection at Mill Road to Community Center property (dentist’s office, 7-11, post office, etc.)
- Westhampton: Area south of Montauk Highway and east of Seabreeze Avenue currently zoned HB - Highway Business. (A 8.5 acre vacant land tract exists at the corner of Montauk Highway and Seabreeze Avenue which is recommended for rezoning to either a site-specific RPDD or MFPRD. See Chapter VI – Issues and Opportunities – “Seabreeze Commons.”)

In addition, during the course of the Area Study and its associated hearing process, a new zoning classification has been suggested: Hamlet Residential (HR). As the legislative findings of HO and HC pointed out that the intent of these zoning districts was related to transitional areas within hamlet centers or in proximity to hamlet centers, Hamlet Residential provides the opportunity to consider other areas that are not considered hamlet centers.

Hamlet Residential (HR) zoning would entail many of the same characteristics as Hamlet Office/Residential (HO) or Hamlet Commercial/Residential (HC), however the focus would be on facilitating residential uses rather than encouraging a potential proliferation of new commercial uses or office uses. Hamlet Residential would also provide opportunities for housing for persons of moderate income in a manner that melds well with the established character and social and economic well-being of existing neighborhoods, such as by permitting not only 2-family, 3-family, and 4-family homes under certain conditions but also a new land use by Special Exception in the form of a Historic Rental Apartment House. (See Chapter VI – Housing Issues and Opportunities).

Further, Hamlet Residential (HR) zoning could also be considered as a new Residential Overlay District which upon zoning petition could be coupled with historic preservation requirements and other conditions, thereby providing the community with the benefit of conserving historic hamlet heritage resources through the provision of financial incentives to property owners (i.e. additional income from rental apartments, professional office use, or other mixed uses.)

Possible Hamlet Residential (HR) designation:

- Speonk: Montauk Highway from the existing Animal Hospital to the vacant lot next to Old Speonk Inn, both sides of Montauk Highway, including both sides of Nidzyn Avenue, to allow existing mixed use community character to be maintained and enhanced, to allow tall trees in front yard areas to be better protected, and to facilitate affordable housing opportunities.
- Westhampton: Montauk Highway from Jagger Lane, south side up to Tanners Neck Lane, and including the Suffolk Life Building, and on the north side, beginning at the pool supply store and including the properties in the vicinity of North Quarter up to Summit Boulevard and across from Tanners Neck Lane. New development should reflect the historic fabric of Tanners Neck and Jagger Lane as heritage area attributes.

Another means of achieving conservation of historic hamlet resources could be explored through the use of “Special Character Overlay Districts.” For example, an “Eastport Main Street Overlay District” could be created to specify additional allowances or zoning incentives for property owners provided that properties are maintained in accordance with historic resource protection objectives. (See discussion to follow in later section.)

HO/HC zoning and the newly contemplated HR zoning represent “Smart Growth” strategies which build upon a community’s historic fabric, directs development to strengthen existing communities while preserving open spaces, natural and historic resources, providing for a range of housing opportunities and ensuring consistency and predictability in land use policies.

**ACTION ITEM**

- ❖ Consider creating new zoning classification Hamlet Residential (HR), which would have a focus on facilitating residential uses rather than encouraging a potential proliferation of new commercial uses or office uses. Through the use of conditions as part of a request for amendment to the Zoning Map, HR zoning could also provide the vehicle for encouraging conservation of historic hamlet heritage resources through the provision of financial incentives to property owners (i.e. additional income from rental apartments, professional office use, or other mixed uses.) Alternatively, for historic resource protection and other community planning objectives – the use of “Special Character Overlay Districts” could be explored.
  
- ❖ Map Hamlet Office HO/ Hamlet Commercial HC zoning districts as described on Exhibit VII-1.
  
- ❖ Consider mapping Hamlet Residential HR zoning districts as described on Exhibit VII-1.

~~Hamlet Office / Hamlet Commercial zoning helps to achieve multi-unit housing in hamlet centers and transition areas in close proximity to a hamlet center in a manner that is respectful of the areas image as a “small town” and resort community, by encouraging residential scale improvements, with front yard set backs, other design elements, and occupancy controls. HO/HC zoning promotes a mixed use zone with office and commercial uses interspersed with accessory apartments, two-family, three-family, and four-family homes (achieved through TDRs and/or in connection with moderate income housing opportunities.) These concepts are consistent with the concepts first identified in the 1970 Master Plan relative to location and affordability.~~

~~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.~~

Exhibit VII-1

Fix Exhibit

Label HB for Speonk Lumber and Zima Tires

VB & HC Zone – not LIRR property

Throughout the course of the Area Study process, concerns were expressed by Town officials, Town staff and the public relative to specific design treatments that could be applied to the hamlet **center and commercial mixed-use** core areas.

The Town has gone so far as to enact new zoning – Hamlet Office / Residential (HO) and Hamlet Commercial /Residential (HC) – that attempts to address the scale, massing and placement of new development. The various **Focus Groups involved with this Area Study** have also discussed different treatments related to decorative lighting, street furniture (clocks, benches, trash cans, etc.), the use of textured materials for pedestrian crosswalks and the incorporation of landscaping as a critical element of the design environment.

The following **Photo Exhibits** illustrates different design treatments. It is suggested that, as a follow up to this Area-Wide Study planning study, citizens from the respective hamlets form **working** committees to reach consensus on specific design related items such as lighting, **street trees**, and street furniture. In this way, there is the ability for each hamlet commercial core to establish its own unique identity built upon a common foundation of historic precedent, quality materials and respect for the surrounding natural environment.

- Eastport: Hamlet Core Area Concept Plan
- Speonk-Remsenburg: Hamlet Core Area Concept Plan
- Westhampton: Hamlet Core Area Concept Plan

Provided as Exhibits VII-3 through VII-5, are concept plans for the three hamlet **centers or commercial / mixed use** core areas. The general theme relates to creating a more intimate pedestrian oriented area through the use of:

- Traffic calming techniques like enhanced crosswalks, bumpouts and neck downs with an orientation towards the pedestrian. **Where appropriate, sidewalks would be extended to provide better connectivity to the balance of the community. “Sidewalk Districts” should be decided upon and mapped, as community members have indicated a preference to not have sidewalk areas throughout the Study Area.**
- Coordinated street tree plantings and gateway landscaping to soften the impact of the built environment and to further enhance the rural aesthetic;
- Unified street amenities such as benches, planters, lighting, **signage**, and street clocks **or other civic identity indicators**. It is contemplated that each **hamlet core** area would work towards establishing their own unique design template (e.g.

Eastport, Speonk-Remsenburg, Westhampton);

- The architectural building form for new development/redevelopment should reflect the character of the area’s surrounding architecture in scale, mass and building form, and possibly historic design elements. Numerous The photo exhibits within ~~section of~~ this Area Study provide details the existing community character of the built environment. The following photo exhibits and Hamlet Core Area Concept Plans attempt to identify unifying themes, some from other communities, to illustrate the design concept.

### **ACTION ITEMS**

- ❖ Reach consensus within individual hamlet areas on appropriate design related issues, including lighting, signage, street trees, “sidewalk districts” and architectural design elements for new development / redevelopment.

Exhibit VII-3

Add Eastport Hamlet Area to title

Fix title to be similar to Exhibit VII-4 and VII-5

Insert a photo exhibit to show street design elements from local community like Hampton Bays and Southampton Village (digital images to be emailed)

Capitalize Mixed Use Hamlet PDD

Exhibit VII-4

Add a text box to indicate Future Town Playground Site

Exhibit VII-5

Expand View to include Highway Business / Motel Zone and “Seabreeze Commons” – label a text box to note Potential Residential PDD with specific design controls or potential MFPRD; recommend underlying HB zoning to change to HC for this site, Pastor Chevrolet and Casa Basso.

Bailey’s Motel Site – Show “Critical Scenic Vista” – label a text box to note “Planned Residential Development must preserve scenic views and ambiance of Old Country Road. Motel zoning to be eliminated upon residential development of site.

Label potential Hamlet Residential for restaurant and other properties on north side Montauk Highway (i.e. Between Percy Place and Seabreeze Avenue)

Label potential Farmers Market for nightclub site, or potential Motel expansion. Keep Motel Zoning ???

Label potential Hamlet Office for Montauk Highway (i.e. Frederick Foster area)

Label potential MFPRD for Bikini Bottom Nightclub site.

PHOTO EXHIBITS Change “Suggested” to “Potential”

Change Hamlet Commercial Cores to Hamlet Centers and Mixed Use Commercial Cores

Add more photos to the one showing local views for design treatments

Should really provide a landscape architect’s rendering here for Speonk Hamlet Center Core Area to show pedestrian walking on sidewalk next to a street light and flower planter (some people have called all these “potential design treatments” filler info.)

Page VII-7 Fix Hard Return

Page VII-9 Fix Hard Return

Designate Scenic Views – name them – mention photo exhibits

Fix text -

See Exhibit VII-6, Potential Scenic Road Overlay Area for Old Country Road.

Additional information is needed for specific buffer and clearing restrictions. Recommend additional study to develop the text for the ordinance ???

Add text -

During the course of the Area Study and its associated hearing process, community members have suggested that the Town consider enacting a Tree Preservation Ordinance or Vegetation Preservation Ordinance. Community members assert that clearing restrictions ought not be only present in the Aquifer Protection Overlay District, but increasingly so for undeveloped lands in existing neighborhoods to preserve some open space as new construction takes place. INSERT MORE \*\*\*\*

**ACTION ITEMS**

- ❖ Consider the designation of scenic resource protection overlay zones for areas that were evaluated as part of this Area-wide Study. The ability to make this happen would require the enactment of a local law, the effects of which would need to be evaluated.
- ❖ Designate Old Country Road and South Country Road for Scenic Resource Protection and adopt criteria to reduce visual impacts from new development/redevelopment.
- ❖ Consider enacting a Vegetation Preservation Ordinance, subject to further review on a town-wide basis.

Are there other Action Strategies to preserve Scenic Views – mention use of SEQRA ???

Page VII-10            Fix Hard Return

Page VII-11            Fix Hard Return

Eleven historic districts – not ~~seven~~

Page VII-12            Fix Hard Return

Page VII-13            Fix formatting for the List of Hamlet Heritage Areas  
- remove columns ?

Page VII-14            Fix Hard Return

Page VII-15            Fix Hard Return – Fix Strategies - typo in subtitle

Page VII-17            Fix Hard Returns

Move the last two paragraph to precede the Action Items

Capitalize Architectural

Identify Michne Report in the footnote

Add to Action Items

- ❖ Consider establishment of Historic Hamlet Heritage Areas.
- ❖ Complete code revisions governing administrative procedures for demolition permits, reorganization of boards (i.e. Historic Districts and Landmarks Board and Architectural Review Board), and related initiatives

Page VII-18

Fix Hard Return

Page VIII-

Cross Reference to pages ???

Add Action Items and any edits from above

Page VIII-14

Insert Final Statement about Implementation is Key

Appendices

Amend Michne Report

To be fixed – Per Ron Michne

- P. \_\_\_\_
- P. \_\_\_\_

ADD Power Point Presentation for Area Study

**Additional List of Edits  
Add to Master List of Edits  
8-9-04**

**Text in red font is proposed for addition. Strike-thrus are proposed deletions.**

**VI-32** ... 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-side natural, cultural, scenic, or agricultural features or a more environmentally-sensitive area ...

**VI-32** The following sites should be considered as potential new RRAD designations: (Check with Jeff and Kyle – already noted as Residential Overlay District for PBCs as “J” “K” areas – Pine Barrens Commission to allow us to remove some on Old Country Road ?)

**???? LIST PAVLAK PROPERTY, WESTHAMPTON\* ????**

**???? LIST OLD FARMFIELD, REMSENBURG ????**

**???? LIST LEHR MOBILE HOME PARK, EASTPORT ????**

**Add Footnote \* If 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 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.**

**VI-34**

**In bullet that begins ... 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 ...**

**Add a sentence: 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 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.**

**VI-35**

#### **ACTION ITEMS**

**Remove hard return between 3<sup>rd</sup> and 4<sup>th</sup> bullets**

**Add a new bullet before 6<sup>th</sup> bullet involving density incentive subdivisions**

- ❖ 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.**

#### **TRANSPORTATION ISSUES**

**VI-42**

**2<sup>nd</sup> paragraph which begins ... As an alternative, ... add additional sentences at the end of the paragraph:**

**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 via a 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 with Old Country Road could be addressed with a roundabout, serving to facilitate turning movement 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.

- VI-42**                    **Reference the Exhibit somewhere in this section**
- VI-43**                    **Montauk Highway – County Road 80**
- **Establish a more consistent speed limit. 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.**
- VI-44**                    **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 Townline.**
- VI-44**                    **Speonk-Riverhead Road**
- **Reduce the posted speed limit from 55 mph to 35 mph from the intersection of Old Country Road to the end of the residentially-zoned portion of Speonk-Riverhead Road and to 45 mph for the industrially-zoned portion.**
- VI-45**                    **Leland Drive ??? Check name – Not sure where this road is.**
- Exhibit VI-9**            **Fix Speed Limit Signs – i.e. Old County Road 35 mph from Brookhaven Town Line to LIRR and 30 mph from LIRR to Montauk Highway Intersection, Montauk Highway to be 35**

mph from Eastport Hamlet Center in Brookhaven Town to Speonk Hamlet Center Speonk Mill Road and 40 mph from Speonk Mill Road to intersection with Westhampton Mill Road and 40 mph from intersection with Westhampton Mill Road to WHB Village Line. Mill Road should be 30 mph.

VI-44 Remove italicize on Old Riverhead Road (Westhampton-Riverhead Road)

VI-45 Remove italicize on South Country Road

VI-45 Long Island Rail Road section

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 be paved at the LIRR expense, not 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 this facility through the LIRR Real Estate Division and reused for professional office space, and / or a lease of parking facilities to accommodate a potential expansion an-extension** of the tennis facility **to address parking needs associated with this potential expansion**, or a contractor's park extension of Westhampton Beach Village's **"non-nuisance"** industrial zone.

VI-47 ACTION ITEMS

... 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**

VI-47

**ACTION ITEMS**

... Related to the Speonk **train station's use as an intermodal center**, consider providing additional **shuttle** transit service for seniors, beachgoers and students.

VI-47

South Road ~~/Main Street/~~ **South County Road**

VII-7

**AGRICULTURAL RESOURCE PROTECTION STRATEGIES**

There is considerable community support to designate properties in the Study Area over 10 acres in size **(or aggregating with adjoining parcels to a 10 acre or greater assemblage)** and in agricultural use for inclusion in the Agricultural Overlay District, which allows the creation of agricultural reserve areas through the subdivision process, should the land come under development pressure.

**The following properties are recommended for inclusion in the Agricultural Overlay District:**

**LIST NURSERY / FARMLAND SITES – OR SHOW EXHIBIT**

The Town of Southampton has made it a policy preference to identify lands in agricultural production and work with landowners to continue productive use of the land as first priority. The Town's Agricultural Advisory Committee has noted that maintaining landowner equity is a priority concern.

**Additionally, community members point out the country ambiance and bucolic qualities offered by farmland, farmstands, flower stands, barns, and other farm structures. To the extent possible, the Town should relax the codes to allow for continuation of roadside stands as a permitted use accessory to a farm, regardless of the size of the farm operation and provided that it is considerable a reasonable accessory use to the average person (e.g. not peddling "odd" items). Visitors and residents alike find such roadside stands enjoyable and part of the country experience of Eastern Long Island. However, §330-79.1 of the Town Code provides strict standards for the Building Division's administration of temporary permits for accessory farmstands, likely enacted to address competing farmstand issues that arose in eastern portions of Southampton Town. For example, the Town Code has "special standards" for such farmland permits specifically requiring a**

farmer-applicant to be one who farms at least 10 acres of lands within the Town of Southampton. The definition of farm products and crops include field crops, fruits, vegetables, and cut flowers. Additionally, although agriculture, horse farms, and plant nurseries are permitted in R-40, R-20, and OSC zones, “Temporary roadside stands for sale of farm products grown on the premises” are presently prohibited in R-20 and OSC zones.\* Perhaps as an incentive to encourage the continuation of farmstands and flower stands, the Town should consider special allowances for the Study Area within the context of a Scenic Overlay District such as that proposed for Old Country Road or a Special Character Overlay District as described in later sections of this report.

Add a footnote: The same zoning restriction hold true for the accessory use entitled “Temporary roadside stands for sale of fish and shellfish taken by the vendor from local waters”

VII-8

#### **ACTION ITEMS**

- ❖ Consider the designation of properties in the Study Area over 10 acres in size (or which aggregate with adjoining parcels to a 10 acre or greater assemblage) and in agricultural use for inclusion in the Agricultural Overlay District.

Add another bullet

- ❖ Consider an incentive to encourage the continuation of farmstands and flower stands as bucolic features in the Study Area, perhaps as special allowances within the context of a Scenic Overlay District such as that proposed for Old Country Road or a Special Character Overlay District as described in later sections of this report.

VII-8

#### **SCENIC RESOURCE PROTECTION STRATEGIES**

—~~Main Street South Country Road (Remsenburg / Westhampton)~~

VII-10

Add additional text before ACTION ITEMS section.

The Town could also utilize the State Environmental Quality Review Act (SEQRA) to further its goals and objectives relative to scenic resource protection and to mitigate impacts to scenic resources when reviewing development project applications.

The SEQRA rules and regulations also permit local governments to designate a specific geographic area within its boundaries as a Critical Environmental Area (CEA). To be designated a CEA, an area must have exceptional or unique character covering one or more of the following:

- a benefit or threat to human health
- a natural setting (e.g. fish and wildlife habitat, forest or vegetation, open space, and areas of important aesthetic or scenic quality)
- social, cultural, historic, archeological, recreational, or educational value; or
- an inherent ecological, geological, or hydrological sensitivity to change which may be adversely affected by change.

The Town has already designated areas as Critical Areas of Environmental Concern in Chapter 157 of the Town Code (Environmental Quality Review), including two specific “areas of particular concern with respect to locations having social, cultural, historic, archaeological or educational importance” (i.e. Shinnecock Indian Contact Period Village Fort and Sugar Loaf Hill Shinnecock Indian Burial Grounds Archeological Resource Area).

The Town could also designate additional CEAs of “exceptional and unique scenic qualities,” such as the Old Country Road corridor proposed for scenic resource protection or the greenbelt areas identified as “important scenic features” in the 1970 Master Plan “especially for motorists traveling along Montauk Highway and Old Country Road” (i.e. Beaverdam Creek Greenbelt, Speonk Creek Greenbelt, East River Greenbelt, Seatuck Creek Greenbelt.)

#### **MENTION PHOTO EXHIBITS and AREA GATEWAYS**

**VII-17**

**Add new text at before ACTION ITEMS section:**

Another “strategy” in the “zoning tool kit” to encourage historic resource protection is a “Special Character Overlay District,” as recommended in the 2003 Bridgehampton Hamlet Study, which was adopted as an Update to the 1999 Comprehensive Plan. Such overlay district could provide design controls and supplemental standards for new development / redevelopment and preservation of hamlet heritage or community character. For example, the “Eastport Main Street Hamlet Heritage Area” could be designated as an “Overlay District” with certain zoning allowances and certain zoning restrictions.

**As with agricultural properties, the Town has encouraged that community members be mindful of the issues related to owner equity, property rights and need to provide incentives for historic preservation.**

**VIII-1, etc. Add all new ACTION ITEMS and amend those listed on this master list of edits and the prior master list of edits.**