NELSON, POPE & VOORHIS, LLC
ENVIRONMENTAL PLANNING CONSULTING

TOWN OF SOUTHAMPTON

GABRESKI AIRPORT PLANNED DEVELOPMENT DISTRICT

MASTER PLAN

Town of Southampton
Suffolk County, New York

Prepared for:

Town Board of the Town of Southampton

Patrick A. Heaney, Supervisor

Linda A. Kabot, Councilwoman ***Steve T. Kenny, Councilman***

Christopher R. Nuzzi, Councilman ***Nancy S. Graboski , Councilwoman***

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May 2006
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May 2006
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TOWN OF SOUTHAMPTON

GABRESKI AIRPORT PLANNED DEVELOPMENT DISTRICT MASTER PLAN

SUMMARY

The Gabreski Airport Planned Development District (APDD) is a 58.6-acre County-owned site located on the western portion of Gabreski Airport and the east side of Country Road 31 in the Hamlet of Westhampton. In 1998, the APDD was established by the Town of Southampton Planned Development District local law, which provides a framework for coordinated future development of the site to achieve a higher level of land use benefit.

This Master Plan evaluates the current use restrictions associated with the existing APDD legislation, zoning overlays pursuant to the Southampton Town Code, specific uses permitted at the site, and the existing site conditions, against the goals and interests expressed by both the Town and the County for development of this site. Potential flexible planning tools, incentives, and land use opportunities which could be applied to this site are also explored to assist in achieving the common goal of self-sustaining development that will not detract from or complete with local business or downtown areas.

Based on this evaluation, it was recognized that site development regulations and guidelines must allow for flexibility (within reason) for site uses; provide greater certainty and guidance for identification soliciting appropriate business development on the site; improve efficiency in planning, design, and review; and establish a coordinated development scheme to provide specific overall design direction for the Town, County, and prospective developers. This Master Plan has developed recommendations for revision of the existing standards and guidelines, which include the following:

- Site uses;
- Dimensional & Yield regulations (including transfer of development rights);
- Overall site design (lot layout, road and drainage design);
- Resource management and preservation;
- Coordination of individual site access, parking, circulation, and building design;
- Visual character and quality;
- Architectural elements;
- Streetscape and landscaping elements;
- Common signage, lighting, and other general design recommendations.

The conceptual site plan designs and building elevations and details are provided to generally illustrate these recommended standards and guidelines. In addition, specific recommendations to assist the County and the Town avoid delays in decision-making and facility planning and coordinate project reviews are also identified. The Gabreski Airport Master Plan creates a comprehensive vision for development of the APDD intended to coordinate future development, foster compatible future land uses, and provide direction and guidance for the County, the Town, and prospective developers.

1.0 SITE HISTORY & BACKGROUND

1.1 Site Background

Gabreski Airport (Airport) is an approximately 1,486-acre site originally constructed by the Federal government as a military base for WWII. The airport served various military uses until 1970, when it was released to Suffolk County (County) as a surplus government property. Military activities and training continued at the site, however once the Airport was opened to the public, civic uses took over the majority of Airport operations. While equipped to handle larger aircraft, the Airport is mainly utilized for general aviation. The Airport also serves as a base for the New York Air National Guard (ANG), which conducts air-sea rescue operations along the Atlantic coast from Newfoundland to the Bahamas.

The County has maintained ownership of the Airport since the early 1970s, and historically has struggled to economically manage the Airport while minimizing the tax burden on the County budget. As a result, the County began to investigate Airport operations and methods to better utilize the Airport property and increase revenue generation. Due to the relatively limited availability of business and industrial land use in southeastern Long Island, the County found that release of land areas (no longer used for aviation related activities) for development of business and/or industrial purposes would well serve both the County's management of the Airport and economic development for local area. A 58.6-acre area on the western portion of the Airport fronting Country Road 31 (C.R. 31) (Old Riverhead Road) was identified as a suitable area for such development. The County initiated development planning for the site and County requested approval from the Federal Aviation Administration (FAA) to release this property for non-aviation development, which occurred in 1998. The Town of Southampton, which has zoning jurisdiction of the 58-acre non-aviation portion of the property, adopted specific planned development district regulations for the 58-acre site in 1998 (Airport Commercial/Industrial Planned Development District, see Section 1.3). Since that time, the County has proceeded with development plans for the proposed industrial park on the 58 acres, including demolition of existing military use buildings and the construction of a sewage treatment plan in 1999.

1.2 Location

Gabreski Airport is located in southeastern Long Island, in central Suffolk County and the western portion of the Town of Southampton, in the Hamlet of Westhampton, New York. The site is approximately 5 miles north of the popular tourist destinations of the southern shores, just north of the Village of Westhampton Beach, and approximately 90 miles east of New York City.

The Airport is bordered by the Long Island Rail Road (LIRR) to the south and C.R. 31 along the western property boundary. The majority of land surrounding the site to the north and east are presevered New York State (NYS), Suffolk County, and Town of Southampton (Town) lands, including the Quogue Wildlife Refuge immediately adjacent to the east. A regional location map of the Airport is depicted by **Figure 1-1** and an aerial photograph of the site with the boundaries of the 58.6-acre Airport Planned Development District (described below in Section 1.3) is provided in **Figure 1-2**.

FIGURE 1-1
LOCATION MAP

Source: Delorme Street Atlas
Scale: 1" = 1000'

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FIGURE 1-2
AERIAL PHOTOGRAPH OF SITE AND SURROUNDING AREAS

Source: Geomaps, 2004
Scale: 1" = 1,200'

NORTH

1.3 Establishment of the Airport Planned Development District

The Town established a program of Planned Development Districts (PDD) in September 1995 (ARTICLE XXVI of the Town Code) to provide a mechanism for flexible and desirable development while protecting the Town's natural resources and promoting the comprehensive planning goals of the Town. The 58.6-acre site at Gabreski Airport was identified as an appropriate area to receive development credits under the Central Pine Barrens development program and an ideal site for coordinated business and light industrial development. In 1998, the Town designated the 58.6-acre site as a special PDD, the Airport Commercial/Industrial Planned Development District (APDD). The APDD has specific allowable uses, zoning regulations, and other specific development standards regulated under §330-248 of the Town Code. Section 3.0 provides further detail regarding the various developments standards for the APDD, which must be carefully considered in designing the overall master plan for the site.

1.4 Planning Studies

Planning the suitable development of the APDD site is the overriding goal of the both the County and the Town. The site is owned by the County and its development is considered an essential economic resource for the County's continued operation of Gabreski Airport. The site is located within the Town of Southampton, and therefore subject to the Town's Code and regulations for zoning, subdivision, and site plan review. As acknowledged in the Town's 1970 Master Plan, the site has been identified by the Town as one of only a handful of sites suitable for industrial and business development in the region. In 1998, the site which was previously zoned industrial (LI-200) was designated as PDD for industrial and business use.

In 1995, the Central Pine Barrens Comprehensive Land Use Plan was adopted pursuant to the NYS Environmental Conservation Law (ECL), which provided a preservation plan for critical environmental areas by designating a Core Preservation Area where future development was prohibited and a Compatible Growth Area (CGA) where controlled development would be permitted. The Plan placed the Airport within the CGA. Standards and guidelines for compatible development were established for areas located in the CGA in order to sustain habitat and unique ecosystems and preserve the quality of groundwater recharge in the region (**Central Pine Barrens Joint Planning and Policy Commission, 1996**). Due to the site's location within this environmentally sensitive area, the proposed conversion of the 58 acres of former military uses to an industrial/business park was reviewed by the Central Pine Barrens Commission in 1996, and it was determined by the Pine Barrens Commission that the conversion of the property was considered "non-development" pursuant to Article 57 of ECL (discussed in further detail in Section 3.0).

The County and the Town have conducted a number of studies in recent years to examine methods and provide recommendations on ways to promote commercial and industrial growth in southeastern Long Island, and more specifically, strategically plan development within for the APDD site. Studies with recommendations specific to the APDD site include the Town of Southampton Comprehensive Plan, the Town of Southampton Eastport-Speonk-Remsenburg-Westhampton Area Study, the Suffolk County Gabreski Airport Master Plan, the Suffolk County

Industrial and Commercial Incentive Board (ICIB) Plan, and the Suffolk County Gabreski Airport Business Development Plan. An overview of the recommendations and goals identified in these studies are provided below.

1.4.1 Town of Southampton Comprehensive Plan 1999 Update

The Town Comprehensive Plan Update was initiated in 1994 and finalized in 1999, and included over 350 recommendations, action items, and planning objectives for the Town. The Plan notes that historically, there has been very little conventional industrial activity in Southampton; mainly due to the high price of land in Southampton and seasonal resort living character of the area. There is relatively little land available in Southampton suitable for industry, with only six areas zoned for industrial use in the 128 square mile (81,947.9 acre) Town. The majority of industrial type uses in Southampton relate to agriculture, boating, and other resort-related activities. The Plan notes the Town's historic disadvantages in attracting industrial development, which include relative inaccessibility, congested roads, lack of centralized sanitary sewer facilities, relatively high labor costs, and lack of suitable and affordable space.

However, the Town Comprehensive Plan Update specifically recognizes the APDD site as a "notable exception" to the above-mentioned disadvantages. The site offers advantages for prospective industrial users including its convenient location to the Sunrise Highway and potential for both aviation and non-aviation development. The site is also nearly surrounded by Central Pine Barrens core preservation area, the Airport itself, and the railroad line, which buffer the site from nearby residential areas. The site has the commitment of Suffolk County, which recently installed a sewage treatment plant at the site and the Air National Guard, which plans to expand its operations within its 92-acre portion of the Gabreski Airport.

The Comprehensive Plan Update notes the importance of the Town and County jointly pursuing plans for a business/light industrial park and further makes recommendations to assist in attracting and targeting business for the APDD site development. The recommendations include marketing the business/light industrial park to a range of business/industrial niches suited to the Town's location and economic conditions, such as the motion picture industry, construction industry, and transportation-related companies. Further, the Comprehensive Plan Update suggests that the County and Town consider joining to develop a business incubator facility at the site, as well as a real estate tax abatement program for improvements relating to enhanced environmental compliance and enhanced zoning compliance (**Town of Southampton, 1999**).

1.4.2 Suffolk County Gabreski Airport Master Plan

A Master Plan for Gabreski Airport was prepared in 1980 and updated in 1990 by Suffolk County to examine the Airport operations, use trends, and future potential development (*Suffolk County Airport Study*) (Airport Master Plan Update). The Airport Master Plan Update evaluated feasible future uses of the Airport and provides recommendations for future development, including suggestions for the capital improvements necessary to achieve these development goals. The Plan outlines a number of areas to focus future Airport growth and streamline development areas, particularly the general aviation community in Suffolk County. The Airport

Master Plan specifically recommends that a commercial/industrial technology park be established on the western section of the Airport, adjacent to Old Riverhead Road. Specific recommendations for the proposed commercial/industrial park include:

- Proposed commercial/industrial uses should be reviewed with regard to water needs, sanitary wastewater generation, and other demands on infrastructure prior to their acceptance for leases;
- Specific recommended uses include: aviation related, non-aviation related, start-up "incubator" business, commercial (including office park) business, industrial technology park, and public uses.
- Aesthetic enhancements should be made in connection with development of the commercial/industrial park including buffer strips between commercial and non-aviation related uses and aviation-related uses and use of a natural (evergreen) screening along Old Riverhead Road to soften visual impact of the buildings and provide noise buffers and privacy;
- Safety and design improvements should be made to Airport entrances, including widening the existing main entrance (Wallen Street) and creation of a new entrance north of the industrial park;
- Construction of safe turning lanes on Old Riverhead Road to accommodate movement of traffic;
- Creation of standards of development for new commercial and industrial facilities. (**Suffolk County, 1990**).

1.4.3 Suffolk County Industrial and Commercial Incentive Board (ICIB) Plan

The Suffolk County ICIB developed the Industrial Incentives Plan (revised November 2001) to identify strategic industries and other economic activities for development that would best benefit future economic growth in Suffolk County. The ICIB Plan proposes "strategic tax abatements for targeted industries" as the means to attract specific businesses to designated areas found suitable for development. Gabreski Airport is one of the two areas in the Town of Southampton that the ICIB Plan targeted to receive such tax abatements. The ICIB Plan further identifies a list of strategic businesses and industries recommended for development within the APDD. The breakdown of the 73 businesses and industries recommended for consideration are summarized in the four general categories below (and specifically identified in **Section 5.3**, Table 2):

Manufacturing	16
Transportation/Communications, Utilities	4
Wholesale Trade	21
Services	32

The ICIB Plan notes its consistency with the specific Town Code regulations for the APDD, and stresses its objective is to be consistent with the 1995 Central Pine Barrens Comprehensive Land Use Plan. The ICIB Plan also specifically notes the uses recommended for the APDD site are intended to create employment and business opportunities that will "complement and not compete" with existing villages in terms of retail sales, services, and visitor attractions. To ensure development in the APDD would not compete with local village centers, a limit on the development of support retail and service uses to a maximum of 5% of the total occupancy of the APDD was recommended. The ICIB Plan recommends the creation of a "mixed use activity center consisting of complementary aviation, light industrial, office, service, support retail,

transportation, lodging and related uses" at the site. Emphasis is also placed on establishing the Airport as a local transportation hub by improving the general aviation facilities at the Airport, access to the LIRR station, and a ground based transportation complex inclusive of car rental, taxi bussing facilities and other related services (**Suffolk County ICIB, 2001**).

It is noted that the list of permitted uses in the APDD and suggested updates in uses for the APDD (see **Table 2**, **Section 5.3**) are not all included in the ICIB list adopted by the Town. It is recommended that the ICIB list of businesses that would be offered this incentive be amended to include the APDD permitted and special exception uses.

1.4.4 Suffolk County Gabreski Airport Business Plan

In February 2002, the Suffolk County Department of Economic Development released the Gabreski Airport Business Plan (**McFarland-Johnson, Inc., 2002**) to identify development and operational options for the future of the Airport. One of the leading goals identified in the Business Plan was the full development of the APDD. In additional to having the potential to be the leading source of revenue for the Airport, the Business Plan stated that full development of the APDD would provide a significant opportunity for job expansion in area. The site would also provide one of the few areas available in eastern Long Island for light industrial development. The Business Plan provides the following recommendations to encourage full development of the APDD:

- Streamline the currently lengthy business application process for prospective leases in APDD. Coordinated communications between the Town and the County is essential to effectively manage the application process.
- Implement infrastructure upgrades necessary to support full development of the APDD. Marketing efforts have attracted potential leasers; however infrastructure upgrades have not yet been completed.
- Establish a standard lease agreement with customary, across the board renewal options, fee reviews, and price indexing (**McFarland-Johnson, Inc., 2002**).

1.4.5 Town of Southampton Eastport-Speonk-Remsenburg-Westhampton Area Study

The Eastport/Speonk/Remsenburg/Westhampton Area Study was a planning study completed in September 2004, which focused on setting preservation priorities, planned development recommendations, and zoning and land use strategies for the western portions of the Town. Gabreski Airport is located just east of the study area boundary for this site, however the Area Study notes that the Gabreski Airport site is an appropriate industrial development area for redirection of development rights from industrially zoned land located in the Core Preservation of the Central Pine Barrens (see **Section 3**). The Area Study also notes that the Westhampton train station is in need of improvements, at that there is a possibility that the Westhampton station could be relocated to Gabreski Airport in the future, as part of an Airport Transportation Hub initiative.

1.4.6 Draft Update to the Town of Southampton Comprehensive Plan Transportation Element

A recommendation of the 1999 Southampton Town Comprehensive Plan Update was to establish a "Transportation Advisory Task Force" for the Town to evaluate the existing transportation issues and major areas of gridlock and prepare a report for the Town Board with recommendations for comprehensive transportation solutions. The Task Force was established in June 2000, and the resulting report, the Update to the Town for of Southampton Comprehensive Plan Transportation Element includes recommendations specific to the overall Gabreski Airport site, including:

- Analyze the role of rail, bus and freight in the Gabreski Airport Master Plan Update and Business Plan.
- Participate in a full-scale economic and feasibility study for the establishment of an intermodal station, serving all modes at Gabreski Airport, the development of the Southampton serving all transit providers and rail.
- Perform a full-scale economic and transportation feasibility study for the establishment of new station at Gabreski Airport HUB, Long Island University and at the western the Joint-Use Corridor; closing Speonk and Southampton.
- Develop a full-scale rail, bus, and freight plan for the Gabreski Airport HUB, coordinated with the Business Plan and Airport Master Plan, including incorporating simulation.
- Examine the feasibility of developing additional park and ride sites (e.g., Manorville & NY Route 27/Route 111, NY 27 Gabreski Airport) and existing NYDOT maintenance facility at Shinnecock Hills, and further East (Co. Rd. 39 & LIRR and East Hampton Airport) and encourage HOV lanes for bus.
- Planned Development District (APDD) Phase I (58 acres) – Identify and examine potential uses in Gabreski Airport.
- Complete Airport Economic Development Plan for Gabreski Airport. (Town of Southampton, 2004).

2.0 EXISTING SITE CONDITIONS

2.1 Location and Surrounding Uses

The APDD is 58.6-acre area on the western portion of the Gabreski Airport property, bordered by Airport property to the north, south, and east. C.R. 31 provides the western property boundary and three Airport service roads establish the southern boundary (Cook Street), the eastern boundary (Sheldon Way) and the majority of the northern property boundary. The Airport's administrative and facilities buildings are located immediately adjacent on the east with the main Airport runways located beyond the Administrative buildings to the east. The Air National Guard buildings and hangars are located primarily south of Cook Street. The area along the western side of C.R. 31 is zoned LI-200, and there are several industrial use buildings on the properties immediately to the west of the site. Several larger tracts of County and State owned land, protected as part of Central Pine Barrens Core Preservation Area, are located farther to the north and west of the site.

Figure 2-1 is a 2004 aerial photograph of the site depicting the existing roads and access, vegetation, and existing structures. A site analysis based on a November 2002 site inspection was completed to identify existing areas of vegetation, general topography, views, sources of noise, and general uses of the immediate surrounding areas. A graphic representation of the results of the site analysis is provided in **Figure 2-2**. Additionally, a photographic inventory of the existing buildings and site conditions is included in **Appendix A**. A description of each of these areas as they currently exist on the site is provided below.

2.2 Traffic, Roads & Access

The southeastern end of Long Island is serviced by a single limited access major highway, Sunrise Highway, which is located approximately 1.75 miles north of the APDD. A second two-lane highway, Montauk Highway, is located approximately 1.3 miles south of the site, with C.R. 31 providing a north/south connection between the two highways. C.R. 31 is a two-lane road with a (center) turning lane until just north of the APDD site.

The site has approximately 2,500' of frontage along C.R. 31, with the main access via the intersection of C.R. 31 and Walden Avenue, a 36' wide curbed and asphalt paved road which transverses the center of the site and continues to the Airport administrative building. The pavement on Walden Avenue is in fair condition. Access to the southern portion of the property to C.R. 31 previously existed via Cook Street; however, the entrance has been blocked with a guardrail. Cook Street remains in fair condition and provides internal circulation with several access points that lead to a network of interior paved roads throughout the property. Similarly, access to the grid of interior roads is also available by various access points along Sheldon Way, the road forming the eastern border of the property from the Airport grounds. The majority of the interior roads are in poor condition and have been abandoned as evidenced in the aerial photograph (**Figure 2-1)** and in the various site photographs included in **Appendix A**.

FIGURE 2-1
AERIAL PHOTOGRAPH

Source: NYSGIS Orthoimagery Program, 2004
Scale: 1" = 350'

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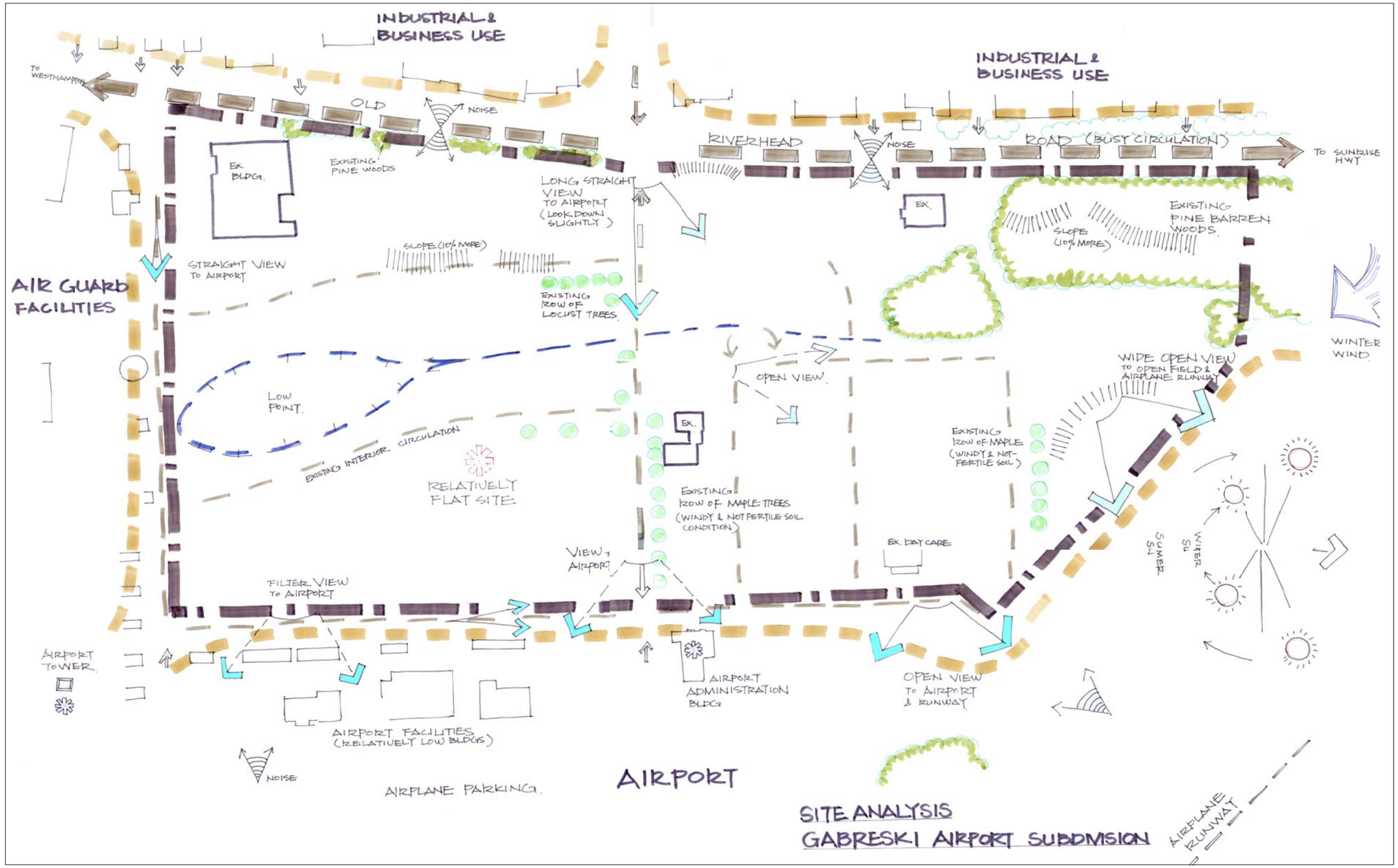
FIGURE 2-2
SITE ANALYSIS (Graphic Representation)



2.3 Public Transportation

The Long Island Rail Road (LIRR) Montauk Branch is located immediately adjacent to the southern boundary of the Airport property, approximately 0.67 miles from the APDD site, with the nearest station (Westhampton Station) approximately a two-mile drive from the site (approximately five minutes driving time). The Metropolitan Transportation Authority (MTA) operates LIRR trains and a midday bus program that runs westbound, stopping at a number of villages along the south shore of Long Island and ultimately reaches Penn Station in New York City. Eastbound trains are also run from Penn Station to Montauk, located on the southern tip of Long Island, with five station stops after Westhampton along the eastern route. The schedule of operations varies throughout the year; however, daily stops at the Westhampton Station are scheduled year round, with service increasing during the summer tourist season. An express service (the "Hamptons Reserve") is also provided on Friday afternoons throughout the summer running from Penn Station to the Hamptons/Montauk and services the Westhampton Station. The schedule and other specific information about the Montauk Branch LIRR services are available on the MTA website (**http://www.mta.info/ lirr/index.html**).

The Hampton Jitney operates a daily transportation service between Eastern Long Island and Metropolitan New York, which includes stops at area airports. Service is provided throughout the day with nearly hourly departures from Gabreski Airport. Reservation and detailed schedule information is available on the Hampton Jitney website (**http://www.hamptonjitney.com**). The Suffolk County Transit (SCT) bus system provides regional bus service in Suffolk County. The Airport is located on the S-90 route (between Center Moriches and Riverhead) with connecting service to the Port Jefferson Branch and Riverhead Mainline Branch of the LIRR. Service at the Airport is typically twice per day, and schedules are available on the SCT website (**http://www.sct-bus.org/schedules.html**).

A regular shuttle service between the various facilities within the Airport operates throughout the day with regular pickups at the AHRC office complex located on the southwestern corner of the APDD (south side of Cook Street) and the adjacent ANG facilities. Approximately fifteen (15) buses per weekday (both full size/small size buses) discharge/board passengers in front of the buildings and circulate through Cook Street. The service runs during the peak hours of operation at the AHRC office complex and ANG facilities (typical office operation hours (7:30 a.m. to 4:30 p.m.) Monday through Friday).

2.4 Topography and Soils

The site is relatively flat overall as clearing and grading during development activities for the Airport and associated structures on the site has occurred. A low point exist in the south central portion of the site that is the result of two former leaching basins near Cook Street. The western side of the property bordering C.R. 31 is slightly elevated and there is a north-south running swale in the central portion of the site. Areas of slope exceeding 10% and natural depression area are depicted on the Site Analysis **Figure 2-2**.

According to the Soil Survey of Suffolk County, New York, the majority of the site contains soils characterized as "cut and fill land with gentle slopes" (CuB). This classification indicates that the land has been previously altered in grading operations for non-agricultural uses, and the soil material that remains after grading operations is typically poor quality with low available moisture capacity and low to very low fertility. Cut and fill land typically has few to no limitations for use in building sites. Soils in the northwestern portion of the site are classified as "Carver and Plymouth Sands with 0 to 3 percent slopes" (CpA). Carver and Plymouth soils are described as deep, excessively drained, and coarse textured soils. These soils also have a very low moisture capacity and natural fertility and are typically suitable for building sites **(Warner et al., 1975)**:

2.5 Vegetation

The 58-acre site is mostly cleared and significantly disturbed with only minimal areas of natural vegetation remaining on the site. As indicated on the Site Analysis (**Figure 2-2**) and by the aerial photographs, the remaining vegetated areas consist of two areas of pine-oak woods in the northwestern corner of the property, and a sparse section of pitch pine and shrubs located along C.R. 31 between Cook Street and Walden Avenue. As the site is previously disturbed, the site is currently dominated by maintained lawn with several irregular rows of landscape variety trees planted on either side of Walden Avenue and sparsely along several of the interior roads and parking areas.

2.6 Existing Structures

Fourteen structures currently exist on the site, and several buildings have been demolished in recent years. The majority of buildings formerly served as barracks and other military facilities and are in poor or deteriorating condition and scheduled for demolition. An area in the southeastern/south central portion of the property fronting Cook Street (formerly the location of a garage, now demolished) was identified as a "Brownfield area" as a result of an aviation fuel spill years before. Suffolk County has applied for federal grant assistance to fund the cleanup of this area.

There are several more recently built or refurbished structures on the site which currently hold leases with the County. These include a office complex (AHRC) located at the southwest corner of the site; a church located in the central portion of the site, on the north side of Walden Avenue; a small building on the northeastern portion of the property fronting Sheldon Way and currently used as a day care facility; and a structure located along the western portion of the property fronting C.R. 31 currently used as an appliance store. The locations of these structures are noted in the Site Analysis (**Figure 2-2**). A photographic inventory of the existing structures located in the APDD is provided in **Appendix A**.

2.7 Views

The 58-acre site is mostly flat and cleared, which permits generally open views to the Airport and surrounding areas unless obstructed by structures or the minimal areas of vegetation. Passersby traveling on C.R. 31 have a fairly unobstructed view of the structures on the site, which are in varying degrees of disrepair. The view from C.R. 31 eastward toward the Airport is unobstructed at its intersection with Walden Avenue (**Appendix A, photo 3**), as the intersection is slightly higher in elevation and slopes downward on the approach to Walden Avenue and the Airport to the east. This view serves as a concourse to the main Airport and administrative buildings. The intersection of C.R. 31 and Cook Street (**Appendix A, photo 5**) and the majority of the northeastern portion of the property also have fairly unobstructed views to the Airport and runways.

2.8 Parking

A number of parking facilities exist on the site; however, the majority are in poor condition with the exception of the parking facility associated with the office complex (AHRC) located in south western corner of the site, as evidenced by the 2004 aerial photograph (**Figure 2-1**). The parking areas surrounding the appliance store and day care facilities are also utilized as these facilities currently hold leases with the County. It is anticipated that most of the existing parking areas will be demolished and redesigned in accordance with the ultimate site development plan. The AHRC office complex parking area has been refurbished and is expected to remain. This parking area is a 70-stall lot on the south side of the building, with additional parking along the paved drive that leads behind the building to the loading dock. Trucks make deliveries using the loop drive on the north side (rear) of the building, which usually include one (1) or two (2) box trucks deliveries and up to two (2) tractor-trailer trucks deliveries per week.

2.9 Utilities and Services

The APDD is currently improved with standard utility mains/connections and serviced by the Suffolk County (SC) Water Authority (water mains are located along Walden Avenue and Cook Street), Long Island Power Authority (both underground and overhead cables for electric), KeySpan (natural gas), SC Department of Public Works (sewer), and Verizon (telephone). Many of the existing utility mains/connections are long-standing and in varying condition. New sewer lines and a sewer booster station have been installed along Cook Street and Sheldon Way in recent years.

In connection with the Airport, fire protection, security patrol, and other services are provided at the APDD. Fire protection is contracted through the Westhampton Beach Fire Department and supported by the Air National Guard. ANG also has an agreement with the County to provide snow removal throughout the site. Security patrols are conducted by the Suffolk County Police Department.

2.10 Noise

Noise from Airport operations has historically been a source of controversy for the Gabreski Airport and neighboring residents. The County has received complaints in recent years, typically during the summer months when the volume of Airport operations and seasonal residents peak. The site analysis (**Figure 2-2**) also indicates noise is associated with traffic traveling on C.R. 31.

A noise analysis was conducted for the 1997 Suffolk County Airport Master Plan using the Federal Aviation Administration (FAA) recommended yearly day-night average sound level (YDNL) methodology. Annual noise levels were determined based on actual 1995 data and projected 2000 and 2015 data for take offs and landings of four categories of aircraft (single and twin engine general aircraft, jets, and military transport), "touch and goes" by single engine aircraft and military transports, day and night usage, and runway usage. The analysis predicted that noise level contours would increase over the 20-year period examined, as Airport operations were also projected to increase. Helicopter noise was assessed separately, but was considered only a small contributor to overall cumulative noise levels.

The Federal Aviation Administration Regulations (14 CFR Part 150) provide guidelines for land use compatibility for various noise levels. Based on these guidelines, most industrial, manufacturing, retail, and office uses were considered compatible in areas of higher noise levels, while land uses such as schools, residential homes, and hospitals were considered incompatible once noise levels reached median levels or above (**Suffolk County, 1997**). In general, the site is appropriate for industrial and business uses in consideration of noise influences, surrounding uses, and the site's history.

2.11 Flight Paths

The APDD area is located in proximity to the existing runways at Gabreski Airport, therefore, FAA Form 7460 was completed to determine if an object (i.e., buildings) could be an obstruction to air navigation. The FAA Form 7460 evaluation was completed for three locations within the APDD site (north side of the APDD and two locations along the eastern APDD boundary). The analysis and locations for the evaluation are included in **Appendix B**. The evaluations found that building elevations in the three areas evaluated could not exceed 80, 140 and 112 feet, respectively. The maximum building height within the APDD is limited to 32 feet, with a provision allowing increases in height, not to exceed 50 feet, with the transfer of Pine Barrens Credits. Therefore, the height limitations with the APDD are anticipated to prohibit structures that could result in obstructions to air navigation. Additionally, a FAA Form 7460 evaluation will be required for all newly proposed structures in the APDD to ensure safe navigational paths are maintained.

3.0 ZONING AND LAND USE REGULATIONS

As discussed above in Section 1.0, the site is owned by the County, but located in the Town of Southampton and in an environmentally sensitive area (Central Pine Barrens Region of Long Island). Therefore, development of the site is regulated by a variety of State and local regulations. This section is intended to provide an overview of those regulations which specifically apply to the APDD and which must be taken into consideration in the master planning and overall recommendations for development of the site.

3.1 New York State Pine Barrens Protection Act

The New York State Pine Barrens Protection Act, signed into NYS law in 1993, established a State-assisted process for preserving the Central Pine Barrens area in Long Island. The Central Pine Barrens Region covers a 100,000-acre forest area in portions of the Towns of Southampton, Brookhaven, and Riverhead, and the incorporated Villages of Quogue and Westhampton Beach. The aquifer underlying much of the Pine Barrens region has been federally designated as a sole source aquifer, essential to the potable water resources for much of the Long Island. The Act further established two geographic areas, the overall Central Pine Barrens and a 52,500-acre Core Preservation Area (CPA) to protect the resources and strategically plan development within those areas not within the CPA, referred to as the Compatible Growth Area (CGA).

The Central Pine Barrens Plan sets forth the standards and guidelines for land use within the Central Pine Barrens, which were to be implemented locally and enforceable by municipalities. The standards were required to be incorporated into local land use and development procedures and ordinances, whereas the guidelines could be utilized by municipalities on a discretionary basis (**Central Pine Barrens Joint Planning and Policy Commission, 1996**). The Town of Southampton adopted the standards of the Pine Barrens Plan into the Town Code and established Overlay Districts to implement many of the guidelines suggested in the Pine Barrens Plan (discussed below in Section 3.2). The 58-acre Gabreski Airport APDD site has been identified as a receiving site within the CGA for transfer of development rights (i.e., an area able to accommodate additional density) (see **Section 3.2.1**). The proposed conversion of the 58 acres of former military uses to an industrial/business park was reviewed by the Central Pine Barrens Commission in 1996. Review by the Pine Barrens Commission found that the conversion of the property was considered "non-development" pursuant to Article 57 of ECL; thus, the proposed project would not be subject to further review for conformance with the Central Pine Barrens Comprehensive Land Use Plan

3.2 Town Zoning Overlay Districts

The Town has established Overlay Districts as a mechanism to implement many of the standards and guidelines of the Pine Barrens Plan. These Overlay Districts provide supplementary land use restrictions (i.e., clearing limitations, open space preservation, restrictions on the amount of fertilizer dependent vegetation, etc.) in addition to basic zoning regulations to assist in protecting

critical environmental resources and facilitating appropriate and comprehensive development. The APDD site is located within the CGA of the Central Pine Barrens and the Aquifer Protection Overlay District. As discussed in **Section 1.3**, the APDD also has site-specific regulations and development guideline as a Town-designed Planned Development District. The Town Zoning Code and the site plan review and approval process also apply for proposed development of the site.

3.2.1 Supplemental Land Use Regulations in Overlay Districts

The Town of Southampton established regulations for properties located within the Central Pine Barrens in Chapter 330, Article XXIV of the Southampton Town Code, and established goals and standards for acquiring land for preservation within the 52,500-acre area designated as the Core Preservation Area of the Pine Barrens and promoting compatible development within the 47,500-acre Compatible Growth Area. Development within the Core Preservation Area is prohibited (§330-219 of the Town Code) and the Pine Barrens credit program is the system used for the transferring development rights to approved receiving sites outside the core preservation area (pursuant to §330-221). The APDD is located within the Compatible Growth Area and designated as a receiving site for development rights (Pine Barrens credits). The goals of the Compatible Growth Area include to "protect of the quality of surface and ground waters, to accommodate a portion of the development redirected from the core preservation area, to discourage piecemeal and scattered development, and preserve and maintain the essential character of the existing pine barrens environment" (**Town of Southampton Code § 330-215, Findings and purpose**).

The Aquifer Protection Overlay District (regulated by §330, Article XIII of the Town Code) was created to regulate land use over water catchment regions in order to promote water recharge and prevent degradation of the region's sole source aquifer. The restrictions of the Aquifer Protection Overlay District focus on preserving the natural vegetation and minimizing the amount of fertilizer dependent vegetation used on land to the maximum extent possible. It should be noted that several of the regulations of Central Pine Barrens Overlay District overlap or specifically reference standards of the Aquifer Protection Overlay District (fertilization restrictions, site disturbance indicated on site plans, etc.).

The supplementary land use restrictions and development standards required by the Aquifer Protection Overlay District and the Central Pine Barrens Compatible Growth Area specific to the APDD are outlined below pursuant to Chapter 330, Article XIII and Article XXIV of the Town Code:

<u>Minimization of Disturbance</u>

- Clearing and disturbance of natural vegetation cannot exceed 50% of non-residential sites. PDD sites may be allowed to disturb a greater amount of the natural vegetation, if the proposed use is consistent with the intent and policies of the Aquifer Protection Overlay District and if a revegetation program that protects the aquifer is incorporated into the project design. However, it is noted that §330-67(C) of the Town Code states that the

clearing restrictions do not apply when "the natural vegetation on a lot or tract was substantially disturbed as a result of previous land uses prior to the effective date (April 4, 1984) of this Chapter."

- A site disturbance plan based on a recent survey must be submitted and include the existing natural vegetation and the proposed areas to be disturbed. Development must strictly adhere to the disturbance plan as depicted on the submitted plan;
- Disturbance of areas where slopes exceed 10% should be minimized. Clearing envelopes and/or nondisturbance buffers may be placed on areas of steep slope;
- A slope analysis is required for development of areas where slopes exceed 10%, depicting slopes in the ranges 0% to 10%, 11% to 15% and 15% and greater;
- Erosion and sediment control plans with appropriate detail are required for construction in areas where slopes exceed 15% and for roads and driveways traversing slopes of 10%;
- Adequate soil stabilization and erosion control measures must be provided.

Stormwater Runoff Control

- All stormwater runoff originating from development on the property must be retained on-site;
- Natural recharge areas, swales and depressions, and/or drainage systems that cause minimal disturbance of native vegetation are recommended for channeling and collection of stormwater runoff;
- Adequate soil erosion and stormwater runoff controls must be provided during construction activities.

Protection of Groundwater Quality

- No more than 15% of a site may be placed in fertilized vegetation;
- The use of nonnative plant species is discouraged and should be limited to the maximum extent practicable;
- Significant discharges to groundwater in close proximity to private water supply wells must comply with Article 17 of the New York State Environmental Conservation Law and the Suffolk County Department of Health Services' guidelines for wellhead protection. This limits the type and amount of pesticide application at a site and requires certified professional application and inspections;
- Compliance with Articles 6, 7, 12 of the Suffolk County Sanitary Code and Suffolk County Department of Health Services approval of sewage systems.

Character of Development

- Development plans must indicate established recreational and educational trails and trail corridors, active recreation sites, and/or scenic corridors, sites of historical or cultural significance, and sensitive archaeological areas within 500 feet of the project site;
- To protect roadside areas and scenic/recreational resources, retaining existing natural buffers or the restoring degraded buffer areas is recommended;
- Signs or other man-made structures should be made consistent with the style and scale of the community character.

State Environmental Quality Review Act (SEQRA) Review

- For the purposes of environmental review pursuant to the SEQRA, sites within the Aquifer Protection Overlay District are designated critical environmental areas. Therefore, environmental review pursuant to Article 8 of the New York State Environmental Conservation Law and pursuant to Chapter 157 (Environmental Quality Review) of the Southampton Town Code would be required for development of the site (**Town of Southampton, 2003**).

SEQR review for the 58-acre APDD site is discussed in **Section 5.5**. It is noted that the Town of Southampton intends to conduct SEQR review of the overall site with the preparation of a Generic Environmental Impact Statement (EIS) to evaluate the potential impact of the future development of the site, based on a "worse case" scenario. The Generic EIS will be subject to the required review period and a public hearing, consistent with SEQRA requirements. The GEIS record will form the basis for the preparation of a Statement of Findings which will weigh and balance the social and economic, as well as environmental issues.

It should be noted that presently, the area within APDD boundaries is mostly cleared of native vegetation with the exception of an area of existing pine forest in the northwestern portion of the site and sparse vegetative buffering along C.R. 31. As noted above, the Town Code limits clearing on non-residential properties to 50%; however, significant disturbance prior to 1984 is exempted from the clearing restrictions established in §330-67 of the Town Code. The clearing standards pursuant to the Central Pine Barrens Plan (§5.3.3.6.1 Vegetation Clearance Limits) for a commercial/industrial use site limit the amount proposed clearing in combination with previously cleared portions of a site to 65% of the total parcel (**Central Pine Barrens Joint Planning and Policy Commission, 1996**). Suffolk County has conducted a clearing analysis of the Gabreski Airport property, and found that when taken as a whole, the ±1,486-acre Airport property is in conformance with the 65% clearing restriction pursuant to the Central Pine Barrens Plan. It is noted that the vegetation remaining on the 58-acre APDD is approximately 4 acres, which represents less than 0.3% of the total site. Therefore, it is anticipated that even with full clearing of the APDD considered, it is anticipated that the Airport would remain in compliance with the regulations. Efforts should be made to maintain a portion of the existing vegetation along the site's CR 58 frontage to provide a roadside buffer to the APDD site.

The site analysis (**Figure 2-2**) indicates several areas of 10% slope also exist at the site, particularly in the vegetated area in the northwest and along the western portion of the site, as well as a natural depression area in the south central portion of the property. Efforts should be made to maintain and supplement the existing buffering along C.R. 31. Soil stabilization and appropriate channeling of stormwater using the natural depression/swale areas should also be considered in drainage and site development design. The Central Pine Barrens Plan guidelines for stormwater recharge (§5.3.3.5.5 Soil erosion and stormwater runoff control during construction) note that during construction activities, the standards and guidelines promulgated by the New York State Department of Environmental Conservation (NYSDEC) to prevent soil erosion and control stormwater runoff should be adhered to (**Central Pine Barrens Joint Planning and Policy Commission, 1996**).

3.3 APDD Specific Land Use Regulations

Designation of the APDD by the Town (§330-248(A) of the Town Code) stipulated a number of specific planning guidelines for the site, including permitted/prohibited uses, special exception use criteria, zoning regulations such as yard setbacks and lot sizes, landscaping specifications, review processes, and lighting and signage approval. Many of the zoning and use standards are similar to the standards for the Light-Industrial Zoning District with minimum lot sizes of 200,000 s.f. (LI-200), with modifications incorporated to ensure conformance with the development standards for sites within the Aquifer Protection and Central Pine Barrens Overlay Districts and the Town Planned Development Districts. These standards are outlined in the subsections below.

3.3.1 General Development Standards

General development standards were specified upon Southampton Town Board's approval and establishment of the APDD pursuant to §330-248(A)(8). These require conformance with purpose and findings and general development procedures established for the Town's Planned Development Districts (§§330-240 and 330-245, respectively) and designated the Town Planning Board with the responsibly for the review and approval of proposed site plans within the APDD. The Town Code also stipulates that approval of a site plan for a proposed use in the APDD be conditioned upon sanitary waste discharge levels that are found to be acceptable by the Suffolk County Department of Health Services. **Section 5** provides additional information regarding the proposed site plan review process.

3.3.2 Permitted Uses

The use regulations for the APDD are based on the Town's LI-200 permitted uses pursuant to §330-37, Industrial Districts Table of Use Regulations, of the Town Code. Modifications to the general LI-200 industrial district use regulations were made for the APDD in order to encourage (by automatically permitting) the recommended uses for the site (nonaviation development for a mixed-use activity center consisting of complementary light industrial, office, service, support, retail, transportation, lodging, and related uses). **Table 1** provides the use regulations which apply to the LI-200 District (Column 1) and those for in the existing APDD pursuant to §330-248 (A)(3) of the Town Code (Column 2) (**Town of Southampton, 2003**).

Table 1: Existing Use Regulations

SIC CODE	USE CLASSIFICATION	LI-200	EXISTING APDD
Residential Uses			
	All new residential uses	X	X
	Dwelling lawfully existing prior to adoption of this chapter.	P	P
Residential Community Facilities			
	Church or similar place of worship or religious instruction, parish house, rectory, seminary or convent.	X	X
	Nursery school or child day care	X	X
	Park, playground or recreational area when authorized or operated by the municipality.	P	P
	Public library or museum	P	P
	Fire station, municipal office or any government building or similar character.	P	P
	School, elementary or high, public, denominational or nonprofit private, nonprofit operated or licensed by the New York State Education Department.	P	P
	School for the mentally retarded, public or private, for which a certificate issued under Article 31 of the Mental Hygiene Law of the State of New York.	SE	P
General Community Facilities			
	Beach club, nonprofit	X	X
	Bus passenger shelter	P	P
	Helicopter landing area	P	P
	Medical arts building	P	P
	Public utility structure or right-of-way, sewage treatment plant or water supply facility necessary to serve the municipality	P	P
Business Uses			
Agricultural Category			
1	Agriculture, excluding animal husbandry	P	N/A
279	Animal shelter and kennel	SE	N/A
74	Veterinary services and kennel	SE	N/A
78	Landscape and horticultural services	P	N/A
78	Greenhouse, agricultural	P	N/A
78	Greenhouse, commercial	SE	N/A
78	Plant nursery	P	N/A
Wholesale Business Category			
5012	Automotive and other motor vehicles	SE	P
5013-4	Automobile parts and supplies	SE	P
5021, 3	Furniture and home furnishings	SE	P
5031	Lumber, plywood and millwork	SE	P
5041, 2	Sporting and recreational goods and supplies	SE	P
5043	Photographic equipment and supplies	SE	P
5063	Electrical apparatus and equipment, wiring supplies and construction materials	SE	P
5064	Electrical appliance, television and radio sets.	SE	P
5065	Electronic parts and equipment.	SE	P

SIC CODE	USE CLASSIFICATION	LI-200	EXISTING APDD
5072	Hardware	SE	P
5074-5	Plumbing and heating equipment supplies.	SE	P
5078	Refrigeration equipment and supplies.	SE	P
5081	Commercial office, business, food service and fountain machines and equipment.	SE	P
5083	Farm and garden machinery and equipment.	SE	P
5084	Industrial machinery and equipment.	SE	P
5085	Industrial supplies	SE	P
5086	Professional equipment and supplies	SE	P
5087	Service establishment equipment and supplies.	SE	P
5088	Transportation equipment and supplies.	SE	P
5094	Jewelry, watches, diamonds and other precious stones.	SE	P
5099	Other durable goods, wholesale distribution	SE	P
5111-3	Paper and paper products.	SE	P
5122	Drugs, proprietaries and sundries.	SE	P
5133	Piece goods (woven fabrics)	SE	P
5134	Notions and other dry goods.	SE	P
5136-7	Clothing furnishings and accessories.	SE	P
5139	Footwear	SE	P
5141-9	Groceries and related products.	SE	P
5181-2	Beer, wine and distilled alcoholic beverages, wholesale distribution only.	SE	P
5191	Farm supplies, wholesale	SE	P
5199	Other nondurable goods distribution	SE	P
Retail Business Category			
5083	Farm and garden machinery and equipment.	X	SE*
5191	Farm supplies, retail	X	SE*
5211	Lumber and other building materials dealers	P	SE*
5261	Retail nursery, lawn, and garden supply stores.	X	SE*
5982	Fuel and ice dealers (except oil and gas)	SE	SE*
5983	Fuel oil dealers (fuel storage in tanks)	SE	SE*
5984	Liquefied gas dealers (fuel storage tanks only)	SE	SE*
Office Business Category			
807	Medical and dental laboratories	SE	P
829	Other schools and educational services.	SE	P
833	Job training and vocational rehabilitation.	SE	P
891-2	Engineering architectural, scientific and research organizations.	SE	P
Service Categories			
15-17	Building and construction, general and special trade contractors	X	SE*
41	Public passenger transportation services and terminals.	SE	SE*
726	Crematory	SE	SE*
734	Household and building services	X	SE*
7395	Photofinishing laboratory	X	SE*
7531-9	Automotive and auto body repair shop	X	SE*
754	Automotive services	X	SE*
762	Electrical repair	X	SE*
764	Reupholstery and furniture repair	X	SE*

SIC CODE	USE CLASSIFICATION	LI-200	EXISTING APDD
769	Other repair services and welding	X	SE*
4151	Taxicab services, including repairs	P	P
	Car rental services	N/A	P
411	Local and Suburban Passenger Transportation	N/A	N/A
701	Hotel and motels, transient	N/A	P
	Conference facility	N/A	P
	Restaurant, standard	N/A	P
	Restaurant, fast foods with takeout and counter service only, no drive-in permitted	N/A	P
7399	Business services, not elsewhere classified	SE	SE*
Amusement and Recreational Business			
783	Motion picture theater, regional	SE	SE**
7999	Other indoor recreation	SE	SE**
8999	Other services	SE	SE**
Industrial Use			
Nonmanufacturing Industry			
422	Public Warehousing	SE	SE**
423	Trucking terminal and transfer station	SE	SE**
781	Motion picture production	SE	SE**
7391	Research and development laboratories	SE	SE**
7395	Photofinishing laboratory	SE	SE**
7397	Commercial testing laboratory	SE	SE**
	General aviation airport and necessary airport support facilities, excluding major commercial operations, as determined by the Planning Board.	SE	N/A
	Planned industrial park	SE	SE**
	Self-service storage facility	SE	SE**
Manufacturing Industry			
202	Dairy products	SE	SE**
203	Preserved fruits and vegetables	SE	SE**
204	Grain mill products	SE	SE**
205	Bakery products	SE	SE**
2091	Canned or cured seafood	SE	SE**
2097	Manufactured ice	SE	SE**
242	Sawmill and planning mill	SE	SE**
243	Millwork, plywood and structural members	SE	SE**
244	Wood containers	SE	SE**
245	Prefabricated buildings	P	SE**
25	Furniture and fixtures	P	SE**
27	Printing and publishing	P	SE**
321, 3	Glass and glass products	P	SE**
3271-3	Concrete, concrete block and ready-mixed concrete (paving and construction material manufacturing)	X	SE**
326	Pottery and related products	P	SE**
3444, 6	Sheet metal, architectural and ornamental metalwork	P	SE**
3573	Electronic computing equipment	P	SE**
372	Aircraft, aircraft engines and parts, services and repair	P	N/A

SIC CODE	USE CLASSIFICATION	LI-200	EXISTING APDD
373	Ship and boat building and repairing	P	SE**
381	Engineering and scientific instruments	P	SE**
382	Measuring and controlling devices	P	SE**
383	Optical instruments and lenses	P	SE**
3845	Medical instruments and lenses	P	SE**
3949	Sporting and athletic goods, not elsewhere classified		SE**
Accessory Uses			
	Customary accessory structure and/or use, except those prohibited by this chapter	N/A	N/A
	Home occupation other than home professional office	P	P
	Private garage or private off-street parking area pursuant to Subset 390-92 through 330-101	P	P
	Private swimming pool	P	P
	Signs pursuant to § 330-85-through 330-91	P	P
	Greenhouse, private	P	P
701	Hotel or motel, transient, integral to planned industrial park or other permitted or special exception use, as determined by the Planning Board	SE	P
	Wind energy conversion system	P	P
	Accessory apartment pursuant to Article IIA of this chapter	P	P
	Retail business as an accessory use involving the sale of products manufactured by a principal permitted use subject to approval by the Town Planning Board	N/A	P

KEY
P: Permitted
SE: Special Exception (conditions for SE* and SE** are described in text below)
N/A: Not Applicable (For such cases when a use was specified/listed in the APDD specific criteria or the LI-200 Industrial Districts Table of Use Regulations, but said use was not specified in both criteria). Uses not listed are prohibited.

As demonstrated by **Table 1**, the uses currently permitted in the APDD are predominantly business and industrial uses. Several additional specific development standards pursuant to §330-248(A)(9)(a) explicitly subordinate retail and service uses to the industrial/business uses (noted as SE* in Table 1). The standards require that applications for individual retail and service uses proposed for the APDD first must demonstrate that:

1. Existing demand is clearly established within the APDD to sustain such uses.
2. Proposed uses are essential to the day-to-day operations of individual establishments or the overall functions of the APD.
3. Such uses are subordinate to LI-200 District uses.
4. Proposed uses will not impact the economic viability of surrounding hamlet and village business districts.
5. The total permitted gross leasable floor area for any individual use shall not exceed 2,500 square feet.

6. The total permitted gross leasable floor area for all retail and service uses permitted within the APD shall not exceed 25,000 square feet or 5% of the total permitted LI-200 District floor area, whichever is less.

These specifications are consistent with the Town's and County's goals to ensure the site is utilized for light industrial/business development and does not serve as a primary retail/service center that competes with the established hamlets and downtowns surrounding the site. Special exception criteria also applies to applications for indoor amusement and recreation uses (indicated with SE** in Table 1), which must demonstrate that "such uses shall be harmonious with existing and permitted uses of the APD, Suffolk County Airport operations and environment and the Central Pine Barrens Overlay District" and similarly light industrial uses must demonstrate that "such uses shall be beneficial, compatible, and harmonious with existing and permitted uses…" (**Town of Southampton, 2003**).

It is noted that the collaborative vision of both the County and the Town is for the site to be developed as a corporate center with emphasis on high-technology, homeland security, and communications industries and auxiliary uses for the neighboring Air National Guard base. Therefore, the list of allowable uses in the APDD should be amended to attract the type of uses intended by this vision. Evaluation of the permitted uses, including recommendations for an amended list are provided in **Section 5.3**.

3.3.3 Dimensional Requirements

The dimensional and yield requirements specified pursuant to §330-248(A)(4) and (5) are mainly those for the LI-200 Zoning District with the option that the Town Planning Board may relax the dimensional criteria such case that a proposed site plan appropriately provides environmental and/or design benefits and economic opportunities without posing an adverse environmental impact. Therefore, the Town Code grants discretionary power to the Town Planning Board on the proposed design concepts and lot configuration considered for the APDD. The dimensional and yield specifications pursuant to §330-38, LI-200 Light Industry Dimensional Regulations are as follows:

Lot area	
Minimum (square feet)	200,000
Minimum per dwelling unit (square feet)	40,000
Lot coverage-	
Maximum lot coverage by main and accessory buildings	20 (percent)
Maximum lot coverage with increases yield	45 (percent)
Lot width, minimum (feet)	300
Height, maximum	
Stories	3
Feet	40
Yards, principal building, minimum (feet)	
Front (buffer of natural vegetation or new native landscaping if fronting C.R. 31)	60
Side, minimum for 1	60
Side, total for both on interior lot	120

Side, abutting side street on corner lot	60
Rear	60
Yards, accessory buildings and structures, except fences and retaining walls, minimum (feet)	
Distance from street	60
Distance from side and rear lot	60

The initial yield for the APDD must be determined using the dimensional requirements of the LI-200 District. Pursuant to Suffolk County Department of Health Services standards, development rights or Pine Barrens Credit may be transferred into the APDD equivalent to a sewage flow rate of 300 gallons per acre per day and/or up to a two-percent increase in lot or leased area coverage; not to exceed greater than a 25% overall increase in the permitted lot or leased area coverage under the LI-200 dimensional requirements (pursuant to §330-248(A)5 of the Town Code). It is noted that if sanitary waste treatment is provided, the property yield would be determined by conformance with zoning on a use–by-use basis conforming to dimensional and parking requirements.

3.3.4 Access and Parking

The Planning Board is responsible for determining the on-site parking and access requirements for PDD (§330-245(E)), based on reasonable planning standards and the off-street parking requirements and parking schedule determined by the proposed uses for the site is provided in §§330-92 through 330-99 of the Town Code. Determination of the initial basis for the development of the parking design is based on parking requirements of the underlying zone (LI-200 for the APDD).

3.3.5 Buffer and Landscaping Requirements

The APDD specific regulations require that a 60' street buffer of either natural vegetation and/or new native landscaping be maintained along the western property line fronting C.R. 31 (§330-248(A)(4)). Use of native vegetation, preservation of the existing natural vegetation, and use of berms are also listed recommendations for the APDD. Consistent with §§330-67 and 330-220 of the Town Code, fertilization is not permitted on more than 15% of the APDD. Discretionary power regarding the proposed landscape plan is granted to the Town Planning Board for ultimate determination of the required street buffer yards and necessary screening from adjoining properties to separate light industrial/commercial uses and the site from roadside views (based upon the ultimate uses, design, and building placement at the APDD). Landscape plans for individual lease sites within the APDD must be submitted and are subject to approval by the Town Planning Board.

3.3.6 Signage and Lighting

Similar to the above-mentioned site design elements, the APDD specific regulations require review and approval of signage and lighting by the Town Planning Board. An application review and permitting process, as well as specifications for materials and design for signage are provided in §§330-85 through 330-91 of the Town Code. The permitted size and locations of

signage is based on the zoning district where a site is located. For example, the Code stipulates the following for industrially zoned properties:

A. A wall identification sign shall be attached to or incorporated in a building wall. Such sign shall not:

   1. Exceed in total area one square foot for each horizontal foot of such wall on which it is mounted.
   2. Exceed in width 75% of the horizontal measurement of the wall on which it is mounted.
   3. Project more than one foot from such wall.

B. A detached or ground identification sign may only be erected where the building is set back from the street line a distance of 40 feet or more. Such sign shall not:

   1. Exceed in total area 40 square feet.
   2. Exceed 18 feet in height measured from the ground level.
   3. Have less than four feet of clear space between the ground level and the bottom of the signboard, provided that necessary supports may extend through such clear space.
   4. Be set back less than 20 feet from any property line, except that, if the average front setback of existing buildings within the same block is less than 10 feet, then the average setback so established shall be applied to such sign (§ 330-88 of the Town Code, All other nonresidential district identification signs).

However, the Town Code allows for future establishment of specific guidelines and standards for cohesive signage at the APDD site. Recommendations for future signage guidelines are provided in Section 5.3.5.

A lighting plan must be submitted to the Town Planning Board as part of any site plan application, and must conform to §330-183 of the Town Code which states that all outdoor lighting must be designed and arranged to ensure the projection of direct light and glare onto adjoining properties and streets does not occur. Adequate lighting in public parking areas is also required to assure the general public safety. Again, discretionary power is granted pursuant to §330-248(A)(7) to the Town Planning Board to review and modify the requirements of the type, location, intensity, and hours of operation of all exterior lighting devices proposed for the APDD (**Town of Southampton, 2003**).

4.0 COUNTY DEVELOPMENT PLAN CONCEPT

4.1 Preliminary Development Plan Concept

Suffolk County has worked over the last several years to develop a lease lot layout plan to establish a commercial/light industrial park on the 58-acre APDD. The County has proposed a planning concept that would create individual lease lots for long-term (40-year) leasing and provide initial site improvements to infrastructure and roadways. The County proposed improvements to the site include: construction of an internal roadway system, site grading and drainage improvements, a landscaped berm along C.R. 31, in-ground irrigation system, traffic signals, and installation of utilities to the property lines (e.g., water main (S.C. Water Authority), sewer main (S.C. Public Works), underground electric (Long Island Power Authority), gas (Key Span), telephone (Verizon), and fiber optic (Optimum Online, Cablevision). Individual leasers would be responsible for constructing structures and associated off-street parking areas. Regular maintenance of roads and sidewalks (including snow removal), landscaping and irrigation systems, streetlights and road signage would be performed by the County. The site access is intended to remain from the existing main entrance (Walden Avenue) from CR 31, and Cook Street will remain closed from C.R.31 (for security measures intended for the Air National Guard facility).

4.2 Development Standards

The County currently provides a set of standards for prospective lessees as conditions of the lease agreements for the site. These lease conditions include:

- Buildings must meet NYS Uniform Building Code and be handicapped accessible;
- Building height may not exceed 30' or three stories;
- Use of energy efficient lights, power, windows, water uses, and design;
- Building colors are restricted to beige, brown, and natural stone with brown, beige, or light blue trim, and may not be metal;
- Landscaping utilizing natural vegetation (consistent with the Pine Barrens and local beach character) and stone may be installed by the tenant. A landscape plan must be submitted and approved by the County;
- Signage must be pre-approved by the County and coordinate with the building design and color theme;
- No outdoor storage is permitted (**Suffolk County Department of Economic Development, 2002**).

4.3 Development Incentives

Commercial and industrial leasing rates in the Town's industrial and commercially zoned districts do not offer significant savings over such costs in the more conveniently located in Suffolk County communities, just to the west of Southampton. Therefore, the County has investigated mechanisms that could be employed at the APDD in order to encourage the full and

appropriate development. Such incentives include the long-term lease agreements at the site (40-years), with the option for an additional 40-year term available. The lease agreements also provide services (grounds and roadway maintenance, security, utility installation) on a site-wide basis, which is a cost effective and efficient (as it minimizes infrastructure development and maintenance). As the site is a receiving area for Pine Barrens development credits, applicants may also build at greater densities with the APDD by purchasing development credits from property located with the Pine Barrens and transferring the development rights to the APDD (pursuant to §330-221 of the Town Code).

The County has also proposed a real estate tax abatement program to assist in attracting the targeted economic activity. The Town identified targeted areas for business development, and developed a list of the strategic industries recommended for economic incentives in the form of tax abatements (Town Board Resolution 1443-1997), which was subsequently adopted by the County. The tax abatement program, authorized pursuant to New York State enacting legislation as adopted by the Suffolk County Legislature, is a mechanism for the Towns and Villages to grant abatements to encourage growth and job generation within their jurisdictions (**Suffolk County ICIB, 2001**). The APDD has been designated Industrial/Commercial Incentive Area in the Town; therefore, industrial and commercial uses included on the County's list of strategic industries may apply to receive special property tax abatements.

4.4 Leasing Application Process

The County has established an application and screening process for leasing lots at the APDD. The application requires the submission of project details and information pertaining to the applicants background (i.e., a summary of the proposed project, a work plan including the project schedule and construction details, a statement of experience, ability, and financial standing from the proposed lessee, and an environmental assessment form). Applications are then evaluated and ranked by the County Airport Lease Screening Committee based on the merit of the proposal, experience and competence of the applicant, capability and past performance of the applicant on similar projects, and the proposed lease payments. Negotiations would then be ensued with the top ranked proposals for 40-year lease agreements (**Suffolk County Department of Economic Development, 2002**).

5.0 LAND USE AND SITE PLAN GUIDELINE RECOMMENDATIONS

5.1 Development Goals

Planned Development Districts are a mechanism used to permit flexible and creative planning by creating a floating zone with specific controls and regulations in order to accomplish the long-term goals and needs of the community that are not typically possible under conventional zoning ordinances. The APDD was established consistent with the Town's findings for the long-term community goals set by the PDD zoning legislation (§330-240 of the Town Code), including:

- Encourage the most efficient and purposeful use of all remaining vacant land;
- Reduction in the effective cost of governmental and other public services;
- Elimination of excessive and inefficient infrastructure and the minimization of infrastructure development and maintenance costs and maximization of efficiency and coordination of existing and planned transportation facilities and networks;
- Development of communities wherein, collectively, the mix of uses, aesthetically, physically, socially and economically encourages the creation and/or preservation of a sense of place, pride and values;
- Encourage comprehensive and innovative planning and design of the highest quality, utilizing and incorporating a variety of land uses;
- Provide reasonable incentives and standards to encourage private participation in and compliance with the comprehensive goals.

The common goal for the Gabreski APDD is to promote economic growth for the local community by coordinated and creative development of the site, suitable for multiple uses. The collaborative vision of the Town and County for the APDD site is that the site be developed as a corporate center with emphasis on high-technology, homeland security, and communications industries and auxiliary uses for the neighboring Air National Guard base. The County's and the Town's objectives (as established in by the Suffolk County Airport Study; the Comprehensive Plan of the Town of Southampton; and the planned development district goals defined by § 330-240E of the Town Code) are noted in the APDD purpose and objectives (§330-248 (A)(1) of the Town Code):

(a) Ensure that future nonaviation development and improvements will be in conformance with the standards established by § 330-220, Development within compatible growth area, of the Central Pine Barrens.
(b) Create a unique nonaviation employment and business center that will complement and not compete with existing village and hamlet centers in terms of retail sales, services, and visitor attractions.
(c) Attract future nonaviation development that will create a mixed-use activity center consisting of complementary light industrial, office, service, support retail, transportation, lodging and related uses.
(d) Target future nonaviation development recommended by the 1990 Suffolk County Airport Study
(e) Support retail and service development that will consist of multiple tenants and uses that will be phased to coincide with on-site demands.

(f) Establish the airport as a true local transportation hub through the improvement of general aviation facilities, access to the Long Island Rail Road station and the introduction of a ground-based transportation complex consisting of car rental, taxi, Suffolk County Transit, intercity bus and other nonaviation transportation uses and subordinate retail, restaurant and related services.
(g) Establish a distinct business address and a functional and well-designed street, pedestrian, parking and public transit network and a complementary landscaping, lighting and uniform signage program" (**Town of Southampton, 2003**)

Creating a master plan to formalize guidance for coordinated future development, application review, and site plan review is a tool to assist the County, the Town, and prospective lessees meet the comprehensive vision for the site. As described above and in **Sections 3.0 and 4.0**, guidance for uses and development of the site, as well as common goals have been established; however, a cohesive plan has not been formulated. The recommendations provided in the following sections are intended to provide such a blue print.

5.2 Overall Site Plan and Infrastructure

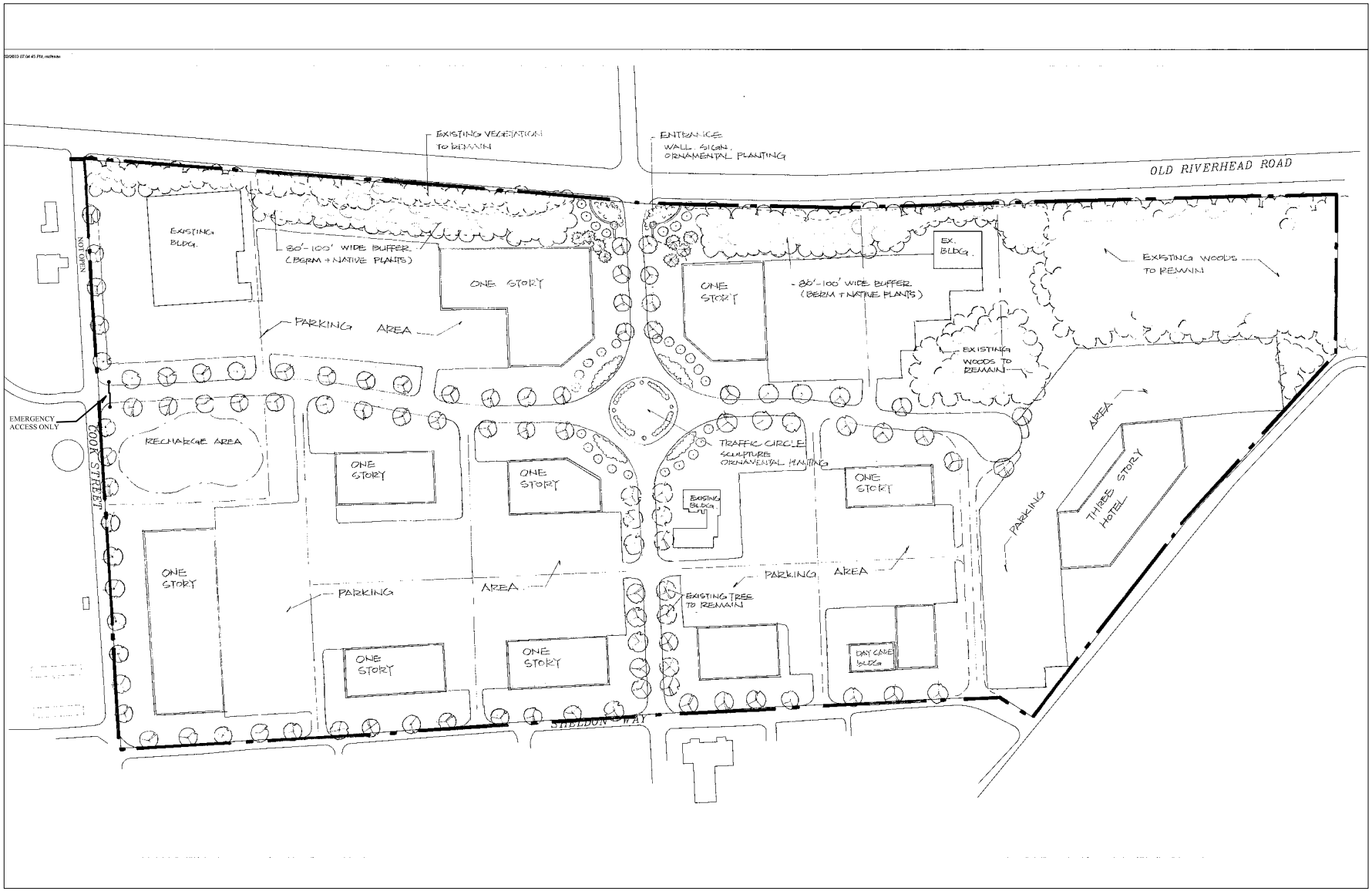
As described in **Section 4.1**, the County planning concept for the APDD involves joint development by both the County and by future lessees over an extended time frame. As the County would initiate development of the site with construction of roads and other infrastructure, these initial improvements will set the stage for future site development. In order to catalyze the high quality and coordinated development targeted for the site, the County must establish an effective overall site layout design with improvements that project both professional appearance and superior quality.

Using a combination of the County's direction to maintain the existing main site entrance and to develop a interior lease lot layout and internal roadway system and the land-use planning principles of the Town Comprehensive Plan Update and the County's and the Town's targeted goals for site development, several conceptual site layouts have been developed. The site layouts were also developed based on an evaluation the existing site features and design guidelines found to be successful in the development of industrial/business parks. Several of the general guidelines include:

- Office and industrial districts should possess an overall design framework that provides an internal organizational structure and a contextual response to the surrounding community
- Business and office parks should possess a clear organizational structure. The urban design concept for business parks should make it a distinctive address with definable hierarchy of streets and focal points.
- Industrial and business parks should be planned to provide centrally located or accessible commercial services and conveniences for employees.
- Business and office parks should provide a deliberate gateway and entrance design.

Figure 5-1 and **Figure 5-2** represent two conceptual plans (Layout A and Layout B, respectively), which are intended to utilize the existing site features; coordinate overall site

FIGURE 5-1
SAMPLE LAYOUT A (Roundabout)



Source: NP&V/K. Matsumoto, RLA
Scale: 1" = 300'

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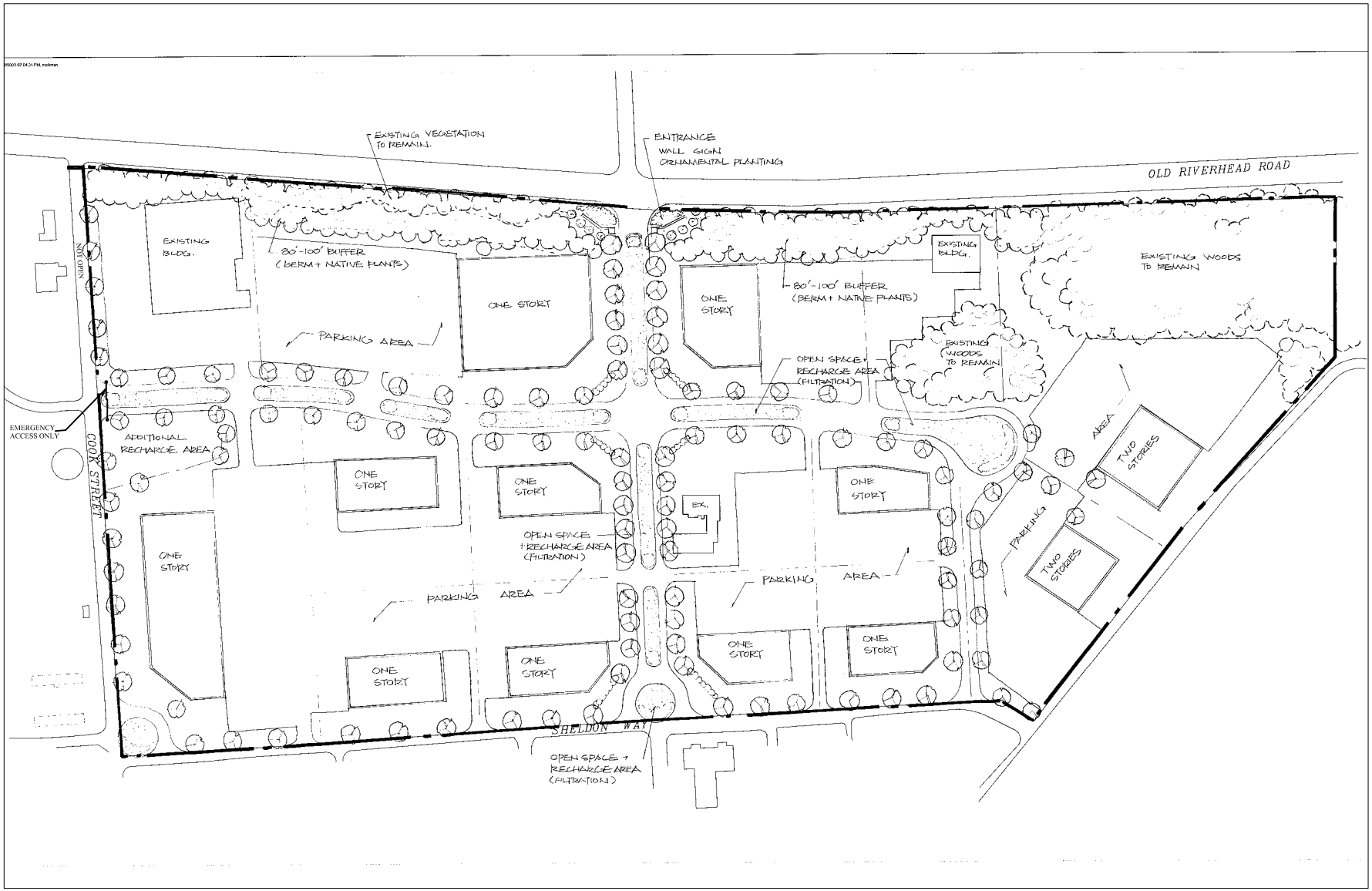
FIGURE 5-2
SAMPLE LAYOUT B (Boulevard)



Source: NP&V/K. Matsumoto, RLA
Scale: 1" = 300'

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access and circulation; incorporate pedestrian areas and noise controls; improve the visual character of the site from C.R. 31; and preserve natural vegetation. These conceptual plans demonstrate how the initial site layout and improvements can establish a high quality and well planned framework for future individual site development. (Various recommendations for individual site development are provided below in **Section 5.4**).

5.2.1 Overall Site Layout and Design Configurations

The existing natural features of the site, its location, surrounding land uses, overall traffic and circulation, parking requirements, pedestrian environment, and projected/targeted future uses must all be considered in designing the site layout. The site's appearance and context with respect to the surrounding uses and community character are also appropriate considerations for the site's design. The APDD is located in a critical environmental region with substantial preserved areas of pine barrens forest to the north, and with moderately intensive uses located to the immediate east (Gabreski Airport), south (ANG/Gabreski Airport and LIRR), and west (C.R. 31 and industrial uses), which generate noise, traffic, dust, sewage, etc. C.R. 31 is a main connecting road between the Sunrise Highway and Montauk Highway. Therefore, site improvements should focus on minimizing impacts to surrounding land uses and ensuring that traffic impacts are minimized on C.R. 31, as well as improving the visual character of the site from cars traveling on C.R. 31.

Both conceptual Site Layouts A and B (**Figure 5-1** and **Figure 5-2**) utilize the main access from C.R. 31 at the existing signaled intersection with Walden Avenue (which transects east/west through the central portion of the property and connects to Sheldon Way to provide access to Gabreski Airport). An emergency only access is located at the southern portion of the property (the north side of Cook Street adjacent to the entrance utilized by ANG. A north/south roadway is also proposed, which terminates with a cul-de-sac in the northern portion of the site. In addition, both plans incorporate the following site layout features to encourage coordinated, well-planned future development of the proposed lots:

- A variety of lease lot sizes are depicted to accommodate a range of mixed uses. Providing an option for combining adjacent lots is recommended. (This is demonstrated by the northern lease lots depicted in the conceptual layouts; Layout A (**Figure 5-1**) depicts a single large lot on the northern portion of the property which could accommodate a larger office building and Layout B (**Figure 5-2**) demonstrates this area with two smaller lots). It is noted that a lease lots may be combined to accommodate larger uses, based on the prospective lease agreements ultimately approved by the County.
- Common parking areas are provided for of each "block" of adjoining lots, with shared access points to/from the internal roadways. The main entrances to buildings would be oriented to face inward toward the common parking area for each "block" or community of buildings. This provides coordination of improvements, access, and circulation, and drainage; convenient access for employees and visitors; a sense of community within each "block" where common pedestrian areas can be incorporated (see Section 5.4 recommendations); and assists in shielding the parking areas from view of passersby on the internal roadway system.
- Pedestrian walkways provided along the full length of the internal roadway systems.

- Lease lots for the existing buildings that currently hold lease agreements with the County are provided; and lot sizes are adequate for future conversion to recommended APDD uses.
- Lease lots and internal roadways designed to minimize disturbance of existing vegetated areas and retain natural depression areas for drainage. The northern terminus of the proposed cul-de-sac road extension is directed slightly to the east to avoid the existing wooded areas and maintains the natural depression area in the south central portion of the site for a recharge basin (if determined necessary for drainage purposes).

The two conceptual plans differ by demonstrating two options for roadway designs, drainage concepts, and lot sizes. Layout A (**Figure 5-1**) demonstrates fourteen (14) lease lots with a single lot encompassing the northern portion of the site and a central roundabout at the intersection of the internal roadways. The roundabout provides a central focal point for the APDD, where landscaping, signage, and other amenities (i.e., a water feature, sculpture, dedicated monument, park benches) could be incorporated to assist in presenting a high quality and professional site appearance (**Figure 5-3**). The existing low point of the site is maintained, which would be utilized for a recharge basin if necessary, or dry wells would be installed along roadways to contain stormwater runoff.

Conceptual Layout B (**Figure 5-2**) demonstrates fifteen (15) lease lots with a boulevard street design incorporating vegetated island areas both as street dividers and as recharge areas to collect and filter stormwater runoff from the roadway surfaces. Low vegetation and an approximately 3' deep depression would be created, as depicted in **Figure 5-4**, to naturally channel runoff to these natural recharge areas and to an additional recharge area in the existing low point of the property (south central portion of the site) if necessary.

5.2.2 Landscaping

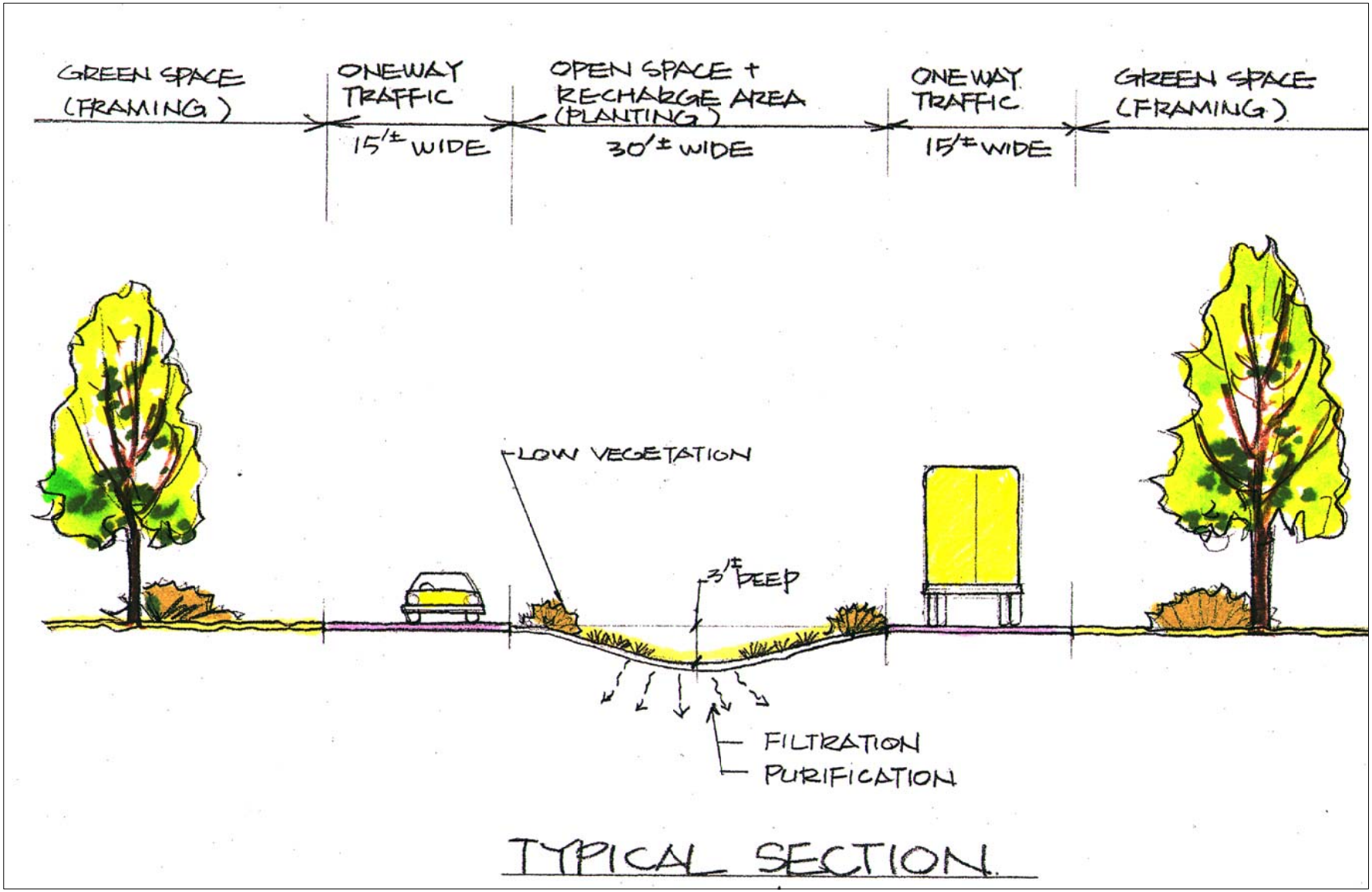
The entrance and view shed from C.R. 31 are two important elements of the overall site appearance. The use of landscaping to distinguish a prominent main entrance for the site, provide a ordered streetscape and thoroughfare leading through the site to Gabreski Airport, appropriately screen areas from view, and tie the buildings together with a common and professional appearance can significantly improve the site's overall appearance and set a standard for future development. The following are landscaping recommendations for inclusion with the County's the initial improvement plan which would assist in establishing a professional appearance for the site, improving the view shed from C.R. 31, and attracting prospective lessees (including many of the higher scale light industrial and technology related uses targeted for the site).

- Use of vegetative buffer (80'-100' is recommended) and an earthen berm along the length of the western property frontage with C.R. 31 to supplement the existing vegetated areas, extend the natural pine barrens character of the roadsides from the north, shield the buildings (particularly the rear facades) and parking areas from cars traveling on C.R. 31, and reduce noise generated from traffic. **Figure 5-5** provides a conceptual berm section.
- Establish a professional appearance at the main entrance (C.R. 31 and Walden Avenue) utilizing landscaping (as well as lighting and signage elements) to form a gateway to the APDD, as demonstrated in **Figure 5-5.**

FIGURE 5-3
CONCEPTUAL ROUNDABOUT INTERSECTION DETAIL

Source: NP&V/K. Matsumoto, RLA
Scale: Not to Scale

FIGURE 5-4
CONCEPTUAL BOULEVARD SECTION (Plan B) DETAIL



Source: NP&V/K. Matsumoto, RLA
Scale: Not to Scale

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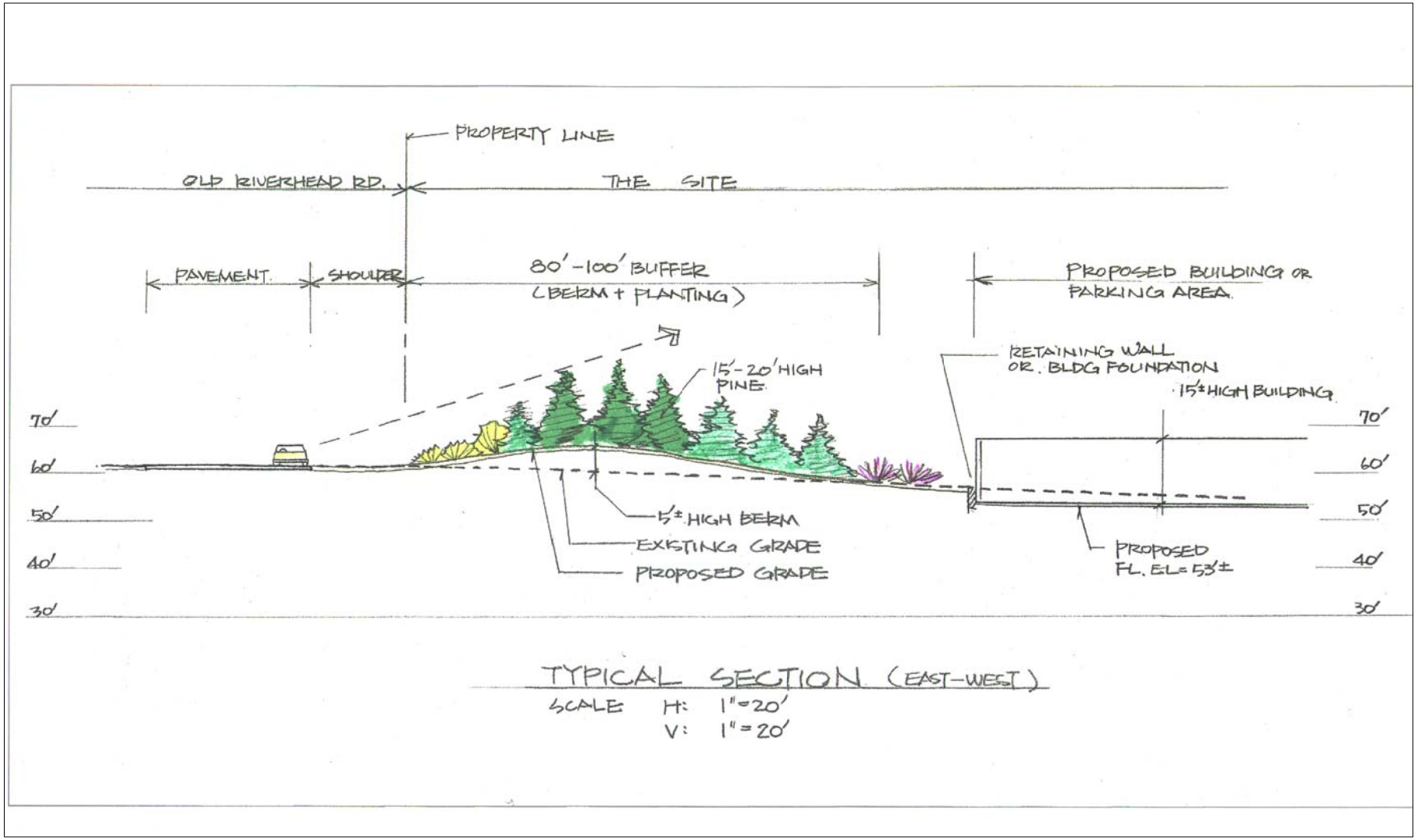
FIGURE 5-5

CONCEPTUAL BERM SECTION DETAIL



Source: NP&V/K. Matsumoto, RLA
Scale: Not to Scale

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- As berms are recommended along the western portion of the site, the entrance concept (**Figure 5-5**) utilizes a retaining wall on each side of Walden Avenue (where the entrance signage would be placed) and the use of ornamental plantings on each corner of the intersection.
- Development of a main thoroughfare along Walden Avenue utilizing street trees planted at intervals of from 40 feet to 60 feet apart to frame the corridor leading to Gabreski Airport and along all interior roadways. Existing trees in healthy condition along Walden Avenue should be retained to the maximum extent practicable and columnar trees are recommended for new plantings to provide a narrow vertical branch pattern that would not block views (note **Figure 5-6** for a graphic depiction, and **Figure 5-1** and **Figure 5-2** demonstrate the spacing for street trees).
- The internal road intersection (Walden Avenue and proposed internal cul-de-sac extension from Cook Street) should be the central focal point of the site. Therefore, common landscaping elements (consistent with planting used for the entrance area) should be incorporated into the road improvement design for each corner of the lots with frontage on this internal road intersection as depicted in **Figure 5-7**, (as well as within the roundabout for Layout A). (As an alternative, lease agreements for the four applicable lots (with frontage on the intersection) could be conditioned to require installation of the approved common landscaping on each of these corners, if found practicable.)

5.2.3 Signage

Again, to provide a professional and coordinated appearance at the APDD, common signage should be included with the County's site improvement plan for each entrance to the site (main entrance at Walden Avenue and C.R. 31, Cook Street entrance, and Sheldon Way entrance), pursuant to Article XXII of the Town Code. The following are additional recommendations for the entrance signage at the site:

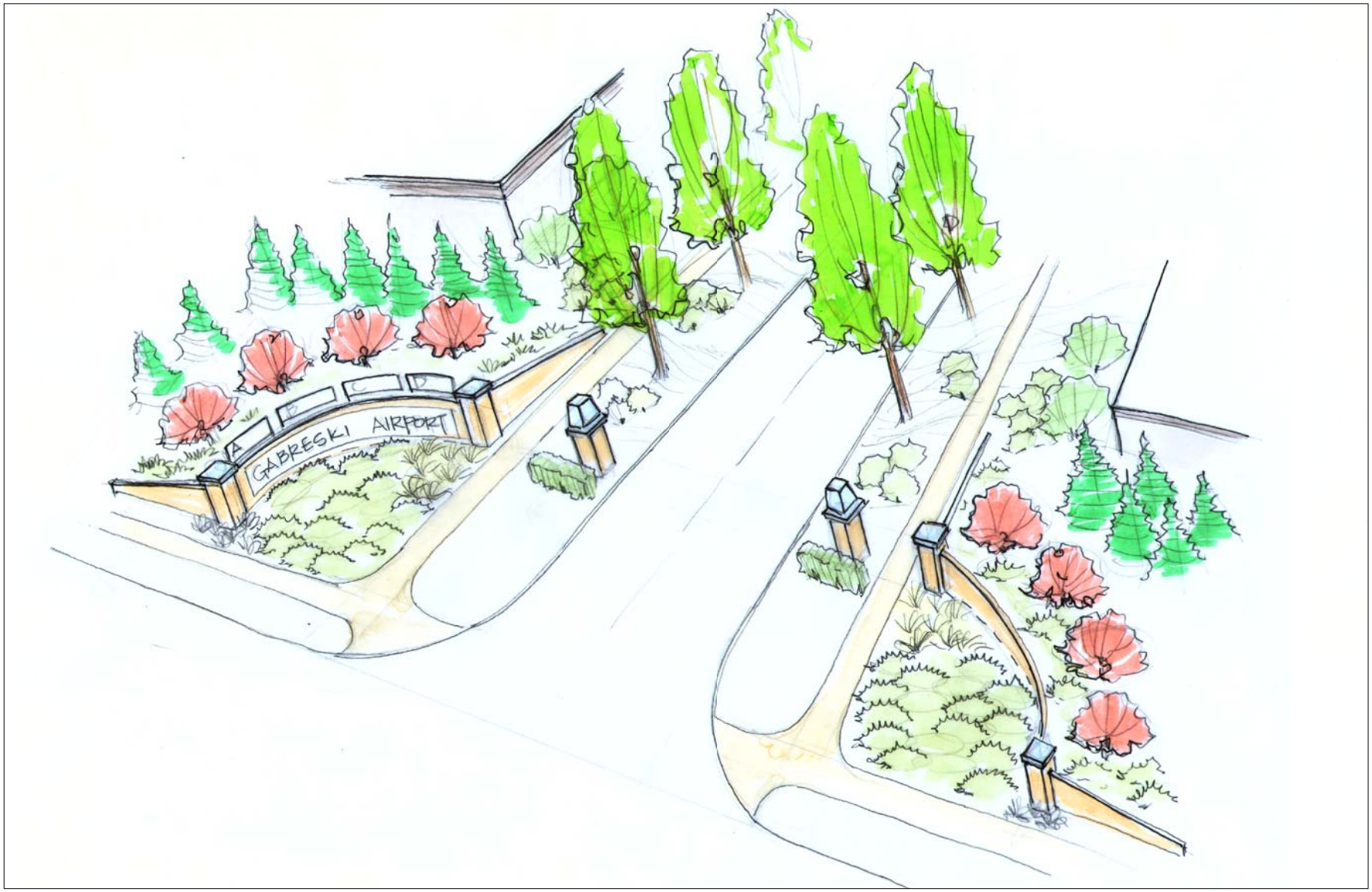
- Freestanding monument style signs (or approved stylized sculptural interpretations) are recommended for entrance signage, constructed with compatible materials. Use of the retaining wall recommended at the main entrance to mount entrance signage is encouraged as depicted in **Figure 5-6**. (If entrance signage is incorporated into the main entrance retaining wall, use of materials identical to the retaining wall are recommended for the remaining monument entrance signage).
- The freestanding monument signs should not exceed six feet in height above the finished grade.
- The entrance signs may include both the primary APDD site identification sign with a maximum sign face of 50 s.f. but not exceed six feet in height, and secondary identification signs (for individual lessees) with a maximum sign face of 12 s.f. (Note the entrance sign depicted in **Figure 5-6** has both a primary identification sign and four secondary signs [A-D]).
- Signs may be double faced and externally lit using downward facing fixtures or backlighting; signs should not be internally lit.

Development of an APDD logo identifying the site is also recommended, and should be incorporated on all entrance area signage. The intention of such a logo is to:

- Provide cohesive site identification for the site and its component buildings/tenants;
- Visually position the APDD in its physical and historic context;
- Assist in project recognition and utilized in marketing and promotional campaigns.

FIGURE 5-6

PROPOSED ENTRANCE DETAIL



Source: NP&V/K. Matsumoto, RLA
Scale: Not to Scale

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FIGURE 5-7
LANDSCAPING DETAIL FOR CENTRAL INTERSECTION

Source: NP&V/K. Matsumoto, RLA
Scale: Not to Scale

Additionally, a directional signage plan (signage indicating lessee locations, and regulation signage for public parking areas, and commercial vehicle access/loading areas) should be developed by the County to coordinate traffic circulation and ensure consistent signage is used throughout the site by future lessees. It is recommended that the County permit/incorporate secondary signage for individual lessees on directional signage posted on the interior roadways to direct traffic to individual lessee site locations. If the County were to permit such secondary signage incorporated into directional signage, it is recommended that individual sign faces not exceed four SF.

5.3 APDD Use Regulations Review

The County Department of Economic Development has indicated its desire for full development of the site to supplement County taxpayer dollars currently used to operate Gabreski Airport. The Town also finds importance in the employment and business opportunities that development at the APDD is ideally suited to provide; but has also stressed the importance in maintaining Southampton's resort qualities, appeal to visitors, and ensuring development of the site complements rather than competes with village centers. Improving the deteriorating site conditions, while maintaining local scenic and environmental conditions is also a Town priority.

The County currently employees the County Airport Lease Screening Committee evaluate the merit of the lease proposals and choose which projects the County should consider for lease agreements. The Screening Committee has noted that the existing use guidelines for the APDD (**Table 1**) have proven difficult to attract the type of development that has been recommended for the site: low- to moderate-intensity office and research facilities and lower intensity or smaller scale "light industrial" wholesaling, manufacturing, and warehousing operations. While the County and the Town have specified a preference for these types of uses for the site, the permitted uses under the APDD are fairly broad. Therefore, while the latitude of uses currently permitted in the APDD provides the opportunity for creative and mixed-use development at the site, it does not prohibit incompatible land-use relationships or ensure that the site will be developed as intended by the goals expressed by the County and the Town. Therefore, it is recommended that the permitted use guidelines for the site be further refined to promote a high-quality planned business/light industrial park environment consistent with the land-use planning principles of the Town Comprehensive Plan, and ensure that incompatible land-use relationships, adverse impacts, or hazards to surrounding areas do not occur.

5.3.1 Suggested Revisions to APDD Use Regulations

<u>Uses</u>

Table 2 provides the existing use regulations in the LI-200 Industrial District (Column 1) and the APDD (Column 2), followed by the business and industrial uses specifically recommended by the 2001 Suffolk County ICIB Plan for "real property tax abatements" if located in the APDD (Column 3). Column 4 provides recommended revisions to the use regulations for the site based on the recommendations provided in the various planning studies conducted on the site, the priorities expressed by the County and the Town, and the compatibly of land-use relationships. The suggested changes are intended to assist in attracting (by automatically permitting) those

uses identified by the County and the Town which best suit the site, the local economic needs, and future growth of the area. Instead of prohibiting all other possible uses, the flexibility of the site for multiple uses is maintained by requiring Special Exception site plan review by the Town. Such a Special Exception review would examine the existing uses of the site at that time, the guidance provided in this Master Plan, and the suitability of the proposed use based on the guidance provided by this Master Plan and the Town Code specifications for the APDD.

Table 2
APDD Use Regulation Recommendations

SIC CODE	USE CLASSIFICATION	LI-200 USES	EXISTING APDD	RECOM-MENDED USES
Residential Uses				
	All new residential uses	X	X	X
	Dwelling lawfully existing prior to adoption of this chapter.	P	P	P
Residential Community Facilities				
	Church or similar place of worship or religious instruction, parish house, rectory, seminary or convent.	X	X	X
	Nursery school or child day care	X	X	P
	Park, playground or recreational area when authorized or operated by the municipality.	P	P	X
	Public library or museum	P	P	X
	Fire station, municipal office or any government building or similar character.	P	P	X
	School, elementary or high, public, denominational or nonprofit private, nonprofit operated or licensed by the New York State Education Department.	P	P	X
	School for the mentally retarded, public or private, for which a certificate issued under Article 31 of the Mental Hygiene Law of the State of New York.	SE	P	X
General Community Facilities				
	Beach club, nonprofit	X	X	X
	Bus passenger shelter	P	P	P
	Helicopter landing area	P	P	X
	Medical arts building	P	P	P
	Public utility structure or right-of-way, sewage treatment plant or water supply facility necessary to serve the municipality, except wireless communications towers and antennas	P	P	P
	Wireless communications towers and antennas.	SE	SE	SE
Business Uses				
Agricultural Category				
1	Agriculture, excluding animal husbandry	P	X	X
279	Animal shelter and kennel	SE	X	X
74	Veterinary services and kennel	SE	X	X
78	Landscape and horticultural services	P	X	X

SIC CODE	USE CLASSIFICATION	LI-200 USES	EXISTING APDD	RECOM-MENDED USES
78	Greenhouse, agricultural	P	X	X
78	Greenhouse, commercial	SE	X	X
78	Plant nursery	P	X	X
Wholesale Business Category				
5012	Automotive and other motor vehicles	SE	P	P
5013-4	Automobile parts and supplies	SE	P	P
5021,3	Furniture and home furnishings	SE	P	P
5031	Lumber, plywood and millwork	SE	P	P
5041,2	Sporting and recreational goods and supplies	SE	P	P
5043	Photographic equipment and supplies	SE	P	P
5063	Electrical apparatus and equipment, wiring supplies and construction materials	SE	P	P
5064	Electrical appliance, television and radio sets.	SE	P	P
5065	Electronic parts and equipment.	SE	P	P
5072	Hardware	SE	P	P
5074-5	Plumbing and heating equipment supplies.	SE	P	P
5078	Refrigeration equipment and supplies.	SE	P	P
5081	Commercial office, business, food service and fountain machines, and equipment.	SE	P	P
5083	Farm and garden machinery and equipment.	SE	P	P
5084	Industrial machinery and equipment.	SE	P	P
5085	Industrial supplies	SE	P	P
5086	Professional equipment and supplies	SE	P	P
5087	Service establishment equipment and supplies.	SE	P	P
5088	Transportation equipment and supplies.	SE	P	P
5094	Jewelry, watches, diamonds, and other precious stones.	SE	P	P
5099	Other durable goods, wholesale distribution	SE	P	P
5111-3	Paper and paper products.	SE	P	P
5122	Drugs, proprietaries, and sundries.	SE	P	P
5133	Piece goods (woven fabrics)	SE	P	P
5134	Notions and other dry goods.	SE	P	P
5136-7	Clothing furnishings and accessories.	SE	P	P
5139	Footwear	SE	P	P
5141-9	Groceries and related products.	SE	P	P
5181-2	Beer, wine and distilled alcoholic beverages, wholesale distribution only.	SE	P	P
5191	Farm supplies, wholesale	SE	P	P
5199	Other nondurable goods distribution	SE	P	P
Retail Business Category				
5083	Farm and garden machinery and equipment.	X	SE*	X
5191	Farm supplies, retail	X	SE*	X
5211	Lumber and other building materials dealers	P	SE*	X
5261	Retail nursery, lawn, and garden supply stores.	X	SE*	X
5982	Fuel and ice dealers (except oil and gas)	SE	SE*	X
5983	Fuel oil dealers (fuel storage in tanks)	SE	SE*	X
5984	Liquefied gas dealers (fuel storage tanks only)	SE	SE*	X
Office Business Category				

SIC CODE	USE CLASSIFICATION	LI-200 USES	EXISTING APDD	RECOM-MENDED USES
807	Medical and dental laboratories	SE	P	P
829	Other schools and educational services.	SE	P	P
833	Job training and vocational rehabilitation.	SE	P	P
891-2	Engineering architectural, scientific and research organizations.	SE	P	P
Service Categories				
15-17	Building and construction, general and special trade contractors	X	SE*	P
41	Public passenger transportation services and terminals.	SE	SE*	P
726	Crematory	SE	SE*	X
734	Household and building services	X	SE*	X
7395	Photofinishing laboratory	X	SE*	X
7531-9	Automotive and auto body repair shop	X	SE*	X
754	Automotive services	X	SE*	X
762	Electrical repair	X	SE*	P
764	Reupholstery and furniture repair	X	SE*	X
769	Other repair services and welding	X	SE*	X
4151	Taxicab services, including repairs	P	P	SE
	Car rental services	N/A	P	P
701	Hotel and motels, transient	N/A	P	P
	Conference facility	N/A	P	P
	Restaurant, standard	N/A	P	P
	Restaurant, fast foods with takeout and counter service only, no drive-in permitted	N/A	P	P
7399	Business services, not elsewhere classified	SE	SE*	X
Amusement and Recreational Business				
783	Motion picture theater, regional	SE	SE**	X
7999	Other indoor recreation	SE	SE**	SE
8999	Other services	SE	SE**	X
Industrial Use				
Nonmanufacturing Industry				
422	Public Warehousing	SE	SE**	X
423	Trucking terminal and transfer station	SE	SE**	X
781	Motion picture production	SE	SE**	P
7391	Research and development laboratories	SE	SE**	P
7395	Photofinishing laboratory	SE	SE**	P
7397	Commercial testing laboratory	SE	SE**	P
	General aviation airport and necessary airport support facilities, excluding major commercial operations, as determined by the Planning Board.	SE	N/A	SE
	Planned industrial park	SE	SE**	P
	Self-service storage facility	SE	SE**	X
Manufacturing Industry				
202	Dairy products	SE	SE**	P
203	Preserved fruits and vegetables	SE	SE**	P
204	Grain mill products	SE	SE**	P
205	Bakery products	SE	SE**	P

SIC CODE	USE CLASSIFICATION	LI-200 USES	EXISTING APDD	RECOM-MENDED USES
2082/ 2083	Manufacturing of malt and malt beverages	NA	NA	P
2091	Canned or cured seafood	SE	SE**	P
2097	Manufactured ice	SE	SE**	X
242	Sawmill and planning mill	SE	SE**	X
243	Millwork, plywood and structural members	SE	SE**	X
244	Wood containers	SE	SE**	X
245	Prefabricated buildings	P	SE**	X
25	Furniture and fixtures	P	SE**	P
27	Printing and publishing	P	SE**	P
321, 3	Glass and glass products	P	SE**	P
3271-3	Concrete, concrete block and ready-mixed concrete (paving and construction material manufacturing)	X	SE**	X
326	Pottery and related products	P	SE**	P
3444, 6	Sheet metal, architectural and ornamental metalwork	P	SE**	P
3573	Electronic computing equipment	P	SE**	P
372	Aircraft, aircraft engines and parts, services and repair	P	N/A	X
373	Ship and boat building and repairing	P	SE**	P
381	Engineering and scientific instruments	P	SE**	P
382	Measuring and controlling devices	P	SE**	P
383	Optical instruments and lenses	P	SE**	P
3845	Medical instruments and lenses	P	SE**	P
3949	Sporting and athletic goods, not elsewhere classified		SE**	P
Accessory Uses				
	Customary accessory structure and/or use, except those prohibited by this chapter	N/A	N/A	X
	Home occupation other than home professional office	P	P	X
	Private garage or private off-street parking area pursuant to Subset 390-92 through 330-101	P	P	P
	Private swimming pool	P	P	X
	Signs pursuant to § 330-85-through 330-91	P	P	P
	Greenhouse, private	P	P	X
701	Hotel or motel, transient, integral to planned industrial park or other permitted or special exception use, as determined by the Planning Board	SE	P	P
	Wind energy conversion system	P	P	X
	Accessory apartment pursuant to Article II.A of this chapter.	P	P	X
	Retail business as an accessory use involving the sale of products manufactured by a principal permitted use subject to approval by the Town Planning Board.	N/A	P	P

SIC CODE	USE CLASSIFICATION	LI-200 USES	EXISTING APDD	RECOM-MENDED USES
KEY P: Permitted SE: Special Exception (conditions for SE* and SE** are described in Table 1notes, Section 3.3.2) N/A: Not Applicable (For such cases when a use was specified/listed in the APDD specific criteria or the LI-200 Industrial Districts Table of Use Regulations, but said use was not specified in both criteria). Uses not listed are prohibited. ____: Indicates recommended changes in existing uses permitted in the APDD				

Dimensional and Yield Requirements

As discussed in Section 3.3.3, the dimensional and yield requirements specified for the APDD are mainly those for the LI-200 Zoning District, which permits 20% building coverage and three stories. The APDD site has been identified as a receiving site within the CGA for transfer of development rights under the NYS Central Pine Barrens program. Pursuant to the existing APDD regulations, additional yield is permitted to be transferred into the APDD based on one development rights or Pine Barrens Credit equivalent to a sewage flow rate of 300 gallons per acre per day and/or up to a two-percent increase in lot or leased area coverage; not to exceed greater than a 25% overall increase in the permitted lot or leased area coverage under the LI-200 dimensional requirements (pursuant to §330-248.A.5 of the Town Code). However, analysis of the existing regulations finds that the allowable development under the existing APDD would result in considerable development yields (in excess of 1.5 million gross SF could be achieved by assuming the existing coverage restriction of 20% and all 3-story buildings on the site), which is unlikely to encourage the use of pine barrens credits or development rights as intended under the program. Therefore, to encourage the use of Pine Barrens credits or development rights for such yields on the site, it is recommended that the Town consider revising the APDD zoning requirement in Section 330-248(A)(4) and (5) to adopt a floor area ratio (FAR) requirement of 0.2 rather than 20% building coverage and three story buildings as currently permitted. Adoption of a 0.2 FAR for the property would reduce the allowable yield to approximately 510,500 SF of gross floor area. Additional yield could then be achieved through the transfer of Pine Barrens credits or development rights to individual lease lots.

5.4 Individual Site Plan Guidelines

Development of the individual lots at the site is anticipated by various companies (lessees), over an extended period of time. Without guidance, future development would likely be self-contained, compartmentalized, and without coherence to other uses on the site. Therefore, establishment of specific design guidelines for architectural elements, landscaping, parking and access, lighting, and signage is recommended for the site to establish and maintain the visual character of the site. Additionally, site plan guidelines provide consideration for interrelated human uses, natural systems, and cooperative development which can mutually benefit the site developers (i.e., joint infrastructure installations, common utility extensions or high speed internet access, storage and garbage areas) and are a means of bringing together the interests of individual property developers and the community in a manner that ensures coordinated future development of the site in a manner consistent with the goals of the County and the Town.

5.4.1 Individual Site Layout

As with the overall layout of the site discussed in **Section 5.2**, the existing natural features of the individual lots, the lot location and surrounding land uses, appearance in context to the surrounding area; traffic and circulation, parking requirements, pedestrian environment, and proposed use must all be considered during site planning for development. The compatibility of adjacent uses and uses throughout the site can also be safeguarded by coordinated site design and appropriate planning restrictions (i.e., setbacks, building envelops, screening, coordinated circulation, and traffic controls).

Building and Parking Area Configuration

- Utilize common parking areas in the rear (out of view from the street) for each "block" of adjoining lots with shared access points from internal roadways to common parking areas.
- Orient the main entrances/front facades of buildings to face the common parking area for each "block" or community of buildings. This provides convenient access for employees and visitors to entrances and a sense of community within each "block" where common pedestrian areas can be incorporated (see parking and pedestrian amenities recommendations below).
- Building entrances should be designed as a prominent feature of buildings. Building entries should be placed to reinforce their presence on primary business streets and where they can enhance pedestrian linkages to other buildings, transit and parking areas. The design of entries should employ architectural elements such as canopies, recessed lobbies, contrasting materials and colors, and expressive building massing. Consider formal entrances facing the central intersection and consistent setbacks mandated for each of the four lots with frontage on the internal roadway intersection (**Figure 5-7**).
- Provide a common access point (separate from main circulation access point) and service areas between adjacent buildings for commercial vehicle use, depicted in **Figure 5-8**. Coordinate loading dock locations in building designs.
- Truck loading/service areas should be setback from pedestrian use areas by minimum of 50 feet, and landscape screening, fencing or similar barriers should be utilized to buffer these areas from designated pedestrian use areas, playgrounds, or daycare facilities.
- Building envelops and parking lot areas for individual lots should avoid and/or minimize disturbance to existing vegetated areas and/or natural drainage areas. The building envelopments and parking lot design depicted on both conceptual Plans A and B (**Figure 5-1** and **Figure 5-2**, respectively).
- Loading and service bays should orient away from public thoroughfares. Loading and service bays should be visible from the public street frontage.
- Service areas should be designed to ensure adequate queuing and circulation space so as not does not impede vehicle circulation through the site.
- Ensure road and parking lot entrances are designed with curves and radii large enough to accommodate large trailer trucks.
- Provide landscape islands (containing overstory trees) to divide and break up the expanse of the common parking areas and assist in traffic calming and circulation (**Figure 5-8**).

Public/Pedestrian Amenities

- Incorporate public spaces and common areas for employees during breaks, and pedestrian amenities such as fitness trails, covered entries/awnings to provide shade, park benches, water features, sidewalks leading between buildings, or patio areas. (Note details indicated in **Figure 5-9**).

FIGURE 5-8
PARKING LOT DETAIL

Source: NP&V/K. Matsumoto, RLA
Scale: Not to Scale

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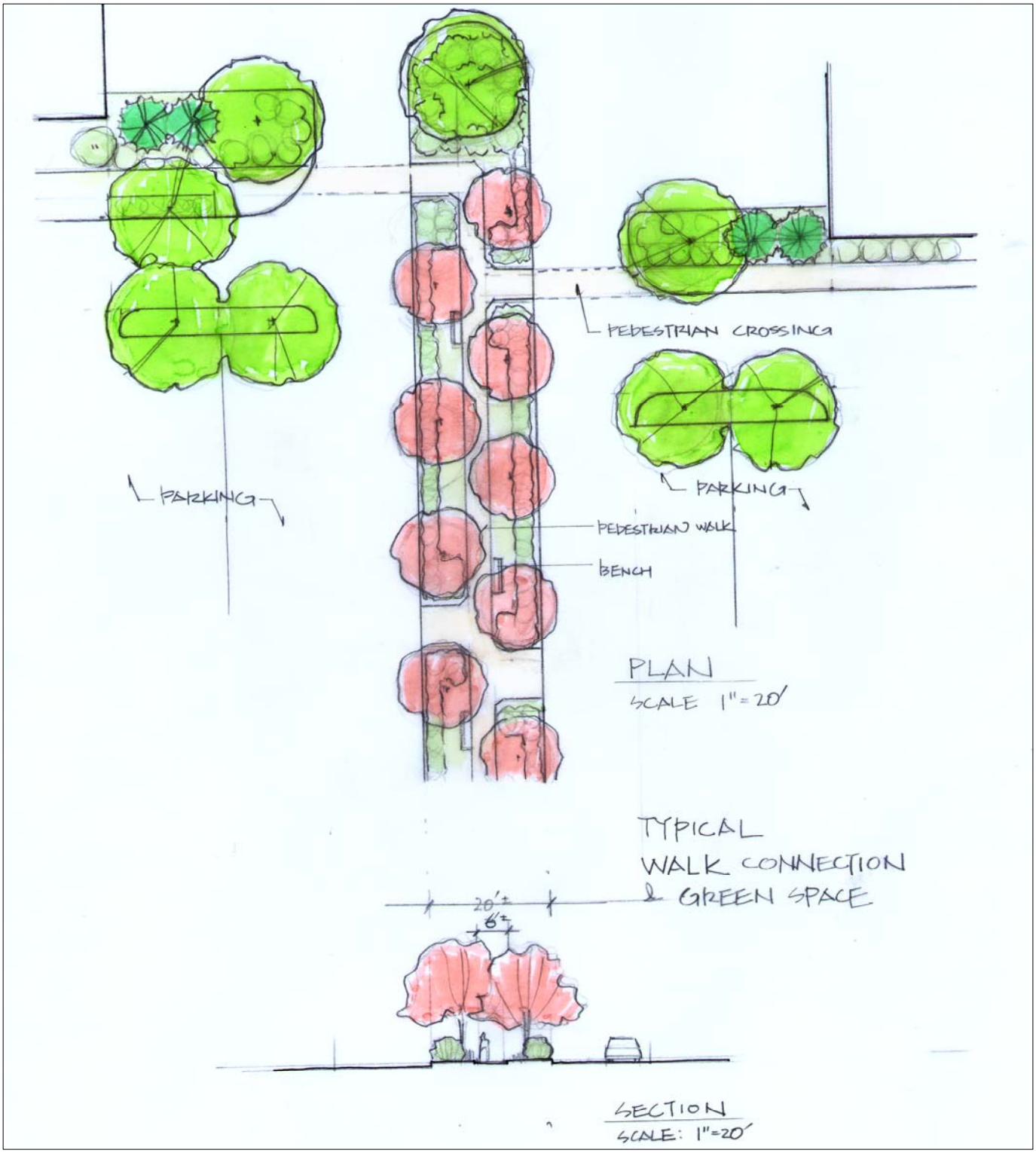
FIGURE 5-9
PEDESTRIAN AREA DETAIL



Source: NP&V/K. Matsumoto, RLA
Scale: 1" = 30'

- Inclusion of artwork (fountains, sculptures, murals, etc.) in public areas and building entrances.
- Inter-parcel site access for pedestrians as well as vehicles provided to the adjacent properties when land uses are compatible. As depicted in **Figure 5-9**, an extended central island in the parking lot area could be used to provide pedestrian access across parking lot areas (in addition to directing and calming traffic) and a common area to place public amenities.
- Distinguish pedestrian walkways, drop offs and lobby zones from driving surfaces using alternate paving materials (geopavers, brick, etc.) or speed bumps.
- Bus shelters conveniently located in parking areas to encourage use (but not interfere with traffic flow).

Stormwater Runoff

- Maintain existing vegetation to the maximum extent practicable.
- Maintain the natural depression area in the large corner lot on the southeast portion of the site for drainage (recharge basin as depicted in and **Figure 5-1** or additional recharge area as depicted in **Figure 5-2**, if determined necessary).
- Use of vegetated areas and swales for water catchment, filtration, channeling and recharge of stormwater runoff from impervious services and containment of runoff onsite.

5.4.2 Architectural Design Elements

Architectural design of the APDD should incorporate compatible elements for a professional industrial/business complex and create a cohesive visual relationship between the buildings. Establishing common elements such as complementary building style, form, size, color, materials, and detailing will assist in creating a professional and visually attractive development area where a variety of potential mixed uses can effectively coexist. For example, a professional office use may not typically consider leasing a lot next to an industrial use. However, if professional and common architectural elements and site design are pre-established, there is consistency and a greater compatibility between neighboring buildings and thereby allowing diversity of uses. Requiring common architectural elements could also increase the return of investment on building as common elements allowing mixed uses create a larger pool of lessees from which to draw future tenants, as well as reduce the improvements required for the individual buildings upon the transition of lessees.

Industrial uses often require large storage or production areas which have historically led to “big box” development, or buildings which are typically large and rectangular, single story, with standardized and often blank facades and little consideration for pedestrian scale or access. Consideration of architectural elements and the universal design principals can assist in establishing a cohesive architectural design concept and avoiding “big box” development, without impacting the uses which buildings are required to provide. Those considered include:

(1) The scale of proposed buildings to the site and those around it;
(2) The architectural façade of proposed buildings;
(3) The placement of windows and doors;
(4) The placement of windows and doors;
(5) Roof elements, recesses and projections;
(6) Buffers and setbacks of immediate surroundings;
(7) Proposed building materials and colors; and,

(8) Context of the proposed project to its surroundings (**Duerksen et al, 1999**).

Architectural guidelines and considerations are provided below and are illustrated by the conceptual building elevations (**Figure 5-10 and 5-11**) and the photographic samples provided (**Figure 5-12**). The conceptual schemes represent buildings designed to permit mixed uses, however, by incorporating similar architectural elements and considering the building layout, the structures can successfully coexist. Note similar colors, building materials, lighting, signage, and planters are common between both Schemes. Scheme 1 (**Figure 5-11**) represents a structure which could be used for a light industrial use with a warehousing or storage component. The offices spaces are located in the front of the building so regularly spaced windows and a designated entrance area exemplify a professional/distinctive façade and entrance area. The warehousing, production, loading and unloading areas (where traditional windows and doors are not typically practical or necessary) are placed in the side and rear portions of the building, but visually disguised by common architectural elements. The building could serve multiple light industrial, distribution, or wholesale uses or be readily converted into an office use or research/laboratory use. Scheme 2 represents a structure designed for more general office space use, an office use integrated with a retail or service component, or a building which could accommodate multiple uses/lessees in one structure (consistent with use regulation guidelines in **Table 2**) in an effort to cooperatively develop infrastructure and interrelate human uses (i.e., restrooms, elevators, utilities, security, etc.). Note Scheme 2 depicts three individual entrances, with a common overhead entrance canopy and a single overall structure with identical architectural elements (i.e., window locations, roof elements, lighting, planters), incorporating a variance in the color (or material) of the facade to distinguish one use from another.

Recommendations for common architectural elements and guidelines used to establish both common visual character and professional appearance for the site are as follows:

- Coordination of the height of buildings, cornices, parapet lines, and window lines is recommended to ensure a cohesive design with neighboring buildings.
- All structures, regardless of use should incorporate a clearly articulated/formalized entrance area with distinguishing features (porticos or canopies) which result in a distinctive and professional appearance.
- All structures, regardless of use, should incorporate fenestration on the front façade (**Figure 5-12**).
- Prohibit uninterrupted lengths of any façade in excess of 75 feet by requiring façade articulation (i.e., recesses and/or projections, windows, trellises, arcades) to avoid monotonous “square box” buildings.
- All building elevations that impact its surroundings should be considered for treatment with an approved architectural finish (same materials, decorative elements, and trim used on all sides of the building). A trellis element is depicted in Scheme 1 (**Figure 5-10**) could be installed on side and rear facades of the buildings to breakup wall expanses and provide a connection to the front of the building. Such a treatment can provide a functional and decorative element to an otherwise blank wall elevation (such as the side and rear facades of a storage or warehouse building) and be supplemented by incorporating climbing vines, lighting, and signage on the trellis elements.
- Use of horizontal accent element (i.e., projecting cornice, crown molding, frieze, decorative spandrel) to provide horizontal articulation to expanses of building elevations.
- Vary rooflines and avoid flat roofs except for areas which are not visible.
- Mechanical equipment, loading bays, roof venting and other functional elements of buildings should be hidden or treated deliberately as an architectural feature.

FIGURE 5-10
CONCEPTUAL BUILDING DESIGNS

SCHEME 1

SCHEME 2

Source: Gary Jacquemin, AIA

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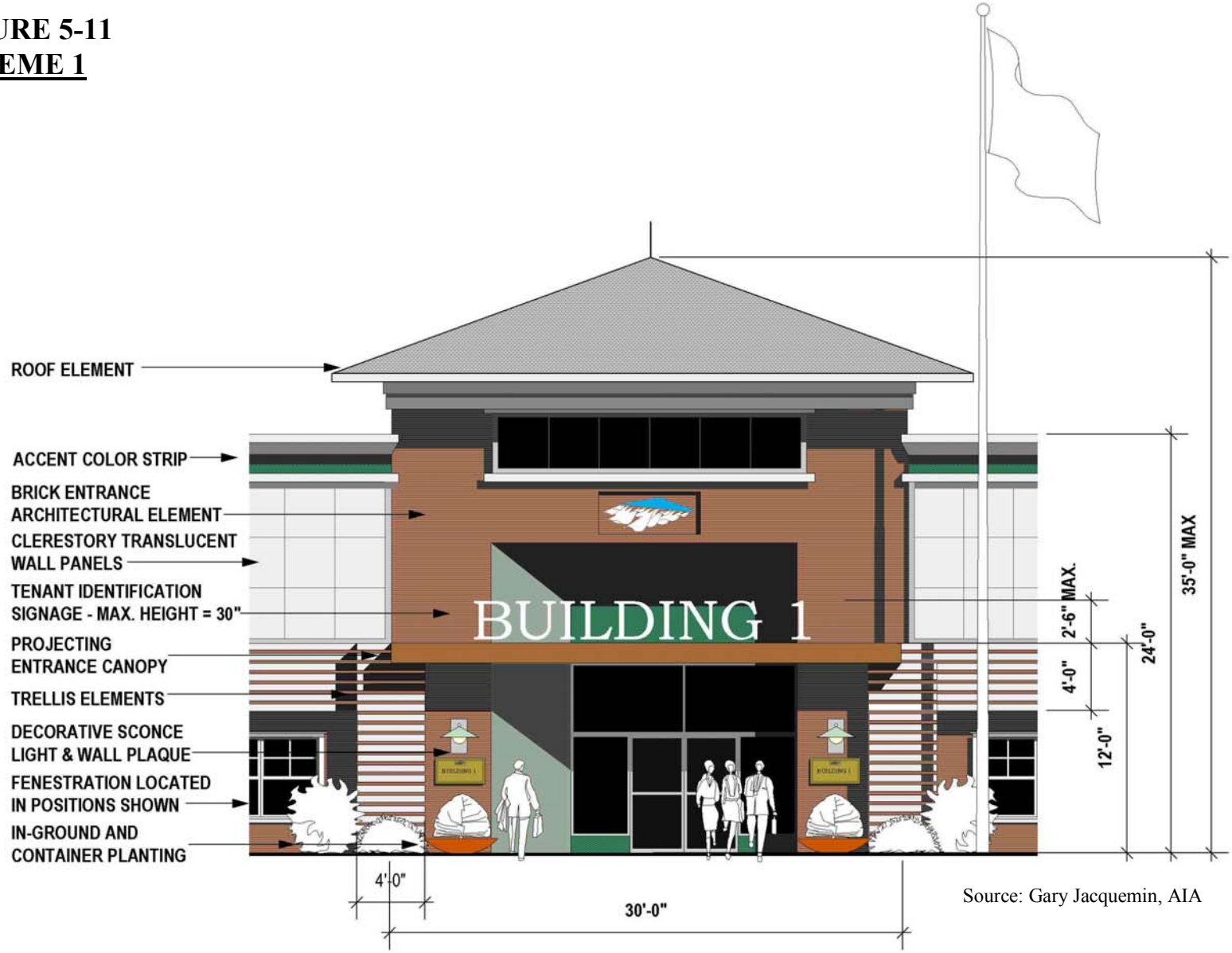
FIGURE 5-11
SCHEME 1



Source: Gary Jacquemin, AIA

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FIGURE 5-12: EXAMPLE BUILDING & ENTRANCES

Examples of buildings with articulated/formalized entrance areas and window detail.

Example use of artwork, landscaping and water features to add interest and professional appearance.

5.4.3 Building Materials, Finishes, and Colors

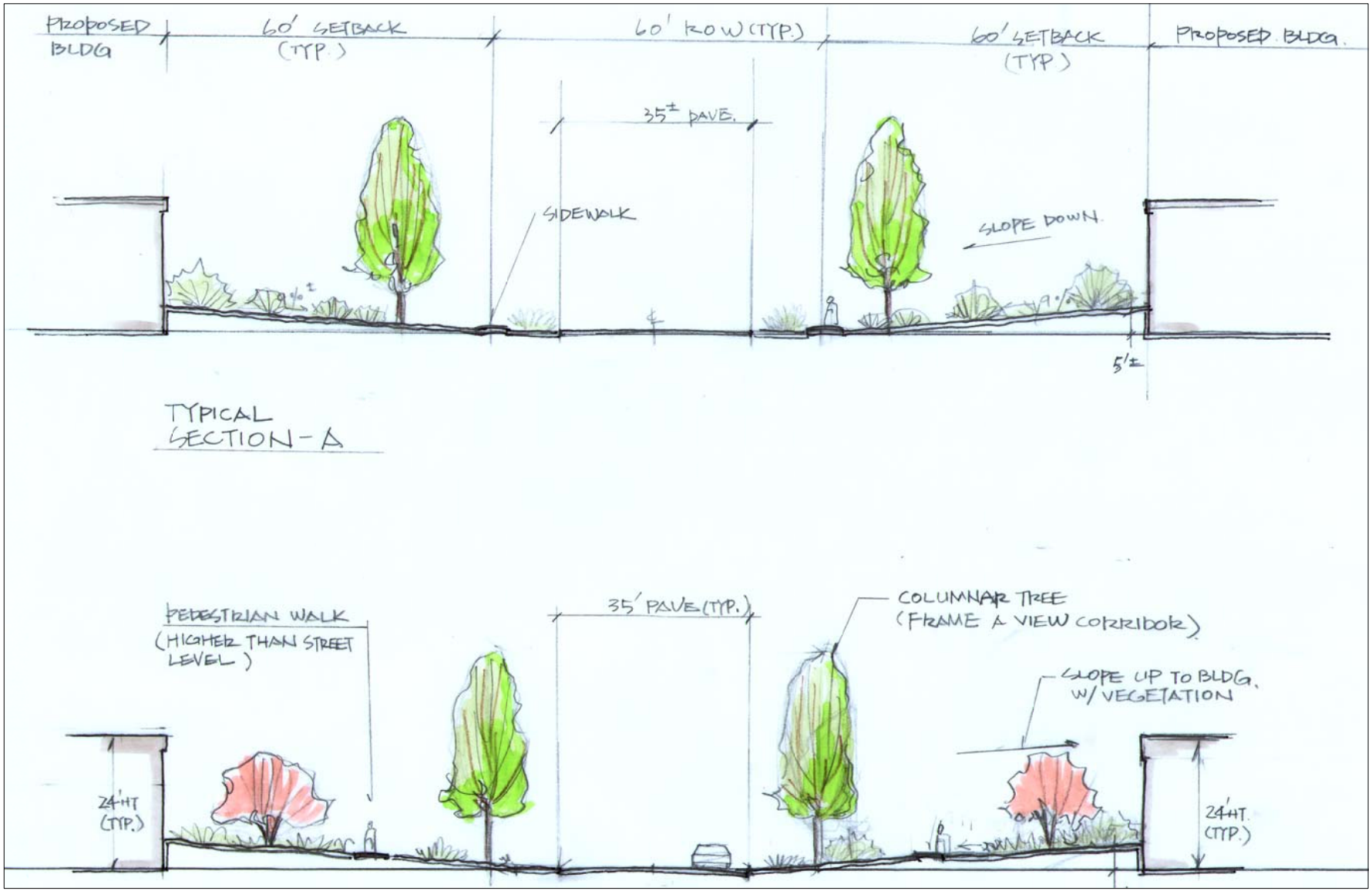
- Exterior building materials must be high quality, permanent, and finished materials such as brick, wood, textured masonry, sandstone (or other native stone), glass, or approved metal (copper, zinc).
- Exterior building materials on the primary structure should not include smooth-faced concrete block, tilt-up concrete panels, or prefabricated steel panels, highly reflective, shiny, or mirror-like materials; exposed, unfinished foundation walls; exposed plywood or particle board; or unplastered, exposed concrete masonry blocks.
- Building colors should be carefully chosen so that each building color complements that of its neighbors. A common color scheme may also be considered to recommend the "base" color (used on the majority of the building surface), "trim" colors (used on the window trim, fascia, balustrades, and posts), and "accent" colors (used on signs, awnings, and doors). Use of more subdued earth tones or brick shades is recommended.
- Facade colors should be low reflectance, and subtle, neutral, or earth-tone colors. High-intensity colors, metallic colors, black, or fluorescent colors should not be used for the primary building color. Building trim and accent areas may feature deeper/brighter colors (subject to consideration by the Architectural Review Board and Town Planning Board); however, the width of an individual trim component should not exceed two feet.
- Perimeter and security fencing, when needed, should be architecturally treated as an extension of the building. They should be architectural concrete block, use a cement plaster finish or otherwise reflect the design and materials of the building. Razor wire or electric fencing should not be used, and chain link fencing is discouraged, but if used, it should be screened with a buffer of evergreen planting.
- The use of "green" or environmentally responsible building materials and components, which represent the current technology in sustainable design, and certification under the Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ should be considered to the maximum extent practicable.

5.4.4 Landscaping

Individual sites should develop a landscape plan to provide a consistent and professional appearance throughout the site, and be based upon environmental sustainability (native vegetation, low fertilization and watering requirements). Landscape plans must specify the types and locations of proposed vegetation (including trees, ornamentals, evergreens, shrubs, and groundcovers) and would be subject to the review and approval of the Town Planning Board during individual site plan review. The recommendations for landscaping for individual sites include the following:

- Use fill resulting from site grading and foundation excavations to build vegetated berms sloping down toward the sidewalks and street (as depicted in **Figure 5-13**) along structures with frontage along the interior roadways. These berms would assist in softening the appearance of structures, screening the buildings from view as pedestrians or cars pass, and the rising slope from the street level provides a view of landscaping on the sloped berms from the sidewalks or street.
- Use of both in-ground and container planters at building entrances (**Figures 5-11**).
- Common landscaping installed at each of the four corner lots with frontage on the center intersection of the internal roads as described in Section 5.2 (**Figure 5-7**). To draw attention to this central focal point of the site, a downward slope towards the central intersection area (similar to the above mentioned berm concept) should be incorporated

FIGURE 5-13
STREET LANDSCAPING DETAIL



Source: NP&V/K. Matsumoto, RLA
Scale: 1" = 30'

- Landscape islands containing at least one overstory tree or shrubs planted in each landscape island within the parking areas. Each landscape island should be of sufficient shape and size so that one or more overstory trees/shrubs will fit within the island. No portion of an island should be less than three feet in width.
- Limit fertilized vegetation to not more than 15% of the total site area.
- Use native and low maintenance plants and vegetation (species with lower fertilization and watering requirements) to the maximum extent practicable.

5.4.5 Signage

Similar to other above mentioned design details, signage for individual sites should be consistent with a professional office type appearance and is subject to the Town Code restrictions regarding size, materials, and lighting and Town Planning Board review and approval. The regulations that would apply to individual sites at the APDD (pursuant to Article XXII of the Town Code).

The APDD specific regulations in the Town Code (§ 330-248) specify that Town Planning Board, with an advisory report from the Architectural Review Board, could vary the number and size of permitted signs and/or establish specific guidelines and standards for signage in the APDD (**Town of Southampton, 2003**). The proposed uses for the site are targeted toward light industrial and business/office uses. Therefore, signage at the site is intended for identification purposes, rather than to attract customers driving by the site. The following recommendations for individual site signage are provided if APDD specific guidelines were developed:

- Excessively sized signs are discouraged. Rather, signs should provide adequate identification from the internal roadway system and secondary signs incorporated on directional signs posted throughout the site are recommended to guide traffic to individual sites.
- As recommended in **Section 5.2**, secondary identification signs for individual lessees may also be incorporated into the primary APDD identification signs at the site entrances.
- Primary signage for individual lessees should be permitted in the form of wall signs mounted on the individual building or entrance only. Pole mounted and off premises signed are prohibited.
- Over-sized identification signs on the front façades of the building (facing the parking lot area and for any corner entrance provided on the four lots with frontage at the central intersection) are discouraged. To encourage pedestrian and community character within each “block” of adjacent lots with shared parking areas, it is recommended that the primary wall sign mounted on the front façades not exceed 40 s.f. in total area. Primary wall signs mounted on the side and rear building facades may be sized pursuant to the Town Code regulations for non-residential (industrial) districts.
- Primary signage may not be mounted on roofs or extend above the highest portion of the building or roof where the sign is attached.
- External lighting with invisible light sources or backlighting is recommended (consistent with the lighting restrictions provided by the Town Code). Internally lit signs are prohibited.
- Wall plaques (not exceeding four square feet in area) are recommended for tenant identification signs, wall mounted at pedestrian scales (line of sight) (**Figure 5-11**).
- APDD logo wall plaques mounted on the front facades each building in the APDD are also recommended for cohesion and recognition of the business/industrial park.

5.4.6 Lighting

Cohesive exterior lighting is recommended for individual sites, using style and color consistent with the character of the proposed development. Preparation and submission of a lighting plan would be required during individual site plan review by the Town Planning Board, and all exterior lighting proposed must be consistent the requirements of the Town Code as listed below and illustrated in **Figures 5-10 and 5-11**.

- Exterior lighting of the building and site should be designed so that light is not directed off the site, and the light source is shielded from direct offsite viewing. All outdoor light fixtures should be fully shielded or be designed or provided with light angle cut-offs, so as to eliminate up lighting, spill light, and glare.
- Exterior lighting should be architecturally compatible with the building style, material, and colors. Galleria styles (cutoff fixtures) and totally indirect fixtures are preferred over cobra type light fixtures and directional floodlights.
- Avoid excessive illumination of signage, building, or site (i.e., prohibit use of roof lighting and down-lighting full building walls).
- Dusk to dawn lighting fixtures are prohibited without prior review and approval by the Town Planning Board.
- Fixture mounting height should be appropriate for the project and the setting. The mounting height of fixtures in the parking lots or service areas should not exceed 20 feet, with lower mounting heights encouraged.
- Use of low, bollard-type fixtures (mounted two to four feet in height), are encouraged for lighting pedestrian sidewalk and entrance areas.

5.5 Site Development and Review Process

The previous sections have provided a number of recommendations and guidance for the future development of the APDD, as well as discussion of the various regulations and review processes that apply during the various stages of development. The implementation of these recommendations will require the cooperation of the County and Town to ultimately achieve coordinated and compatible development objectives identified for the site. As described in **Section 3.0** and **Section 4.4**, the County and the Town currently have independent review processes, with minimal coordination. The County has established a lease application process and a selection committee to review and select proposed projects for the site. However, in order to obtain a building permit for development of the individual sites in the Town of Southampton, the proposed site plan must be reviewed and approved by the Town of Southampton Planning Board pursuant to Chapter 330 of the Town Code. This review process includes review of the proposed project's structures, location of buildings, parking and access, drainage, landscaping, lighting, signage, etc.; Architectural Review Board review of the building design; a public hearing and comment process; and environmental review pursuant to Article 8 of the New York State Environmental Conservation Law and pursuant to Chapter 157 (Environmental Quality Review) of the Town Code. The County's lease application process and conditions of the lease agreements also indicate that the County's pre-approval of signage and landscaping is required.

To promote the intended development for the APDD and to eliminate conflicts while improving efficiency during the design and review process, the following actions are recommended:

1. Amend the Town Code, §330-248.A to include the recommended permitted uses provided in Table 2 (Section 5.3) and FAR/transfer of development rights as discussed in Section 5.2; and adopt additional development standards in §330-248.A.8 to ensure coordinated future development consistent with **Sections 5.2 and 5.4** and to ensure adequate setbacks and safety provisions are incorporated for pedestrian use areas.
2. Conduct SEQR review of the APDD by preparing a Generic Environmental Impact Statement (GEIS) to provide an adequate basis of environmental review for future projects.

Additionally, it is recommended that the County and the Town structure a coordinated process for the selection of proposed lessees and review and approval of site development projects. Coordination efforts for the County and the Town to consider include the following:

1. Provide the Gabreski Airport Master Plan to interested lessees with the County's lease application forms for the site. Therefore, prospective applications will have detailed information regarding the targeted uses and specific development desired for the site. Additionally, applicants would be able to develop site plans that incorporate the recommendations for development at the site (location of entrances, parking lots, loading docks, architectural character) from the initial design phase, which will save both time and expense during the review and planning process.
2. The County's lease application should be revised to avoid conflicting requirements and to update the specific application procedures, including:
    - Direct applicant to the guidance and use regulations provided in the APDD Master Plan.
    - Revise the site design specifications included on the existing lease application (i.e., building colors and materials) to be consistent with, or to refer applicants to, the Master Plan recommendations.
    - Indicate the application procedure (as recommended below).
3. The County Airport Lease Screening Committee would conduct an initial screening and review of the project for conformance with the County's goals. The lease screening committee would recommend conditional lease approval as appropriate. This is not a final action and is not subject to SEQRA.
4. The applicant would then proceed to make application to the Town for Site Plan/Special Exception application. Such application shall include the following:
    a. All requisite site plan elements §330-183 of the Town Code.
    b. A referral from the County Airport Lease Screening Committee with the results of its initial review.
    c. Full EAF Part I.
5. The Town, as lead agency, will then determine the applicability of SEQRA. Those uses and site plans which are consistent with the GEIS and Findings and the vision of the industrial park as set forth in the Master Plan, will not require further environmental review. Should it be determined that a proposed action was not adequately addressed in the GEIS or the action exceeds the criteria or conditions established through the GEIS, then further environmental documentation and/or review may be conducted through amendment of the Findings, evaluation and issuance of a Negative Declaration (for actions with no impacts), or preparation of a Supplement to the GEIS (for actions not adequately addressed in the GEIS and which may result in one or more significant adverse impacts).

6. The review would be completed pursuant to §330-184; the Town Planning Board site plan application procedure. In accordance with §330-184, the Planning Board is required to make a determination whether the site development plan application complies with the purposes and specifications of the Zoning Code within 62 days from the close of the public hearing (if one). It is recommended that projects found in conformance with the Master Plan be exempt from a public hearing. The Planning Board is required to notify the applicant, in writing, of its approval, approval with modifications, or disapproval.
7. Final approvals by the County.

Section 6.0: References

Central Pine Barrens Joint Planning and Policy Commission, 1996. Central Pine Barrens Comprehensive Land Use Plan, Volume 1: Version 5/01/96, Great River, NY.

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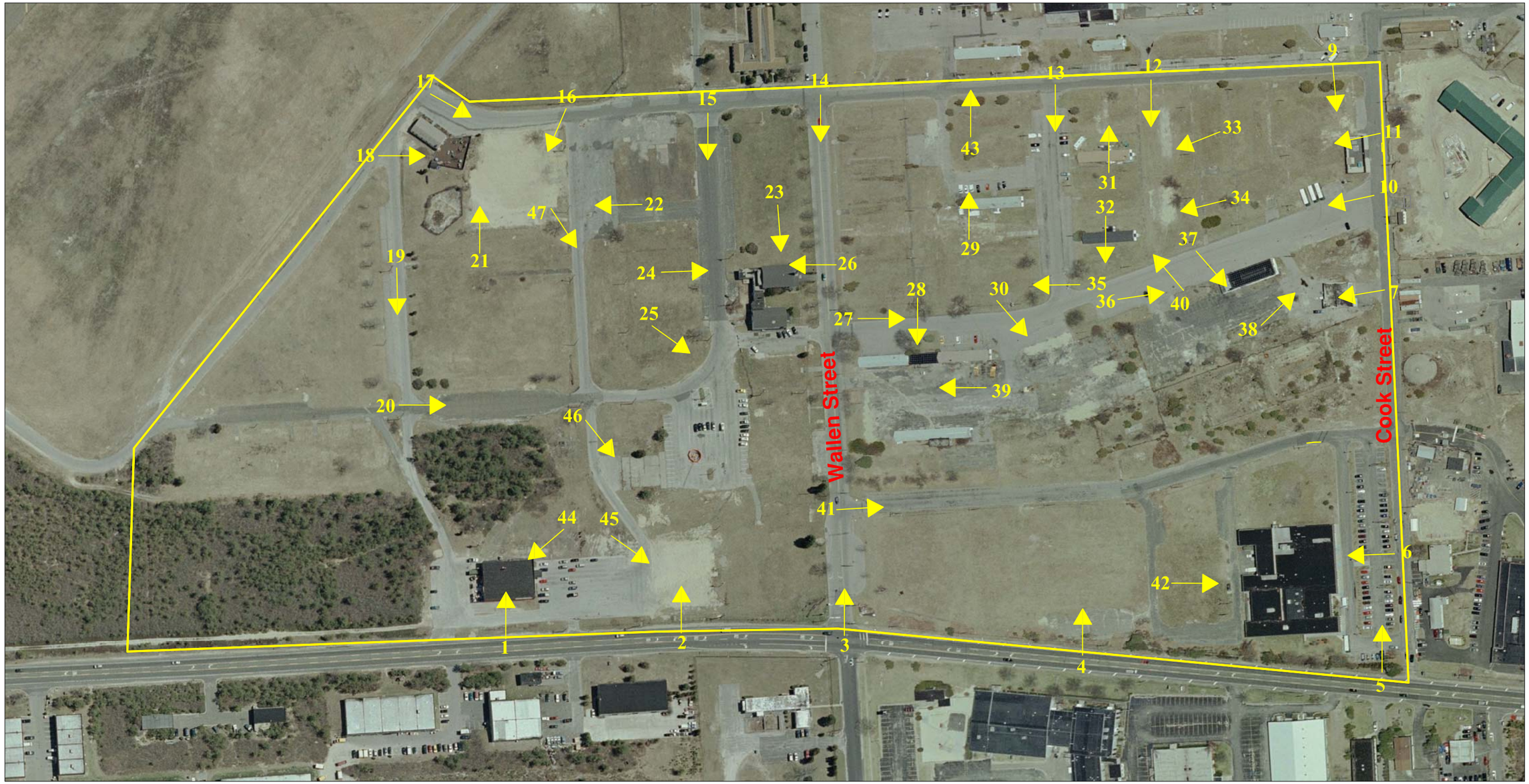
Appendix A:

Photographic Inventory of the APDD

PHOTOGRAPH LOCATION MAP



Source: Geomaps, 2004
Scale: 1" = 200'

NORTH

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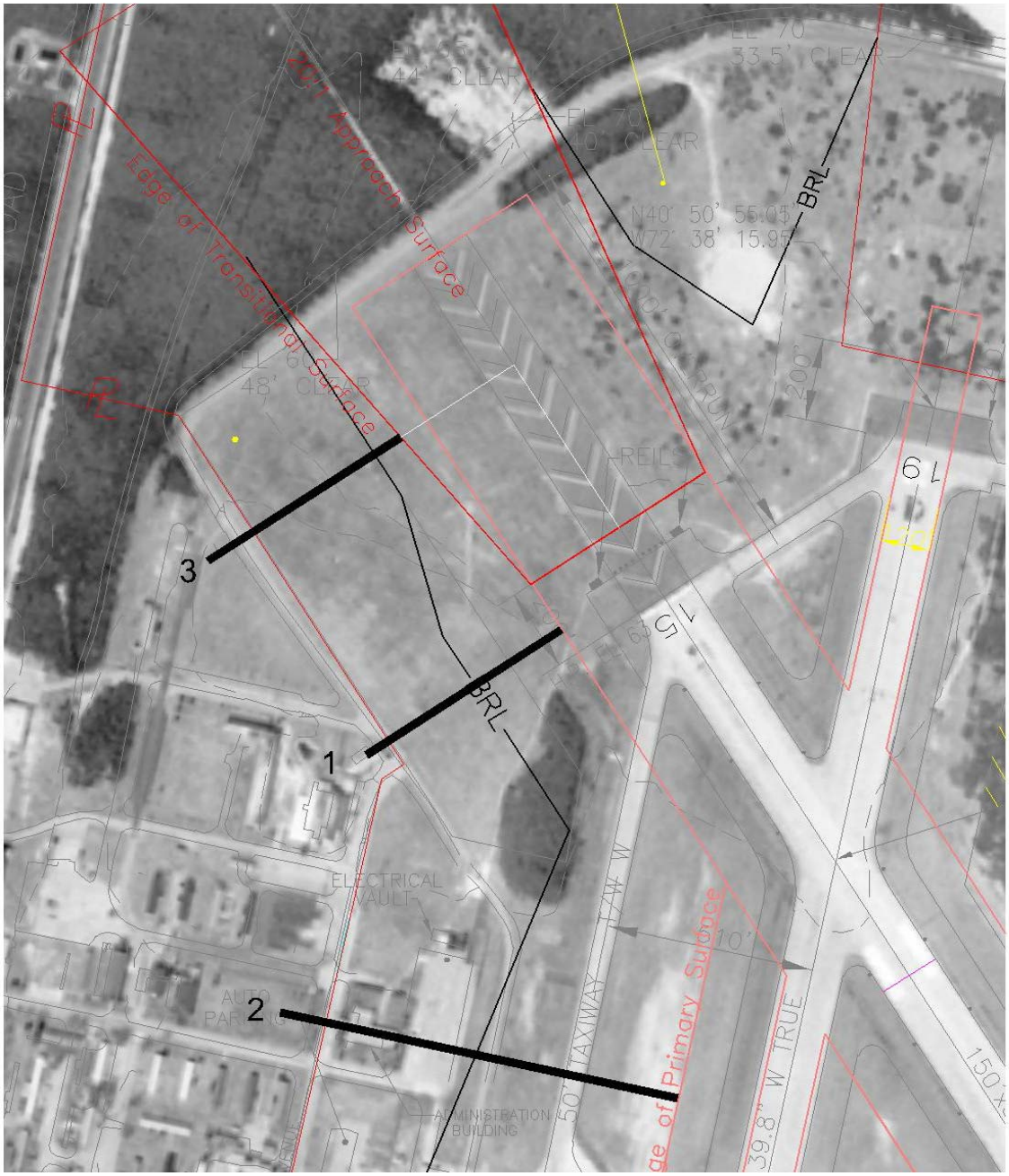
Appendix B
Flight Path Analysis

Locations for Analysis



Gabreski Airport APDD Height Analysis

Assumption: ground elevation at development site is same as runway elevation. FAA Form 7460 must be completed to determine if object is an obstruction to air navigation.

Location #1
Preliminary FAR Part 77 Analysis - Love of Learning

The max elevation is calculated by determining the distance from the primary surface to the area in question, then dividing by 7 to determine the height of the transitional surface at this location.

Runway 33 primary surface width	250	feet
Transitional surface	7:1	
Approx. Distance to Love of Learning	560	feet
Max Elevation of building at this location	**80**	feet

Location #2
Preliminary FAR Part 77 Analysis - Flag Pole

The max elevation is calculated by determining the distance from the primary surface to the area in question, then dividing by 7 to determine the height of the transitional surface at this location.

Runway 1 primary surface width	250	feet
Transitional surface	7:1	
Approx. Distance to Flag Pole	982	feet
Max Elevation of building at this location	**140.29**	feet

Location #3
Preliminary Part 77 Analysis - North Edge of Park

The max elevation is calculated by determining the distance from the edge of the primary surface nearest the runway end and dividing by 20 to get the height of the approach surface. Then by determining the distance from the edge of the approach surface to the object and dividing by 7 to determine the height of the transitional surface. The maximum height of the object is calculated by adding the height of the approach surface and height of the transitional surface together.

Runway 1 primary surface width	250	feet
Approach Surface	20:1	
Transitional surface	7:1	
Approx Distance from Rwy end primary surface	449	
Approx. Distance to north area from edge of appr surface	628	feet
Elevation of Approach Surface	22.45	
Elevation of Transitional Surface	89.71	
Max Elevation of building at this location	**112.2**	feet

FAR Part 77 Terms

Primary surface. A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway...The width of the Primary Surface is: (i) 500 feet for visual runways having only visual approaches.

Transitional surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces.

Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.