DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT (DGEIS)

HAMPTON BAYS CORRIDOR STRATEGIC PLAN AND CUMULATIVE IMPACT OF BUILD OUT STUDY

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

PROJECT LOCATION:
Hamlet of Hampton Bays
Town of Southampton, New York

LEAD AGENCY:
Town Board of the Town of Southampton
116 Hampton Road
Southampton, New York 11968

CONTACT PERSON:
Jefferson V. Murphree, AICP
Town Planning and Development Administrator
Department of Land Management
116 Hampton Road
Southampton, New York 11968
(631) 702-1801

PREPARERS of the STATEMENT:
Town of Southampton
Department of Land Management
116 Hampton Road
Southampton, New York 11968

Cashin Associates, P.C.
1200 Veterans Memorial Highway
Hauppauge, New York
Contact: Michael Brusseau
(631) 348-7600

L.K. McLean Associates, P.C.
437 S. Country Road
Brookhaven, New York 11719
Contact: Steven W. Eisenberg, P.E.
(631) 286-8668

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

November 2010

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

Acknowledgements

Southampton Town Board

Hon. Anna Thorne-Holst, Supervisor
Hon. Bridget Fleming
Hon. Nancy S. Graboski
Hon. James W. Malone
Hon. Christopher R. Nuzzi

This document was prepared through a coordinated effort of the Town and its staff, the consultant team, and an Ad Hoc Advisory Committee comprised of Dennis Finnerty representing the Southampton Planning Board; Gerard Buckley representing the Hampton Bays Fire District; Dr. Scott Carlin, Mary Jean Green, and Eve Houlihan, representing the Hampton Bays Civic Association; Richard Casabianca, representing the Hampton Bays Historical and Preservation Society; Susan von Freddi, representing the Hampton Bays Beautification Association; Stan Glinka, representing the Chamber of Commerce, Joanne Loewenthal and Larry Luce, representing the Hampton Bays Union Free School District, and Sam LaMagna and John Zuccarelli, representing the Hampton Bays Citizens Advisory Committee. Consultants on the project were Cashin Associates, PC and L.K. McLean & Associates PC.

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

PROJECT LOCATION:

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

LEAD AGENCY AND CONTACT:

Town of Southampton
Town Board
Town Hall
116 Hampton Road
Southampton, New York 11968

Jefferson V. Murphree, AICP
Town Planning and Development Administrator
Department of Land Management
(631) 702-1801

DATE OF ACCEPTANCE BY LEAD AGENCY:

_____

DGEIS PREPARERS:

Cashin Associates, P.C.
1200 Veterans Memorial Highway
Hauppauge, New York 11788
Contact: Michael E. Brusseau, AICP, LEED AP
Community and Environmental Planner
(631) 348-7600

L.K. McLean Associates, P.C.
437 S. Country Road
Brookhaven, New York 11719
Contact: Raymond DiBiase, PE, PTOE
Vice President
(631) 286-8668

Department of Land Management
Town of Southampton
116 Hampton Road
Southampton, New York 11968
Contact: Freda Eisenberg, AICP
Assistant Town Planning and Development Administrator
(631) 702-1801

AVAILABILITY OF DOCUMENTS:

This document is a Draft Generic Environmental Impact Statement (DGEIS) of the draft Hampton Bays Corridor Strategic Plan, prepared by Hutton Associates Inc. Copies of both documents are available for public review and comment at the offices of the Town Clerk, on the Town website at http://www.southamptontownny.gov, and at the Hampton Bays Library. Comments are requested and can be given at a public hearing at a date to be determined by the lead agency. There will also be a period for submitting written comments.

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

CONTENTS

Hampton Bays Corridor Strategic Plan
Provided Separately

Acknowledgements

DGEIS Cover Sheet

Table of Contents

List of Maps & Figures

Executive Summary

PART I: INTRODUCTION

I. 1. Project Background, Intent & Components
I.1.A) Background & Intent
I.1.B) Planning Components

I. 2. SEQRA Process & Compliance
I.2.A) DGEIS Preparation
I.2.B) Scoping
I.2.C) Subject Actions & SEQRA Classification
I.2.D) SEQRA Compliance
I.2.E) Lead, Involved and Interested Agencies
I.2.F) SEQRA Steps

I. 3. Study Area Location and Boundaries
I.3.A) Corridor Boundary
I.3.B) DGEIS Boundary

I. 4. Public Involvement
1.4A) *Hampton Bays Corridor Strategic Plan*
1.4B) *Hampton Bays Corridor Strategic Plan* GEIS and Cumulative Impact of Build-Out Study

PART II: EXISTING CONDITIONS

II. 1. Previous Studies
II.1.A) Summary of Past Recommendations — Land Use & Transportation
II.1.B) Topic-Specific Planning Efforts
II.1.C) Recent & Ongoing Planning Efforts

II. 2. Demographics
II.2.A) Data Sources & Geography
II.2.B) Population Size & Growth
II.2.C) Population Density
II.2.D) Age Distribution
II.2.E) Household Size & Composition
II.2.F) Race and Ethnicity
II.2.G) Seasonal Residents and Visitors
II.2.H) Educational Attainment
II.2.I) Workforce
II.2.J) Income & Poverty
II.2.K) Trends

II. 3. Households and Housing
II.3.A) Households
II.3.B) Housing Characteristics
II.3.C) Home Values and Rents
II.3.D) Illegal Housing and Code Enforcement
II.3.E) Affordable Housing
II.3.F) Senior Housing
II.3.G) Condo Conversions

II. 4. Land Development
II.4.A) Existing Land Uses
II.4.B) Land Uses of Particular Concern
II.4.C) Current Zoning
II.4.D) Community Character
II.4.E) Vacant, Underutilized and Redevelopable Land

II. 5. Environmental Conditions
II.2.A) Topography
II.5.B) Soils
II.5.C) Surface Waters
II.5.D) Tidal and Freshwater Wetlands
II.5.E) Estuarine Systems
II.5.F) Flood Zones
II.5.G) Geology
II.5.H) Groundwater
II.5.I) Ecological Resources
II.5.J) Designated Critical Environmental Areas

II. 6. Community Services and Facilities
II.6.A) Jackson Avenue Municipal Complex
II.6.B) Police
II.6.C) Fire
II.6.D) Ambulance
II.6.E) Emergency Management
II.6.F) Public Water
II.6.G) Wastewater
II.6.H) Parks, Recreation and Open Space
II.6.I) Public Works
II.6.J) Tiana Erosion Control District
II.6.K) Public Schools
II.6.L) Library
II.6.M) Human Services
II.6.N) Health Services
II.6.O) Communications Facilities

II. 7. Economic and Fiscal Considerations
II.7.A) Tax Structure
II.7.B) Five-year Tax Trends-Community Services
II.7.C) School District Assessments
II.7.D) Non-Property Tax Revenue Sources
II.7.E) Community Issues Concerning Tax Rates and Ability to Pay

II. 8. Transportation & Traffic
II.8.A) Areas of Major Concern
II.8.B) Data Sources
II.8.C) Roadway Descriptions
II.8.D) Traffic Volumes
II.8.E) Accident Data
II.8.F) Travel Time and Delay
II.8.G) Alternative Transportation Modes

II. 9. Energy Consumption & Air Quality
II.9.A) Energy Consumption
II.9.B) Air Quality

PART III: STUDY RECOMMENDATIONS

III. 1. Land Use and Zoning Recommendations
III.1.A) Hampton Bays Strategic Corridor Study
III.1.B) Motel Condo Conversion Study
III.1.C) GEIS Scoping Issues

III. 2. Conversion of Transient Accommodations to Residential Housing
III.2.A) Proposed Changes to Residential Yield
III.2.B) Potential Zone Changes
III.2.C) Additional Anticipated Recommendations

III. 3. Traffic & Transportation Recommendations
III.3.A) Road Reconfiguration/New Construction
III.3.B) Roundabouts
III.3.C) New Traffic Signals
III.3.D) Cross-access Agreements
III.3.E) Alternative Transportation Improvements

III.4. Additional Recommendations
III.4.A) Infrastructure Improvements Recommended in the draft *Hampton Bays Corridor Strategic Plan*
III.4.B) Community Issues

PART IV: BUILD OUT PROJECTIONS AND ANTICIPATED IMPACTS

IV.1. Build Out Methodology& Projections
IV.1.A) Build Out Assumptions & Methodology
IV.1.B) Build Out Estimates

IV.2. Population and Demographic Changes
IV.2.A) Basic Population Projection
IV.2.B) Estimated Age Distribution

IV.3. Changes in Land Use and Community Character
IV.3.A) Land Use, Zoning, and Plan and Policy Consistency
IV.3.B) Community Character and Visual Resources
IV.3.C) Cultural, Historical and Archaeological Resources

IV.4. Environmental Resources
IV.4.A) Geology, Soils, and Topography
IV.4.B) Water Resources
IV.4.C) Ecological Resources

IV.5. Community Services and Facilities
IV.5.A) Police
IV.5.B) Fire
IV.5.C) Ambulance Services
IV.5.D) Public Water
IV.5.E) Wastewater
IV.5.F) Solid Waste Management
IV.5.G) Parks and Open Space

IV.5.H) Public Schools
IV.5.I) Libraries
IV.5.J) Human Services

IV.6. Economic and Fiscal Considerations
IV.6.A) General Fiscal Considerations
IV.6.B) Impacts Anticipated from Recommendations in the *Corridor Strategic Plan*
IV.6.C) Impacts Anticipated from Recommendations Concerning Motel Conversions
IV.6.D) Other Fiscal Concerns
IV.6.E) Strategies to Mitigate Fiscal Impacts

IV.7. Transportation & Traffic
IV.7.A) Purpose and Function of the Traffic Impact Analysis
IV.7.B) Premises and Procedures Used in the Traffic Impact Analysis
IV.7.C) Anticipated Level of Service (LOS) Impacts on Key Montauk Highway Intersections
IV.7.D) Potential Roadway System Modifications
IV.7.E) Mitigations to the Roadway System Recommended by the Town's Comprehensive Plan
IV.7.F) Traffic Calming Mitigation Measures
IV.7.G) Alternative Transportation Modes

IV.8. Energy Consumption & Air Quality
IV.8.A) Anticipated Impacts to Energy Consumption
IV.8.B) Air Quality

IV.9. Growth Inducing Aspects
IV.9.A) Growth Inducing Impacts
IV.9.B) Mitigation to Address Growth Inducing Impacts

IV.10. Alternatives
IV.10.A) The No-Action Alternative
IV.10.B) Modified Alternative

Part V: Resources & Attachments

Provided separately

V.1. Resources

V.2. SEQRA Documentation

V.3. Public Involvement Information

V.4. CPF Properties and Priority Acquisition Targets in Hampton Bays

V.5. Inventory of Motel & Cottage Lodgings in Hampton Bays

V.6. Definitions of Ecological Communities in Hampton Bays

V.7. Correspondence from Community Service Providers

V.8. Parcels Subject to Proposed Rezoning

V.9. Traffic Study Appendices

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

MAPS & FIGURES

List of Maps

Map 1. Study Area and Related Boundaries

Map 2. Community Preservation Fund Preserved Lands & Preservation Targets

Map 3. Multi-family Housing and Apartment Units

Map 4. Residential Properties 30,000sf or Larger

Map 5. Hospitality Uses

Map 6. Land Use

Map 7. Vacant, Potentially Developable Land

Map 8. Age of Building Stock

Map 9. Open Space

Map 10. EPA Designated Hazardous Waste Sites (Potential Brownfields)

Map 11. Nightclubs, Bars & Restaurants with Bars

Map 12. Current Zoning

Map 13. Aquifer Protection Overlay District (APOD) and Suffolk County Health Department Groundwater Management Zones (GMZ)

Map 14. Old Filed & Special Old Filed Map Districts

Map 15. Historic and Archaeological Resources

Map 16. Topography

Map 17. Soils

Map 18. Surface Waters & Wetlands

Map 19. FEMA Flood Zones

Map 20. Hydrology

Map 21. Suffolk County Special Groundwater Protection Areas

Map 22. Long Island Central Pine Barrens Area & Critical Environmental Areas

Map 23. Ecological Communities

Map 24. New York State Department of State Significant Coastal Fish and Wildlife Habitat

Map 25. Community Facilities

Map 26. Jackson Avenue Municipal Complex

Map 27. Hurricane Evacuation Zones and Routes

Map 28. Hampton Bays Water District

Map 29. Parks and Recreation Areas

Map 30. Hampton Bays Roads

Map 31. Wireless Communications Facilities

Map 32. Vertical Assets for Potential Support of Wireless Facilities

Map 33. Proposed Zoning, *Draft Hampton Bays Corridor Strategic Plan*

Map 34. Existing and Proposed Bicycle Paths, Lanes, and Routes

List of Figures

PART II: EXISTING CONDITIONS

1. Previous Studies & Plan

II.1-1 Summary of Hampton Bays-related Planning Recommendations from Past Plans and Studies, 1970-1996

II.1-2 Summary of Hampton Bays-related Planning Recommendations from Past Plans and Studies, 1999- Present

2. Demographics

II.2-1 Population Growth in Hampton Bays CDP, Town of Southampton & Suffolk County, 1990 & 2000-07

II.2-2 Hampton Bays Share of the Town of Southampton Population, 1990-07

II.2-3 Population Growth Rates, 1990-2000 & 2000-07 Hampton Bays CDP, Town of Southampton & Suffolk County

II.2-4 Age Distribution, 2000 Hampton Bays CDP, Town of Southampton NY State, US

II.2-5 Changes in Race & Ethnic Mix, 1990 & 2000 Hampton Bays CDP, Town of Southampton

II.2-6 Race & Ethnicity, 1990 & 2000 Hamptons Bays CDP, Town of Southampton, Suffolk County

II.2-7 Educational Attainment, 2000 Hampton Bays CDP, NY State, US

II.2-8 Socioeconomic Characteristics: Hampton Bays CDP, Town of Southampton, Suffolk County, 1990-2000

3. Households & Housing

II.3-1 Household Size by Housing Tenure Hampton Bays & Town of Southampton

II.3-2 Occupied Housing Units, Hampton Bays & Town of Southampton

II.3-3 Unoccupied Housing Units, Hampton Bays & Town of Southampton

II.3-4 Median Sales Price and Volume from 2003 to 2008 Hampton Bays & Town of Southampton

II.3-5 Final FY 2009 Fair Market Rents By Unit Bedrooms

II.3-6 Potential for Affordable Units Under the LI Workforce Housing Act

II.3-7 Temporary Lodging in Hampton Bays

II.3-8 Distribution of Hampton Bays Lodging Units by Zoning District

4. Land Development

II.4-1 Current Land Use, Hampton Bays

II.4-2 Current Land Use by Percentage of Land Area, Hampton Bays & Town of Southampton

II.4-3 Existing Land Use Hampton Bays Corridor Strategic Plan Study Area

II.4-4 CPF Acquistitions in Hampton Bays

II.4-5 CPF Targets in Hampton Bays

II.4-6 Age of Building Stock in Hampton Bays

II.4-7 Hampton Bays Open Space Parcels

II.4-8 Hampton Bays Open Space Parcels

II.4-9 Existing Zoning in the *Hampton Bays Corridor Strategic Plan* Study Area

II.4-11 Distribution of Vacant Commercial Land, Hampton Bays

II.4-12 Number of Parcels and Acreage of Vacant Commercial Land

II.4-13 Vacant Residential Land With Significant Subdivision Potential

6. Community Facilities

II.6-1 Tax Rates & Levies for the Hampton Bays Fire District, 2004-09

II.6-2 Comparison of 2008-09 Tax Rates & Levies for Fire Districts in the Town of Southampton

II.6-3 Tax Rates & Levies for the Hampton Bays Ambulance District, 2004-09

II.6-4 Water Usage, Hampton Bays, 2004-08

II.6-5 Tax Rates & Levies for the Hampton Bays Water District, 2004-09

II.6-6 Tax Rates & Levies for the Hampton Bays Park District, 2004-09

II.6-7 Stormwater Recharge Areas in Hampton Bays

II.6-8 Hampton Bays Roads

II.6-9 Tax Rates & Levies for the Tiana Coastal Erosion District, 2004-09

II.6-10 Historical and Projected Changes in Enrollment Hampton Bays Union Free School District

II.6-11 Tax Levies & Spending Hampton Bays Union Free School District, 2004-09

II.6-12 Comparison of School District Tax Rates, 2008-09

II.6-13 Tax Levies for the Hampton Bays Library District, 2004-09

II.6-14 Wireless Communications Facilities in Hampton Bays

7. Economic & Fiscal Considerations

II.7-1 2008-09 Tax Rates for Hampton Bays

II.7-2 2008- 09 Hampton Bays Tax Bill Breakdown

II.7-3 Tax Rates & Taxes Collected, 2004-08 Hampton Bays Special Taxing Districts

II.7-4 Tax Rates & Taxes Collected, 2004-08 School & Fire Districts

II.7-5 Hampton Bays Union Free School District Changes in Taxes Collected & Enrollment 2005-09

II.7-6 Comparisons in Education Spending, Select Communities

II.7-7 Community Benefits Required of Hampton Bays PDDs

II.7-8 American Farmland Trust Cost of Community Services Analysis

8. Traffic & Transportation

II.8-1 Hampton Bays Corridor Accident Summary, 12/03 – 12/06

II.8-2 Distribution of Commuting Modes, Hampton Bays

II.8-3 Suffolk County Bus Service in Hampton Bays

PART III: STUDY RECOMMENDATION AND FUTURE DEVELOPMENT ALTERNATIVES

1. Land Use and Zoning Recommendations

III.1-1 Dimensional Regulations, VB, HO/HC and HB Districts

2. Conversion of Transient Accommodations to Residential Housing

III.2-1 Proposed Yield Schedule for Transient to Residential Conversions

III.2-2 (1 of 4) Proposed Changes to the MTL District

III.2-3 (2 of 4) Proposed Changes to the MTL District

III.2-4 (3 of 4) Proposed Changes to the MTL District

III.2-5 (4 of 4) Proposed Changes to the MTL District

PART IV: BUILDOUT, IMPACTS & MITIGATIONS

1. Build Out Assumptions & Methodology

IV,1-1 Distribution of Parcel Sizes in Hampton Bays (All Parcels)

IV.1-2 Distribution of Parcel Sizes in Hampton Bays (Preserved Parcels Only)

IV.1-3 Residential Uses in Hampton Bays Commercial Districts

IV.1-4 Residentially-Zoned Land in Hampton Bays

IV.1-5 Existing and Potential Residential Development in Hampton Bays

IV.1-6 Parcels with Potential for Accessory Apartment Development in Hampton Bays

IV.1-7 Proposed Yield Schedule for Transient to Residential Conversions

IV.1-8 Existing Lodging Facilities in Hampton Bays and their Potential Yield Under Residential Conversion

IV.1-9 Non-Residential, Non-Commercial Property in Hampton Bays

IV.1-10 Commercially-Zoned Land in Hampton Bays

IV.1-11 Development Potential in Hampton Bays Commercial Districts

2. Population and Demographic Changes

IV.2-1 Projected Age Distribution of Anticipated Hampton Bays Buildout Population

5. Community Facilities

IV.5-1 Projected Increase in School-Aged Children at Full Build Out Hampton Bays

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

EXECUTIVE SUMMARY

Executive Summary

ES-1. Introduction/Overview

This document is the Draft Generic Environmental Impact Statement (DGEIS) for the *Hampton Bays Corridor Strategic Plan*. The DGEIS has been authorized by the Town Board of the Town of Southampton which is lead agency in this matter. It has been prepared in accordance with the State Environmental Quality Review Act (SEQR) and the implementing regulations of 6 NYCRR Part 617.

This DGEIS is also more than a SEQRA review of a strategic plan for the hamlet's commercial corridor. In response to public comments made during the scoping period, the geographic focus and range of content of this document was substantially enlarged. Community residents advocating for the expanded scope wanted the DGEIS to serve as a much needed hamlet comprehensive plan, documenting pressing concerns and bringing them to the attention of the Town Board and the wider community. While the focus of this DGEIS is the environmental impact assessment of the *Hampton Bays Corridor Strategic Plan,* it does offer a set of Hamlet Planning Criteria intended to serve as a benchmark for future development. And it augments the recommendations of the *Corridor Strategic Plan* with strategies addressing hamlet concerns for moving the it *Corridor Strategic Plan* toward environmental and economic sustainability.

The purpose of this Executive Summary is to provide the public, Lead Agency, and involved and interested agencies with a synopsis of the important topics contained within the DGEIS in accordance with the standards and requirements set forth by SEQRA. This Executive Summary contains:

- a brief description of the proposed action;
- benefits and significant adverse impacts of the project;
- proposed mitigation measures;
- alternatives considered; and
- matters to be decided, including any permits, approvals, and funding.

ES-1.A Purpose, Need, and Benefit

The purpose of the subject action (adoption of the *Hampton Bays Corridor Strategic Plan*) is to provide a community based strategy for guiding growth and for controlling and mitigating the potential effects of present and future growth in the Hampton Bays portion of the Montauk Highway commercial corridor. As noted above, the DGEIS is also intended to establish a hamlet-wide vision with strategies for achieving it.

This DGEIS is needed because the community of Hampton Bays is at a critical juncture in its development. Rapid and dense growth from the post-war period until recent years has left the hamlet with little remaining developable land, enhancing the visibility and significance of each new project. At various times during which the various components of this documents were prepared, two relatively large-scale development projects were pending discretionary action from the Town Board, one of which concerns a valued community icon and historic resource, the Canoe Place Inn. Surrounded by water to the north and south, the hamlet contains environmental resources needing protection, including ocean and bay beaches, the easternmost perimeter of the Long Island Central Pine Barrens, and various overlay districts aimed at protecting groundwater resources. Residents are burdened with the third highest school district taxes in the Town, while demographic changes show a sharp increase in the portion of hamlet residents living below the poverty line. This was more than 10% in the 2000 Census and is expected to be higher in the 2010 Census data. New commercial development is branching away from the traditional central business district, and increasingly features bank chains and formula businesses that chip away at local character and promote a "geography of nowhere." Strategies are required to ensure that future development does not exacerbate these conditions but instead has a revitalizing effect on the hamlet.

See section I.I.A of the DGEIS for additional detail.

The DGEIS evaluates the impacts of implementing the proposed *Corridor Strategic Plan* and considers the cumulative impacts of build-out within the project study area and greater Hampton Bays community.

ES-1.B Hampton Bays Community Vision

The Ad Hoc Advisory Committee to this DGEIS developed a set of "hamlet planning criteria" to serve as both vision and benchmarks. New development proposals and projects should be evaluated for the extent to which they would contribute to, or constrain, the hamlet from realizing these attributes:

Vibrant ▪ Historic ▪ Seaside ▪ Ecological ▪ Sustainable ▪ Safe ▪ Distinctive

The full set of hamlet planning criteria is given in section I.I.A.ii.

ES-1.C Proposed Action

The subject action is adoption of the *Hampton Bays Corridor Strategic Plan* which includes recommendations for the following:

See section I.I.B.i for the full set of recommendations.

Land Use Planning & Zoning

- Amend the official Zoning Map to apply Hamlet Office (HO), Hamlet Commercial (HC) districts
- Enact location-specific design standards and guidelines to promote desired development patterns:
  - on the portions of the corridor outside the hamlet center
  - in the hamlet center at the proposed "Good Ground Green" area south of Good Ground Park
  - on the south side of the corridor near Bittersweet South Extension
- Refine the use of PDD rezoning to make the process more transparent and accountable
- Acquire vacant properties on Montauk Highway near Bittersweet South Extension to preserve for open space on Montauk Highway and facilitate proposed road improvements

Further Study

- Hamlet Center economic development plan/BID feasibility

Public Spaces/Infrastructure Improvements

- Good Ground Green internal road system and parking (in partnership with private developer[s] and other government agencies)
- Gateway enhancements

Transportation/Roadway/Infrastructure Improvements

- Road reconfiguration/new construction
  - Construction of a North Main Street to provide access to Good Ground Park from Squiretown Road
  - Controlled access lane east of Bittersweet South Extension, with sidewalk
  - Good Ground Road extension
  - Realignment of Old Riverhead Road to increase sight distance to the east for motorists attempting to enter Montauk Highway
  - Reconfigure Montauk Highway west of RT 24 to consist of two 12' wide lanes, a 12' center median/turning lane, 4' shoulders, and 8' sidewalk areas — all of which can be accommodated within the existing ROW
  - Roundabout at intersection of Montauk Highway and Old North Highway
- Cross-access agreements

- Potential new traffic signals by CPI and Boardy Barn, pending redevelopment
- Bike/Ped Improvements
  - Enhanced crosswalk warning signs and pavement markings
  - New sidewalks outside the Central Business District, to ensure a continuous sidewalk from Jones Road to the Shinnecock Canal
  - New bike/shared use paths and lanes
  - Shinnecock Canal bridge bike crossing
- Transit
  - Work with LIRR for schedule changes to provide frequent, shuttle-type service
  - Local shuttle bus along Montauk Highway
  - Additional bus stops on Montauk Highway

ES-1.D Application of HC & HO Zoning

The following table demonstrates the changes in development that could occur with implementation of the Hampton Bays Corridor Strategic Plan recommendations to apply the Town's Hamlet Commercial and Hamlet Ofice zoning districts on Montauk Highway. Note that the demonstration scenario given concerns the development of vacant lots or discontinued uses. Properties in current use, which are made non-conforming by the proposed zone changes, retain their existing rights under §330-15, Continuance, of the Town Code.

Comparison of potential development or redevelopment on property currently zoned HB, rezoned to HC or HO			
Requirement	**HB**	**HC/HO**	**Impact**
Minimum lot size	40,000sf	10,000sf	Infill development facilitated on smaller lots
Maximum lot coverage by buildings	30%	20%	Decreased density of development
Maximum building size	15,000sf	6,000sf	Scale of development is reduced
Maximum building height	35'	32'	
Maximum pervious surfaces	None	60%	Increased landscaping on commercial properties; "green" appearance maintained; increased stormwater infiltration
Minimum front yard setback	50'	30' — but design standards for the hamlet would require a minimum 50' front yard wooded buffer on select parcels located on Montauk Highway outside the core hamlet downtown	

Comparison of potential development or redevelopment on property currently zoned HB, rezoned to HC or HO			
Requirement	**HB**	**HC/HO**	**Impact**
Maximum Sign Size	32sf	20sf	Smaller signs, in scale with smaller buildings; Reduced visual clutter
Maximum Sign Height	12-16ft	6ft	
Permitted Uses	Hamlet Commercial, Hamlet Office and Highway Business have three different sets of permitted uses. For a complete comparison refer to the Table of Business Uses in the Zoning Code. Generally, the change from HB to HC and HO would facilitate a shift away from the auto-oriented uses or large-scale retail (e.g. cars, boats, appliances) of HB toward smaller-scale retail and office uses fitting the districts' smaller scale dimensional requirements.		

ES-1.E Application of Design Standards and Guidelines

Two types of design standards and guidelines are proposed for commercial uses along Montauk Highway — 1) a general set of guidelines to promote enhanced landscaping and hamlet identity, and 2) location specific standards applicable to certain areas along the corridor. With respect to location specific standards:

- A design overlay is proposed for parcels fronting Montauk Highway outside the core hamlet center or downtown. The main provision of such an overlay would be the requirement for commercial properties to implement a 50' wooded buffer in the front setback area in order to reestablish a rural ambiance.
- There are two areas in the corridor where the development of access lanes are proposed — a "North Main Street" access into Good Ground Park, and a separated access lane to businesses on the south side of Montauk Highway east of Bittersweet South Extension. In both instances, site planning requirements are recommended to facilitate the development of the proposed infrastructure improvements.

ES-1.F Transient Lodging to Residential Conversions

A separate study of the conversions of transient lodgings to residential dwelling units is being prepared by the Town, though is not yet completed. Its recommendations have particular relevance for Hampton Bays since the hamlet is host to roughly half of all Southampton's resort and transient motels, camps, cottages and bungalows.

The main recommendation expected from the study is one that would provide a rational standard, ad clarity in the process, for calculating the allowable yield — a

formula is being considered that is based on the size of the lodging units and the Suffolk County Health Department sanitary code for protecting groundwater resources. A preliminary scenario envisions the following conversion ratios. When the transient units to be converted are smaller than 400 square feet, three would be required to yield one residential dwelling unit; for units between 401 and 600 sf, two would be required; and for units between 601 and 1200 sf, one and a half would be required. Lodging units larger than 1200 sf would retain the one to one conversion ratio now in place. Additional analysis and public review are needed to finalize this effort.

More anticipated recommendations of the Motel-Condo study are given in section III.2.

Information regarding lodging uses also appears in sections II.3.tk, IV.1.B and in the Attachments.

Among other recommendations the draft study also proposes limiting conversions to compatible zoning districts. Lodging complexes in districts where residential development is prohibited, such as Highway Business, would not be eligible for conversion.

ES-2. Projected Build Out

A build out projection was developed for the hamlet, estimating both the development potential of remaining vacant land and the expansion potential of developed lots. It must be emphasized that the build out is a diagnostic tool based on a given set of assumptions rather than a crystal ball.

See sections IV.1 and IV.2 for details of the build out methodology and results, including population projections.

Residential build out potential is estimated to be in the vicinity of 10 to 12 percent more than the hamlet's existing dwelling units:

- 550 new single family homes built on either vacant land or land subdivided from developed, oversized lots
- 200 potential accessory apartments
- 15 potential LI Workforce Housing Act bonus density units
- 250 condominium units potentially resulting from the conversion of transient motel and cottage lodgings, under current regulations; this figure would be halved under the conversion formula proposed above

Most new residential development is expected to come from new single family homes built on established "single and separate" lots rather than new subdivisions. Because of this, upzoning cannot be used to achieve significant reductions on density.

While the hamlet appears to be nearly built out residentially, there remains substantial commercial development potential.

- Vacant commercially-zoned land could support as much as 100,000sf of new business uses, around a 7% increase over existing commercial development.
- The vast majority of new commercial potential, however, lies in the expansion or expanded redevelopment of existing uses. Although a handful are overbuilt, most existing developments appear to have room for additional square footage, perhaps as much as a third more.

Pacing of the hamlet's build out is uncertain, depending on market conditions as well as land use factors. It should be noted that the build out assumes development according to existing and proposed zoning. Variances and change of zone applications could alter these projections.

ES-3. Anticipated Impacts

This investigation focuses on the potentially significant effects of the proposed action (adoption of the *Corridor Strategic Plan*) and future build out. The screening process involves consideration of any short-term, long-term, cumulative, unavoidable or growth-inducing impacts, as well as impacts that can not be fully mitigated, and irreversible and irretrievable commitments of environmental resources. Most potential impacts (e.g., clearing, soil disturbance potential for erosion, stormwater and wastewater generation, additional demand for services, changes to land uses, increased traffic, etc.) are issues that accompany all growth, regardless of plan specifics.

Population	***Demographics*** For additional details, see II.2 and IV.2	• Full build out could yield in the vicinity of 2,000 to 2,500 additional residents, with between 290-260 school-aged children to the hamlet, potentially exceeding existing the capacity of the school district. However, it is unclear when, if ever, the hamlet will reach full build out. • Recent data from the school district shows enrollment growth outstripping growth in development. This points to the driving role of other factors such as increases in local birth rates and family sizes.
Land	***Land Use and Zoning*** For additional details, see II.4 and IV.3.A	• The proposed application of HO/HC zoning will result in less intensive commercial development. • Although residential uses are permitted in the HO/HC zones, the potential for accessory apartments is minimal due to SCDH sanitary requirements. • PDD rezoning proposals must be considered on an application by

		application basis. Pending applications on two significant sites may result in uses and/or densities that would not otherwise be permitted. Plan recommendations to refine the policies and procedures for processing PDD applications could result in a tighter link between PDD projects and hamlet planning goals. • Recommendations are anticipated from the Transient Lodging to Residential Conversion study for changes to the zoning map that will promote rationalization of existing zoning and prohibit residential conversions in districts where residential development is not permitted. Code amendments are also expected that would link conversions to SCDH sanitary regulations, and ultimately reduce the residential yield.
	Community Character and Visual Resources For additional details, see II.4 and IV.3.B	• Hampton Bays seeks to maintain and enhance the character of a historic, seaside resort with single family residential neighborhoods. • Adverse impacts on community character could come from a disproportionate amount of generic commercial and non-single family residential development, and from changes in residential uses such as illegal overcrowding. • Design controls recommended in the *Corridor Strategic Plan* will enhance community character and visual resources by requiring more vegetation/landscaping and improved site functionality and aesthetics. They will result in a greener, more attractive commercial corridor. • The potential demolition and removal of the Canoe Place Inn as part of future redevelopment would diminish the hamlet's historic character and the community's sense of place. • Sense of place would also be affected by changes to the hamlet's gateways. The *Corridor Strategy* contains recommendations in for gateway improvements — e.g. statue commemorating the Canoe Place portage site — that would have a beneficial impact.

Land Development	***Open Space and Recreation***	• Direct impacts to existing public open spaces or parklands such as reduction in land area or severe encroachment are not anticipated. • Additional growth under any circumstances — i.e. with or without the Corridor Plan — would trigger the need for more recreational areas and facilities to serve the new residents. Recent acquisitions have added to the hamlet's store of passive parkland — most notably the purchase of Good Ground Park — but active recreation facilities would be needed to meet the standards in the Town's draft Recreation Plan. • Most of the hamlets' open space is clustered north of Montauk Highway and west of Route 24 — and is not integral to the experience of being in the hamlet's commercial areas or its established, more densely settled residential neighborhoods. Consequently, retaining the remaining open space along Montauk Highway is a community priority. • Open space preservation is also desired for smaller, remaining undeveloped residential lots in order to provide neighborhood pocket parks and facilitate stormwater runoff best management practices, buffering coastal areas.
Environment	***Geology, Soils and Topography***	• As with all development, future development could incur potential erosion and alterations to existing topography, vegetation, ground cover and drainage patterns. Less of this is likely to occur with implementation of the proposed *Corridor Management Plan* due to recommendations for increased open space and landscaping.
Environment	***Surface Waters and Wetlands***	• Great Peconic, Shinnecock and Tiana Bays in the hamlet experiences periodic beach closings, and fish advisories, raising concerns about long term water quality and the impacts of development. • The Corridor Strategic Plan proposes regulations that would reduce the amount of commercially developed acreage in the corridor, and convert some existing paved areas into landscaping, both of which could reduce impacts from stormwater runoff. • Surface waters in the Munn's Pond County Park could be adversely impacted by the suggestion in the Plan for selective clearing to open views. This should not be pursued. • While the Corridor Strategic Plan does not directly address water issues, the DGEIS recommends mitigations (see below). Water protection policies and regulations will be addressed at the Town-wide level in the LWRP, a long dormant project that has recently been revived.

Environment	***Groundwater***	• The site of the proposed Tiana Commons PDD is adjacent to an existing public wellfield. Development could affect groundwater in the area if not properly planned. • New development featuring chemical-dependent landscaping can adversely affect groundwater. • Additional development whether under the proposed plan, no-action alternative or other plan will consume more of the Hamlet's existing groundwater supplies, although supplies do not appear constrained. • Older development in some areas, that pre-dates County groundwater management regulations, exceeds currently permitted densities for groundwater protection. These areas flank the Shinnecock Canal.
	Ecological Resources	• The open space requirements in the HO and HC zoning districts, as well as the proposed design standard to create a wooded buffer along Montauk Highway outside the central business district, would potentially reduce the amount of land cleared for development, and in some instances would return existing paved areas to vegetation.
	Critical Environ-mental Areas	• Designated Critical Environmental Areas (CEAs) in the Town include the Town's APOD and CPBOD, the Central Suffolk SGPA, and NYSDEC freshwater wetlands. While some development would occur in these areas, existing regulations provide for increased development review as well as site planning restrictions.
Cultural, Historical and Archaeological Resources		• Future development could result in disturbance to historic and archaeological resources. This includes potential disturbance or removal of the Canoe Place Inn and possible future development on land identified by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) as falling within areas of archaeological sensitivity. • Design guidelines recommended by the Plan would support the hamlet goals of enhancing its identity as a historic community.

Community Services and Facilities	• Future development will increase demand for community services including ambulance, fire, police, water, solid waste management, senior and youth services, school and library districts, and parks and open space. • The most significant impacts are expected to be on the Hampton Bays Union Free School District. However, enrollment growth appears primarily driven by demographic changes rather than new development. The extent to which the proposed PDDs will impact the schools depends on whether they will promote resident families or resort visitors and retirees. • Services that rely on volunteers — i.e. fire and ambulance — which are already stressed for help will need new recruits. • Approximately 20 additional acres of active parkland will be required to service the community at full build out.
Economic and Fiscal Considerations	• The role of fiscal impacts in a review under NY State Environmental Quality Review Act is limited. The potential effects that a proposed project may have in drawing customers and profits away from established enterprises or in reducing property values in a community may not be considered under SEQR. • Recommendations of the Corridor Strategic Plan concerning zone changes and site planning standards for commercial property are not expected to have an adverse impact on public services and the municipal revenues needed to finance them. • The non-zoning recommendations of the Corridor Strategic Plan concern open space acquisitions and a variety of public improvements to parks, civic spaces and roadways, all of which can entail public expense. • The proposed creation of a North Main Street will open up development opportunities for properties adjacent to it, adding potential value to those parcels. • New York State law grants substantial tax assessment preferences to condominiums, often in the 40-50% range, sometimes greater. Because of this, condominium development and conversions will typically have an adverse fiscal impact, with revenues insufficient to cover the municipal services required.

Traffic and Transportation	• The reduction in overall development potential expected to result from the application of HO & HC zoning would yield a corresponding reduction in the potential for traffic increase at full hamlet development. • Each traffic improvement noted in the Hampton Bays Corridor Strategic Plan would require its own environmental review for further development. However, preliminary assessment suggests that development of the North Main Street and Bittersweet South Extension access lanes would improve traffic conditions without the need for additional mitigation. Other potential improvements, such as the realignment of Old Riverhead Road or reconfiguration of Newtown Road, could result in unwanted impacts.
Air Quality and Energy Conservation	• Air quality in Hampton Bays is good. Additional development and traffic activity would result in some additional air emissions and energy consumption. This effect is expected to be very small and is expected to be the same or lower than the no-action scenario.
Growth Inducing Impacts	• The corridor is quickly approaching maximum build out. However, the recent downturn in the economy has slowed the pace of development. The limited amount of land available for development, future use of transferred development rights, acquisition of key open spaces and natural resources and use of other preservation techniques recommended by the Plan will moderate this growth. There are no land uses that are planned or recommended that would be expected to spur significant additional growth in the hamlet (e.g., a major employer, university, hospital, major highway, municipal sewer system, etc.).

ES-4. Mitigation

Mitigations fall under three categories: mitigations identified or inherent within the Plan; mitigations formulated as part of the environmental investigations (DGEIS); and mitigations anticipated from other agency requirements, permits, reviews, and enforcement. The public and involved and interested agencies will also have an opportunity to propose aditional mitigation strategies during the public and agency outreach phases of the environmental review.

All three types of mitigations are presented in a summary table at the end of this chapter. The table is organized to note whether each mitigation is part of the *Hampton Bays Corridor Strategic Plan* or was identified through the DGEIS process — either in response to the concerns and suggestions of the ad hoc advisory committee and other comments received through the public process, or through the analyses. It also notes the Community Planning goals that are addressed, and whether implementation is immediate, short, mid, long term or ongoing. Some

projects may have a long time frame because of complexity but may also be a community priority.

Finally, the mitigation table is categorized by impact area — e.g. Land use and Zoning, Environment, Community Facilities. However, it should be recognized that many actions cross categories. For example, revitalization and promotion of the Town's TDR program — a community priority — is a land use tool with substantial environmental benefits. For the sake of concision, mitigations are noted once only, and not in each relevant impact category.

ES-5. Alternatives

The alternatives section provides an assessment of two alternatives to the proposed action as agreed to in the July 2008 Final Scoping Document. The first is a review of the No-action Alternative, as required under NYCRR Part 617 (SEQR). This alternative considers the implications of not adopting and implementing the recommendations of the *Draft Hampton Bays Corridor Strategic Plan* and allowing growth under current zoning and land development guidelines.

The second alternative ("Modified Alternative") looks at developing the Tiana Commons and Canoe Place Inn as PDDs as opposed to development under existing zoning. It recommends that no additional density be permitted in PDD zones, unless a sufficient number of development rights are sterilized in the Central Pine Barrens Core Preservation Area or that appropriate fees in lieu of rights are remitted and dedicated for open space protection in the Hampton Bays School District. The Modified Alternative also assumes that the properties immediately adjacent to the canal retain their RWB zoning and that a canal overlay district is applied to provide additional regulations to promote a preferred design and protect environmental resources. It also targets additional properties for preservation.

ES-6. Matters to be Decided, Required Permits and Approvals, and Referrals

The subject action is for Town Board adoption of the Hampton Bays Corridor Strategic Plan, and the Southampton Town Board is Lead agency. It has sole jurisdiction over the following tasks and actions:

- Completion of the SEQR process and adoption of a SEQR findings statement; and
- Adoption of the *Hampton Bays Corridor Strategic Plan*.

Other agencies are considered to be "involved," because they meet the SEQR definition of being "an agency that has jurisdiction by law to fund, approve or directly undertake an action." These include Suffolk County, which has

jurisdiction over County Road 80 (Montauk Highway), and the Central Pine Barrens Commission, which must review projects in portions of Hampton Bays for consistency with the Central Pine Barrens Plan. An "interested agency" is as an agency that lacks the jurisdiction to fund, approve or directly undertake an action but wishes to participate in the review process because of its specific expertise or concern about the proposed action. Several of these have also been identified.

The list of involved and interested agencies under SEQRA is given in section I.2.E.

The Town Board has the responsibility as Lead Agency under SEQR to issue findings indicating that:

1. The requirements of 6 NYCRR Part 617 have been met; and
2. Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action is the one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and adverse impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigative measures and safeguards that were identified as practicable.

   Implementation of the proposed Plan will occur over time. Future Unlisted and Type I actions, including certain individual private developments or other Town or private actions would occur independently and be subject to separate SEQR reviews.

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
Land Use & Zoning See: ▪ Map 33, Proposed Zoning ▪ Concept plan for Good Ground Green in the *HB Corridor Strategic Plan* ▪ Concept plan for "Asphalt Jungle" area in the *HB Corridor Strategic Plan* ▪ Section III.1 of the DGEIS, containing draft hamlet design guidelines	• Apply HO/HC zoning to commercial parcels transitioning between the central business district (VB) and the Highway Business (HB) and Resort Waterfront Business (RWB) zones on the outskirts of the corridor.	Recommendation of the *Hampton Bays Corridor Strategic Plan*	▪ Increased open space requirements of HO/HC support environmental goals ▪ Improved aesthetics	Immediate; resolution drafted
	• Enact hamlet and location-specific site planning standards to promote improved aesthetics and implement corridor design concepts including: ▪ Creation or maintenance of a wooded buffer on commercial properties outside the hamlet center ▪ Development of a "Good Ground Green" commercial area utilizing the new access road to Good Ground Park ▪ Creation of an access lane to commercial properties on Montauk Highway east of Bittersweet South Extension ▪ Hamlet gateways	Recommendation of the *Hampton Bays Corridor Strategic Plan* Additional recommendations in section III of the HB DGEIS	▪ Improved aesthetics, safety hamlet center revitalization ▪ Potential to highlight hamlet history	Immediate, with additional follow up as Town design review regulations are updated Initial resolution drafted
	• Explore the potential for coordinated development among multiple owners at the Good Ground Green site	DGEIS	▪ Hamlet Center Revitalization	Mid-term

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
Land use & Zoning: PDDs See Sections II.4, III.1.B and IV.3 for discussion of the hamlet's pending PDDs and the use of PDD rezoning as a planning tool. Section II.7 discusses PDD community benefit funds.	• Review and update policies and procedures for processing PDD applications to achieve: ▪ transparency in the application review process ▪ equity in the calculation of community benefits ▪ a stringent assessment of tax revenues for the proposed development compared with the as-of-right scenario ▪ density neutrality for new PDDs in Hampton Bays utilizing CPB credit redemption or TDRs	Recommendation of the *Hampton Bays Corridor Strategic Plan,* with elaboration in the HB DGEIS	▪ Environmental sustainability through more rigorous controls over density bonuses ▪ Fiscal sustainability through an assessment of tax implications and cost of community services analysis	Immediate; approach should be instituted with the review of pending applications in the hamlet
	• Site-specific land use recommendations for potential PDD sites include: ▪ Maintain uses that allow public access to the CPI site — e.g. resort, hospitality, spa ▪ Explore the potential to connect existing dense residential development in the vicinity to the advanced wastewater treatment system for a CPI project ▪ Ensure proposed commercial uses at "Tiana Commons" do not adversely affect hamlet center viability ▪ Ensure soils on the existing junkyard site are clean prior to any redevelopment ▪ For PDDs exceeding density standards for groundwater, require a modified subsurface sewage disposal (MSSD) systems that treats for nitrates. Site at least 200 feet from the SCWA property near "Tiana Commons" ▪ Preserve open space at the rear of the proposed Tiana		▪ Hamlet center vitality ▪ Community sense of place ▪ Fiscal sustainability	

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
	Commons PDD site to protect the adjacent wellfield, provide contiguous open space next to the preserved land behind the Stop & Shop supermarket, and maintain visual screening and a more rural/wooded gateway character along Sunrise Highway.			
Land Use & Zoning	• Consider designating the proposed Good Ground Green commercial area as a Residential Receiving Area for Density (RRAD) in order-to provide additional potential landing areas for Pine Barrens Credits or TDRs, and shift density to the hamlet center. This would compensate for the loss of a RRAD at the adjacent Good Ground Park property and be necessary if the Town decided not to entertain new PDDs in the area.	Mitigation recommended in the HB DGEIS	▪ Hamlet center revitalization	Implementation of this recommendation is linked to need, which in turn depends on how existing RRAD parcels are developed.
	• Consider building municipal parking in the hamlet center, possibly on land provided jointly by Good Ground Green property owners, parking fees from new development, and/or special fees assessed within a business improvement district.	DGEIS	▪ Hamlet center revitalization	Long term
	• Maintain the RWB zoning districts on the majority of	This is a recommended mitigation of the DGEIS	▪ Ecological protection	No action needed to maintain the RWB

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
	canal-side parcels, and apply an overlay district to promote coordinated design and protect area bays.	that calls for a change to a *Strategic Plan* recommendation to utilize PDD zoning to unite planning for the east and west sides of the canal.	▪ Area revitalization ▪ Improved aesthetics ▪ Enhance seaside identity	zoning Short-term time frame to implement overlay district
Land Use and Zoning See the Concept plan for Boardy Barn site redevelopment in the *HB Corridor Strategic Plan*	• In the eventual redevelopment of the Boardy Barn site, coordinate access with adjoining land uses to better control traffic activity in the area. Refer developer to concept plan in the *Corridor Strategy* for suggested site plan improvements.	Recommendation of the *Hampton Bays Corridor Strategic Plan*	▪ Improved traffic safety ▪ Improved corridor appearance, function	Long Term
Land Use and Zoning	• Promote infill development in the downtown district to concentrate commercial development, combat sprawl, make the area more pedestrian friendly, and increase physical and economic activity in the area.	Recommendation of the *Hampton Bays Corridor Strategic Plan,* echoed in the DGEIS.	▪ Hamlet center revitalization	Ongoing; Implementation details to be developed, potentially through the recommended economic development plan
Community Character See: Concept sketches for gateways in the *HB Corridor Strategic Plan;* IV.3.A.ii for additional details.	• Enhance the eastern corridor gateway with a statue commemorating the portage of canoes at Canoe Place on the recommended CR 80/CR 39A roundabout.	Recommendation of the *Hampton Bays Corridor Strategic Plan.*	▪ Enhance seaside and historic character ▪ Foster a distinctive sense of place	TBD. The public art may be developed and installed prior to creation of a roundabout.
	• Create a sense of gateway by	Recommendation of the	▪ Foster a distinctive	TBD

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
	visually improving the train trestle over CR 80 in the western end of the corridor.	*Hampton Bays Corridor Strategic Plan.*	sense of place	
	• Pursue acquisition of the Hampton Bays Diner site for gateway development.	DGEIS	▪ Distinctive character	Long term
	• Investigate the feasibility of burying electrical utilities and eliminating telephone poles in the Hamlet to improve aesthetic qualities. All new utilities should be installed underground.	DGEIS	▪ Enhance community character and aesthetics	Long term
Community Character	• Allow community organizations to request to be placed on the notification list for identifying potential impacts of roadwork and other construction in the public right of way where they may have buried irrigation lines.	DGEIS	▪ Improved communications, hamlet character	Immediate to Short term
	• Develop a tree protection ordinance to preserve large, mature, or otherwise notable trees, and prevent clear cutting.	DGEIS	▪ Enhancement of community character and visual resources ▪ Ecological protection	Short term
	• Create a façade improvement program to stimulate upgrades in the hamlet center through loans, grants or tax abatements.	DGEIS	▪ Hamlet center revitalization ▪ May also support historic identity	Short term; this is a community priority and may be implemented with cooperation of voluntary organizations

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
Cultural, Historical and Archaeological Resources	• Review new development in the vicinity of the Prosper King House (i.e. Good Ground green area) for compatibility with that historic building.	DGEIS	▪ Protect historic character	Ongoing
	• Refer applicable plans (e.g., Canoe Place Inn) to the Landmarks and Historic Board for review and comment.	DGEIS	▪ Protect historic character	Ongoing
	• Require archaeological investigations at proposed development sites that are in areas identified by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) as being archaeologically sensitive.	DGEIS	▪ Protect hamlet heritage	Ongoing
	• Create outdoor interpretive exhibits at the Shinnecock canalside park to highlight the area's maritime history.	Recommendation of the *Hampton Bays Corridor Strategic Plan* and other Town planning efforts.	▪ Historic identity	Potential to implement concurrent with CPI site redevelopment
	• Promote the use of façade easements as a tool for historic preservation.	DGEIS	▪ Protection of historic character	Ongoing

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
Cultural, Historical and Archaeological Resources: ***Canoe Place Inn*** See II.4.D.v.3 for a discussion of existing conditions; III.1B for a discussion of PDDs, and IV.3.C.2 for mitigation.	• SEQRA review of any CPI redevelopment should include: o a comprehensive history of the site and structures o a full assessment of the structural and architectural integrity of the building by credentialed professions with expertise in historic preservation o referral to the Town's Historic Districts and Landmarks Board, Hampton Bays Historic and Preservation Society, and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP)	DGEIS	▪ Protection of historic character and distinctive hamlet identity	To be implemented with development review of any application for the
	• To the extent feasible, Town discretionary powers should be used to encourage rehabilitation and reuse of the existing Canoe Place Inn structure. Important features that cannot be preserved should be salvaged for use and display elsewhere. • Require oversight of any building demolition and ground disturbance by a qualified archaeologist. • CPI redevelopment should highlight its history via an exhibit on or near the site.			

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
Environment : ***Existing Mitigations Cited in the DGEIS*** (strict compliance urged) See Section IV.4	• Existing mitigations include: ▪ Adherence to a sediment control plan or approved Stormwater Pollution Prevention Plan (SWPPP for disturbances involving more than one acre in a NYSDEC total maximum daily load (TMDL)-designated watershed; if discharging to an impaired 303(d) listed water; or when disturbing 5 acres or more other than the construction of a single-family residence or on an agricultural property ▪ Construction of approved drainage systems ▪ Compliance with State and local erosion and sedimentation standards including State Pollution Discharge Elimination System (SPDES) permits ▪ Use of stormwater management best management practices such as silt fencing, staked hay bales, project limiting fences, etc. during construction ▪ Revegetating disturbed areas immediately after completion of work to prevent erosion and retain soil on site. ▪ Clearing limits in the CPB and APOD overlays ▪ Compliance with all necessary Town and State wetlands permits including required wetlands setbacks and buffers. ▪ SCHD sanitary system requirements.		▪ Environmental resource protection	As needed
Environment: Geology, Soils, Topography	• Maintain the wooded buffer between CR 80 and Munn's Pond rather than opening this area up for motorist viewing.	Mitigation from the DGEIS that modifies a recommendation of the *Corridor Strategic Plan.*	▪ Environmental resource protection	No action required
	• Prohibit the application of pesticides or fertilizers within 100 feet of surface through restrictive covenants, easements and conditions of wetlands	DGEIS	▪ Ecological resource protection — surface and ground waters	As needed in relation to project applications

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
	permits.			
Environment: Geology, Soils, Topography	• Promote/require the use of native plant or ornamental species well-adapted to area and site conditions.	DGEIS	▪ Minimizes chemical inputs, protecting ground and surface waters	As needed in relation to project applications
Environment: Water Resources	• Continue to monitor the progress of the gasoline contamination cleanup at the Sunoco station near Macys Shopping Center.	DGEIS	▪ Restore integrity of groundwater, and Hidden Cove and Tiana Bay.	Ongoing
	• Consider the use of pervious pavement, land banked parking, and/or grassed overflow parking along the Canal to reduce the generation of stormwater runoff	DGEIS	▪ Ecological resource protection — surface and ground waters	Ongoing, through site plan review
	• Complete the Town's Local Waterfront Revitalization Plan (LWRP).	DGEIS	▪ Ecological resource protection — surface and ground waters	Mid-term. Community priority.
	• Consider the use of innovative stormwater controls such as swirl chambers in the low area along Montauk Highway near Munn's Pond and the headwaters of Hidden Cove and	DGEIS	▪ Advanced treatment at this location, would help to protect the pond and creek from direct stormwater	TBD. Requires involvement of the Town's Stormwater Management division, and possibly the County DPW. Periodic removal of sediment and debris

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
	Tiana Bay.		discharges and pollutant loading.	would be required to maximize pollutant attenuation.
Environment: Water Resources	• Review wetlands and surface water buffering requirements with an eye toward potential strengthening.	DGEIS	▪ Protection of ecological resources — particularly those contributing to the hamlet's seaside identity	Short term. Community Priority. Can be an early task of LWRP preparation.
	• Promote the use of water conserving techniques and technologies on substantial development. While there is sufficient groundwater, conservation can lessen strain on water system infrastructure thereby reducing costs.	DGEIS	▪ Protection of water supply ▪ Environmental and fiscal sustainability	Ongoing. Potential involvement of Town Sustainability Committee.
	• Create a campaign to educate hamlet residents about living in a seaside community, increasing sensitivity to water protection needs.	DGEIS	▪ Protection of environmental resources ▪ Environmental and fiscal sustainability	Short term development with ongoing implementation. Potential for involvement of Water Authority and community groups.
	• Explore utilizing the proposed TOZ wooded buffer areas to provide road runoff collection and natural treatment.	DGEIS	▪ Surface & groundwater protection.	Ongoing implementation through site plan review.

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
	• Promote stormwater management best practices on developed property as well as through permit applications and site plan review.	DGEIS	▪ Surface & groundwater protection.	Mid term
Environment: Water Resources	• Provide stormwater best management practice training to staff at the Jackson Avenue Municipal Complex to ensure proper handling of maintenance chemicals, etc.	DGEIS	▪ Surface & groundwater protection.	Short-mid term start-up; ongoing implementation
Environment: Vegetated Area and Habitat	• The right of way currently containing Old Riverhead Road should be revegetated using native species after the street is realigned.	DGEIS	▪ Ecological preservation — habitat	Timing of mitigation dependent on prior action — road realignment.
	• Design Good Ground Park primarily for passive use, maintaining most of the land in a relatively natural and undisturbed condition.	DGEIS	▪ Ecological preser-vation — large unfragmented ex-isting wildlife habitat	No action needed.
Environment: Critical Resource Areas	• Increase the priority of land acquisition in the sensitive CEA areas.	DGEIS	▪ Ecological resource protection	Ongoing, as appropriate.
Community Facilities: Police, Fire & Ambulance	• Conduct outreach to recruit Fire & EMS volunteers from new residents resulting from area build out.	DGEIS	▪ Community sustainability — quality of life and fiscal	Ongoing, as appropriate.

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
	• Monitor changes in LIRR service for potential impacts to the northern portion of the hamlet from increased delays in track crossings.	DGEIS	▪ Community sustainability — quality of life and fiscal	Long term, ongoing.
Community Facilities: Water District	• Make the DGEIS build out available to the Water District for use in planning new facilities.	DGEIS	▪ Community sustainability — quality of life and fiscal	Immediate
	• Promote the cause of water conservation through the Town's Sustainability Committee. Explore the potential for home water conservation audits as well as those for energy efficiency.	DGEIS	▪ Sustainability and resource protection	TBD
Community Facilities: Wastewater See II.3.B.i for a discussion of GMZs and accessory apartments. See III.2.A.ii for a discussion of GMZ and motel conversions.	• Link development regulations to Groundwater Management Zone limitations, with potential amendments to the Accessory Apartment code, and the anticipated motel conversion code.	DGEIS	▪ Sustainability and resource protection	Short term
Community Facilities: Solid Waste See IV.5.F.ii	• Pursue solid waste reduction and increased recycling of household hazardous waste, yard waste, usable goods., etc.	DGEIS	▪ Environmental sustainability	Long term

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
Community Facilities: Parks & Open Space See Map 2, Section II.4.A.v, and the Attachments for details on open space acquisition targets and priorities	• Augment the CPF priority list with preservation targets identified by the Hampton Bays community. • Priority acquisitions include: o remaining open space parcels in the high-visibility Montauk Highway corridor o SCTM 900-255-1-11, 1-ac., north west of the railroad crossing and Munn's Pond — preservation would help protect Munn's Pond and Hidden Cove o SCTM No. 900-255-1-32.4, 1.5-ac., along the west shore of Hidden Cove. Preservation would help protect the creek and its habitat. o SCTM Nos. 205-1-1.3 and 173-1-1.3, totaling 67.6 acres in the Central Pine Barrens Critical Resource Area and adjacent to a large block of open space.	Recommendation of the *Hampton Bays Corridor Strategic Plan* with additional details in the DGEIS	▪ Protection of ecological resources ▪ Protection of hamlet character as semi-rural and green	Shorterm (CPF update) and Ongoing (acquisitions) A combination of approaches may be needed for this sizable site, including clustering, conservation easements, transfer of development rights, etc.
	• Recognize the power and potential of reclamation to create open space in developed parts of the hamlet.	DGEIS	▪ Ecological re-source protection — through resto-ration	Long term/ongoing

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
Community Facilities: Parks & Open Space	• Develop procedures for the timely utilization and monitoring of development payments intended for the purchase of open space or development rights. Leverage these funds with other avenues for pen space acquisition, such as CPF funding.	Recommendation of the *Hampton Bays Corridor Strategic Plan* augmented in DGEIS.	▪ Protection of ecological resources ▪ Fiscal sustainability	Immediate
	• Pursue the recommendations of the Town's Recreation Plan to increase the amount of active recreation facilities in the hamlet.	DGEIS	▪ Quality of life improvements	Long term/ongoing
	• Create a walkway around the Shinnecock Canal, and a bicycle lane across the canal bridge.	Recommendation of the *Hampton Bays Corridor Strategic Plan.*	▪ Enhance seaside and historic character ▪ Support sustainable transportation options	Long term
	• Build an off-road bikeway adjacent to the Long Island Railroad .	DGEIS	▪ Hamlet vitality ▪ Alternative transportation function supports sustainability	Long term
Community Facilities: Schools	• Offset density bonuses granted through PDD rezonings with preservation of residentially-zoned land elsewhere.	DGEIS	▪ Fiscal sustainability	Long term, ongoing

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
	• Maintain and enhance the resort qualities of the hamlet to encourage vacation and second home use of existing and new dwelling units. Efforts to maintain local character and revitalize the hamlet center will contribute to this goal.	DGEIS	▪ Fiscal sustainability	Long term, ongoing Site plan and design regulations will address local character issues n the short term
	• Promote ratables development to support the school district; the new North Main will create new opportunities for commercial growth in the heart of the hamlet.	DGEIS	▪ Fiscal sustainability	Long term, ongoing
Community Facilities: Human Services	• Respond to demographic shifts in the hamlet with new services for the growing youth population.	DGEIS	▪ Quality of life enhancement	Mid term. Requires involvement of Town Human Service Department and Youth Bureau.
Economic and Fiscal Considerations See section IV.6 for details	• Offset bonuses for residential density with open space preservation.	DGEIS	▪ Fiscal and environmental sustainability through density control	Ongoing
Economic and Fiscal Considerations See section IV.6 for details	• Prioritize the public improvements proposed in the Corridor Strategic Plan in order to begin feasibility and cost assessments, and identify funding	DGEIS	▪ Hamlet revitalization, quality of life improvements	Short term for creating prioritized action plan; Long term implementation improvements

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
	sources.			
	• Complete the study of motel-to-condo conversions, and follow it with an assessment of whether the Town could benefit from a homestead tax option.	DGEIS	▪ Environmental resource protection from conversion controls ▪ Quality of life improvement through potential tax relief from homestead study	Short term for completion of motel study
	• Assess options for financing public improvements through a Business Improvement District (BID) for the hamlet, Tax Increment Financing (TIF) or a special assessment district.	DGEIS	▪ Hamlet center revitalization	Mid term
Economic and Fiscal Considerations: School Taxes	• An ambitious option to address the school tax burden would be to seek a change or consolidation of school districts in order to even out revenue disparities. Less far reaching, though perhaps more feasible, would be to help Hampton Bays save money through sharing 'back office' functions with other	DGEIS	▪ Fiscal sustainability	TBD. Any solution to address school taxes would require the leadership of the Hampton Bays Union Free School District. Efforts are currently ongoing to consolidate district transportation functions.

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
	districts.			
Traffic and Transportation See the area concept plans in the *Corridor Strategic Plan*, the Traffic and Transportation appendix in that plan, and sections II.8, III.3, and IV.7 of the DGEIS.	• Create a North Main Street to provide access into Good Ground Park, opportunities for new hamlet center development, and potential circulation improvements.	Recommendation of the *Hampton Bays Corridor Strategic Plan* and other Town planning efforts.	▪ Hamlet center revitalization	Short-to mid term
Traffic and Transportation: Vehicular See the area concept plans in the *Corridor Strategic Plan*, the Traffic and Transportation appendix in that plan, and sections II.8, III.3, and IV.7 of the DGEIS.	• Create a separate access lane to the commercial uses on the south side of Montauk Highway east of Bittersweet South Ext.	Recommendation of the *Hampton Bays Corridor Strategic Plan*.	▪ Hamlet revitalization through improved appearance ▪ Improved safety ▪ Enhanced environment through increased vegetation and improved drainage	Some aspects currently being implemented through site plan review; short-to-mid term implementation of access lane concept
	• Extend Good Ground Road west and connect with Montauk Highway at the Route 24 intersection.	Recommendation of the *Hampton Bays Corridor Strategic Plan* and other Town planning efforts.	▪ Hamlet revitalization through improved connection between the central business district and commercial areas to the west.	Long term

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
			▪ Improved quality of life through eased traffic congestion	
Traffic and Transportation: Vehicular See the area concept plans in the *Corridor Strategic Plan*, the Traffic and Transportation appendix in that plan, and sections II.8, III.3, and IV.7 of the DGEIS.	• Create a roundabout at the eastern gateway to the hamlet where CR80 meets North Shore Road	Recommendation of the *Hampton Bays Corridor Strategic Plan*.	▪ Improved quality of life through eased traffic congestion ▪ Opportunity to enhance hamlet distinctiveness through public artwork on the roundabout.	Long Term
	• Install new traffic signals, as needed, to address impacts of future CPI and Boardy Barn redevelopment	Recommendation of the *Hampton Bays Corridor Strategic Plan*.	▪ Improved quality of life through eased traffic congestion.	Long term, pending need triggered by potential area redevelopment
	• Reconfigure the western section of the roadway, which now contains two thru lanes with turning lanes at major intersections, to feature a median/turning lane, plus bike lanes sidewalk areas – all feasible within the existing ROW.	Recommendation of the *Hampton Bays Corridor Strategic Plan.*	▪ Improved quality of life through eased traffic congestion. ▪ Sustainability supported through bike & ped facilities ▪ Improved traffic safety.	Long term

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
Traffic and Transportation: Alternative Modes See the area concept plans in the *Corridor Strategic Plan* for proposed bicycle accommodations and suggested transit routes Also refer to the Traffic and Transportation appendix in the *Corridor Strategy*, and sections II.8, III.3, and IV.7 of the DGEIS.	• Work with Suffolk County Transit to provide direct shuttle service along Montauk Highway.	Recommendation of the *Hampton Bays Corridor Strategic Plan.*	▪ Sustainability	Short-mid term.
	• Work with the LIRR to provide more frequent, and locally-oriented service.	Recommendation of the *Hampton Bays Corridor Strategic Plan* and the East End Transportation (aka Volpe) Study.	▪	Long Term
	• Create safe bicycle accommodations through a system of off road paths and on-street bike lanes. Target areas include: o Canal-side, including Canal Bridge crossing o Alongside the LIRR	Recommendation of the *Hampton Bays Corridor Strategic Plan.*	▪ Sustainability ▪ Safety ▪ Hamlet vitality — i.e. Increased recreation opportunities support resort activities.	Long Term
	• Provide bike amenities — racks, lockers, air pump, water fountains — in the hamlet center.	DGEIS	▪ Hamlet revitalization ▪ Sustainability	Implement as part of park and pocket park development, and through major site plan reviews
	• Support pedestrian activity by expanding the sidewalk network outside the central business district through the entire corridor.	Recommendation of the *Hampton Bays Corridor Strategic Plan.*	▪ Sustainability ▪ Safety	Mid term
Traffic and Transportation:	• Develop a plan to install cross walk markings, signage and pavement extensions where	Recommendation of the *Hampton Bays Corridor Strategic Plan and* DGEIS	▪	Mid term

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
Alternative Modes See the area concept plans in the *Corridor Strategic Plan* for proposed bicycle accommodations and suggested transit routes Also refer to the Traffic and Transportation appendix in the *Corridor Strategy*, and sections II.8, III.3, and IV.7 of the DGEIS.	needed.			
	• Create paths to improve pedestrian circulation in the traditional hamlet center, connecting Montauk Highway with Good Ground Road and the proposed North Main Street.	DGEIS	▪	Long term, ongoing. Potential to implement through site plan approval on redevelopment applications. Some locations dependent on property acquisition.
	• Create centralized parking in the hamlet center to facilitate "park and walk" activity. o Coordinated development of the Good Ground Green concept would provide an opportunity.	DGEIS	▪ Hamlet center revitalization ▪ Sustainability	Mid-long term
	• Promote transit use by installing new bus shelters. Convert the vest pocket park at the Hampton Bays Town Center PDD into a bus shelter, as it is informally used as a place by transit-goers.	DGEIS	▪ Hamlet center revitalization ▪ Sustainability	Mid term

Table of Recommendations Hampton Bays Corridor Strategic Plan and DGEIS Mitigations				
Category	**Action**	**Recommendation/ Mitigation Type**	**Goals Addressed**	**Time Frame & Comments**
Air Quality and Energy Conservation See section IV.8	• Coordinate energy conservation efforts through the Town's Sustainability Committee. o Consider a Hampton Bays subcommittee to facilitate hamlet-focused activities.	DGEIS	▪ Hamlet center revitalization ▪ Sustainability	Ongoing
	• Promote Transit Oriented Development in the hamlet center to reduce energy used in transportation.	DGEIS	▪ Hamlet center revitalization ▪ Sustainability	To be achieved through TDRs and other means of shifting density.
	• Promote energy-efficient building and site design, including "daylighting" to reduce indoor lighting demands and shade trees.	DGEIS	▪ Sustainability	Ongoing; to be achieved through site plan and design review.
Other Recommendations See section III.4.	• Address Town Code enforcement before and after development. o Enhance building code enforcement through additional inspectors and community involvement. o Promote zoning code enforcement through strict application and the reduction of variances	DGEIS	▪ Community quality of life	Community priority. Ongoing implementation.

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

PART I: INTRODUCTION

1. Project Background, Intent & Components

I.A. Background & Intent

This Draft Generic Environmental Impact Statement (DGEIS) was initially intended to assess the impacts of recommended actions from the *Hampton Bays Strategic Corridor Strategic Plan*, a charrette-based project initiated in 2006 which focuses on the hamlet's commercial corridor. As the project developed, and particularly in response to public comments received through the scoping process, its goals and objectives were greatly enlarged so that the DGEIS is being used as an opportunity to look at the hamlet comprehensively.

While the original, or core, subject of the DGEIS — the draft *Hampton Bays Corridor Strategic Plan* — primarily addresses issues of land use, design and traffic/transportation in the commercial area surrounding Montauk Highway, this DGEIS explores impacts to the entire hamlet of both residential and non-residential future development. It includes a build-out projection and assessment of all remaining as-of-right development. It also looks at recommendations relevant to Hampton Bays that are part of a larger, Town-wide study of motel-to-condo conversions.

The process of creating and reviewing this DGEIS is intended to identify additional planning strategies to protect and enhance the natural and built environment of the hamlet of Hampton Bays. It should be recognized that both the *Corridor Strategic Plan* and the DGEIS are part of a long series of planning initiatives for the hamlet, and that more work will be needed moving forward. Ongoing effort is needed to implement recommendations of these documents, and to continue to evaluate, refine and develop them as conditions, data, and available planning tools evolve.

I.A.i) Community Concerns — Hampton Bays at a Crossroads

In the expansion of the scope for this DGEIS, the role of the document and the expectations for it also grew. Community residents advocating for the expanded scope looked to the DGEIS to serve as a much needed hamlet comprehensive plan. Rapid and dense growth in the hamlet has left many feeling a decline in the local quality of life, with pressing

concerns for the hamlet's future. The DGEIS became a way for these concerns to be documented and brought to the attention of the Town Board and the wider community, generating recognition, creative vision, commitment, and action.

Disparities between the dense development in Hampton Bays relative to other parts of the Town were noted more than a generation ago when the Town completed its first Master Plan in 1970. Even then the existing pattern of comparatively small residential lots was well established, although not fully built. Consequently, the Master Plan urged both direct acquisition and the use of planned residential development to "preserve as much of the open land as possible." The Master Plan also reported "a practice of giving variances to permit two building lots on lots larger than required by the Zoning Ordinance but less than required for two lots," recommending that such "proposals should be the subject of very close scrutiny so that this increase in density is only allowed where it is absolutely unavoidable."

Nearly 40 years later, variances remain a strong concern of community residents who over time have seen the differences between Hampton Bays and other hamlets in terms of density, population and area character become more and more marked. From 1990 to 2007, the Hampton Bays population grew by 63%, which was more than twice the 27% growth rate for the Town as a whole during that time. But while the hamlet grew faster than the rest of the Town, the rate at which property values and revenues increased was not as strong. As discussed in section II.3 of this document on Existing Conditions concerning housing, home prices in Hampton Bays have historically lagged behind the Town-wide median. In recent years this gap has noticeably widened — moving from a range of 25% to 30% to between 42% and 48%. The result is a community feeling heavily and disproportionately burdened by taxes and anxious about its ability to support the entry of new school children into the system.

Hampton Bays is also a community at a crossroads. The residential development boom of the 1980's and 1990's has come to an end, in part because of changing economic conditions and in part because the supply of available land in the hamlet is sharply diminished. With few remaining prominent sites for development the fate of those that do exist takes on ever increasing importance — particularly in a community experiencing change that may be unwanted, too fast, or both. Although Hampton Bays belongs to a region known worldwide as a vacation and second home destination for the well-off, the last census reported a dramatic rise in the portion of hamlet residents living in poverty, a movement that's likely to have worsened in an era that is becoming known as the Great Recession. Property maintenance and illegal overcrowding have become

significant community concerns — not only for the properties currently afflicted by them, but because of the potential slide that can be precipitated by the presence of such conditions. Commercial development has increasingly tended to take the form of retail or banking chains rather than unique and local businesses, thereby chipping away at hamlet identity and the viability of the traditional hamlet center. In the face of such disquieting trends, each new development is dissected for the direction in which it will take the hamlet. The DGEIS provides a context for such scrutiny. Some strategies are offered to address these issues; more are needed.

I.A.ii) Guiding Principles

At the start of the DGEIS process, the Ad Hoc Committee collaboratively developed a set of "hamlet planning criteria" to use as a guide during its work in refining the draft *Hampton Bays Corridor Strategic Plan* and in crafting additional recommendations to address the hamlet's future comprehensively. Moving forward, they are proposed for ongoing uses as criteria for evaluating new development proposals and projects.

Community Goals & Objectives

Hampton Bays' goals are expressed here as a set of adjectives which characterize its current identity, and which the community would like to see strengthened as it grows.

Vibrant* ▪ *Historic* ▪ *Seaside* ▪ *Ecological
Sustainable* ▪ *Safe* ▪ *Distinctive

Under each goal is a set of objectives expressed as conditions that the hamlet would like to achieve.

Vibrant Community

- Hampton Bay's hamlet center is the locus of community activity:
  - The hamlet center is clearly defined and easily recognizable.
  - The hamlet center is a destination for both area residents and tourists. People may park and then enjoy the area's commercial and cultural resources as pedestrians.
  - The hamlet center thrives with fully occupied storefronts, unique local businesses, sidewalk cafes, pocket parks and other elements that contribute to street life.
  - Cultural and recreational (i.e. non water-based) activities are concentrated in the hamlet center.

Historic Community

- The hamlet's historic resources are protected and maintained.
- Hampton Bay's history as an agricultural and maritime community is interpreted and celebrated through signage, maps, exhibits, special events and the like.
- Area development utilizes traditional and vernacular architecture and design to contribute to the hamlet's historic character.
  - Maritime elements are used in appropriate and authentic (i.e. not kitschy) ways.

Seaside Community

- The biological health of the harbor is protected and enhanced.
  - Pollution from stormwater runoff and septic systems is controlled.
- The shore is protected from erosion, flooding and rising sea levels.
  - Use of bulkheads is minimized.
- Public access to the waterfront is maintained and enhanced.
- Water-based recreational opportunities abound.

Ecological Community

- Hampton Bays is a leader in environmental stewardship and resource management.
- Ongoing efforts are made to preserve the community's remaining open space.
- The marine environment is healthy, and supports recreational and commercial uses.
  - The vitality of wetlands and eel grass beds is maintained.
- Biodiversity is supported on land and sea.
  - Landscapes are lush and complex, featuring native species.
  - Marine life flourishes.
- Drinking water quality is protected.

Sustainable Community

- New development contributes to a compact, walkable, hamlet center; does not add sprawl.
  - Infill development is utilized in the hamlet center to promote a compact, walkable environment.
  - "Walkability" is further promoted through pedestrian-friendly design, including sufficiently wide and landscaped sidewalks;

attractive street furniture; visual interest provided by shop windows, landscaping, public art, etc.

- Where density is too sparse, or distances are too great, to support pedestrian activity, alternative modes of transportation (i.e. cycling, bus, trains, shuttles) are supported.
- New development is energy efficient, and uses renewable resources and non-toxic materials to the greatest extent possible.
- New development is kept within community carrying capacity in terms of:
  - Natural resources;
  - Public Infrastructure:
  - Community facilities and services, including schools, libraries, public safety, senior services, etc.
- The potential for the community to produce food, and to obtain locally-produced food, is preserved and expanded.

Safe Community

- Public safety systems — police, traffic, EMS — are able to accommodate increases in service resulting from new development.
- Safe, separate, attractive and convenient facilities are provided for walking and bicycling.
- Traffic safety is increased, along with roadway Level of Service (LOS).
- Buildings are well-maintained and comply with all State and local codes.
  - Conditions of overcrowding and illegal occupancy are corrected.

Distinctive Community

- Hampton Bays maintains — and cultivates, regains — the character of highly desirable place, not only for people to live and work, but to visit, vacation, shop, dine and recreate.
- The hamlet is visually appealing, with an aesthetic that lives up to its location in "the Hamptons."
  - Movement through the hamlet retains its "country road" scale and feeling.
  - The design or architecture, landscapes and other built elements is traditional, rural and/or maritime, and rooted in a northeastern aesthetic.

I.B. Planning Components

I.B.i) *Hampton Bays Strategic Corridor Strategic Plan*

This plan developed land use and transportation concepts for future development along the full length of the Montauk Highway corridor as it passes through the hamlet of Hampton Bays from the intersection with Jones Road on the west to the eastern side of the Shinnecock Canal. Its content is based on the results of a series participatory planning workshops ("charrettes") conducted in the fall of 2006.

A draft of the *Corridor Strategic Plan* was completed in the fall of 2008 and was presented to the Southampton Town Board and project advisory committee members in early 2009. As a result of committee review and discussion over the course of several months (see the discussion of public participation, below), the *Draft Hampton Bays Corridor Strategic Plan* was updated. A revised version dated 9-14-09 was used as the basis of this DGEIS draft, and was further updated on 1-15-10, primarily to promote consistency with the DGEIS. Prior to its adoption, the draft *Strategic Plan* may be further revised to address issues and incorporate recommended mitigations identified in this DGEIS and as a result of its review.

Recommendations of the *Corridor Strategic Plan* are summarized in an attachment to the plan, but are reprinted below for convenience:

Land Use Planning & Zoning

- Amend the official Zoning Map to apply Hamlet Office (HO), Hamlet Commercial (HC) districts where proposed
- Create new 'Transition Overlay Zone' (TOZ)
  - Establish Use Criteria to prevent undesirable/encourage desirable uses
  - Establish Bulk Criteria to prohibit assembly of parcels, resulting in oversized uses
  - Establish site planning standards to control intersections, curb cuts, facilitate cross access agreements
  - Establish Design Criteria to require:
    - Appropriate scale, siting of buildings,
    - 50'-0 minimum landscape/ streetscape buffer featuring existing vegetation, informally planted setbacks, and/or berming
- Define new PDD areas
  - Identify required public benefits
  - Explore public/private partnerships:
    - CPI/Maritime Center/ Canalside Development
    - Hampton Bays (West) / recreation land/ open space

- Acquire and preserve remaining open space on Montauk Highway, making a priority of parcels near Bittersweet South Extension
- Investigate funding and implementation tools for commercial developments/ open space/ infrastructure
- Create design standards for Good Ground Green, and identify potential public improvements
- Utilize the site plan review process to foster improvements
  - Obtain cross access agreements as properties are redeveloped to link parcels from east to west and Montauk Highway and Good Ground Road from north to south
  - Where new uses are proposed on undeveloped sites, keep major existing trees in the frontage area (as done in McDonald's)
  - Maintain the residential scale and informal quality of the architecture in the hamlet center
  - Require formal and regularly-spaced trees east of Route 24 in the hamlet center
  - Promote infill buildings to replace missing "teeth" in the hamlet center and reinforce streetfront pedestrian ambiance
  - Have new development relate to a 'build-to' line that will gradually introduce a street wall similar to the area around Ponquogue Avenue and Montauk Highway

Further Study

- Detailed planning/ development studies for Good Ground Green, Hamlet Center Plazas
- Hamlet Center economic development plan/BID feasibility

Public Spaces/Infrastructure Improvements

- Good Ground Green internal road system and parking (in partnership with private developer[s])
- Pocket parks/series of public spaces in the hamlet center, vicinity of Post Office Plaza and Cinema Square
- Revisit potential for Post Office relocation
- Gateway enhancements:
  - eastbound direction at Jones Road, or east of the LIRR overpass; create sense of narrowness to stimulate traffic to slow
  - intersection of Montauk Highway at Old North Highway (at proposed roundabout); public art (Canoe Place) proposed

Transportation/Roadway/Infrastructure Improvements

- Road reconfiguration/new construction
  - Construction of the North Service Road (aka New North Main Street), the first phase of which will provide access to Good Ground Park from Squiretown Road, should be extended to the west, ultimately intersecting with Montauk Highway

  - Reconfigure Montauk Highway to consist of a roadway cross-section of 12' wide lanes, a 12' center median/turning lane, 4' shoulders, and 8' sidewalk areas — all of which can be accommodated within the ROW; the 4' shoulders could accommodate a designated bicycle lane
  - Good Ground Road extension
  - Create controlled access slip street east of Bittersweet South Extension, with sidewalk
  - Shift alignment of Old Riverhead Road to the west onto a parcel (identified for Town acquisition) on the northwest corner of the Old Riverhead Road intersection with Montauk Highway; this is to increase sight distance to the east for motorists attempting to enter Montauk Highway
  - Reconfigure intersection of Montauk Highway with Newtown Road to enable left turns to safely be made from southbound Newtown Road; require CPI developer to participate in funding
- Roundabout
  - intersection of Montauk Highway at Old North Highway
- Cross-access agreements:
  - Wild by Nature shopping center and Boardy Barn site
  - Stop & Shop west to Bellows Pond Road
  - Stop & Shop to Macy's Center [pending resolution of environmental issues with the service station just west of Macy's]
  - Row of businesses east of Bittersweet South Extension
- New traffic signals:
  - Terrace Drive/Montauk Highway intersection [must be coordinated with the existing Wild by Nature shopping center signal]
  - intersection of Montauk Highway with Newtown Road
- Bike/Ped Improvements
  - Construction of new sidewalks outside the Central Business District, to ensure a continuous sidewalk from Jones Road to the Shinnecock Canal, at least on one side of the roadway
  - Enhanced crosswalk warning signs and pavement markings
  - Construction of new bike/shared use paths
  - Designation of on-street bike lanes and shared bike/motor vehicle lanes
  - Shinnecock Canal bridge bike crossing
- Transit
  - Work with LIRR for schedule changes to provide frequent, shuttle-type service
  - Local shuttle bus along Montauk Highway
  - Additional bus stops on Montauk Highway

I.B.ii) *Town of Southampton Motel to Condominium & Cooperative Conversion Study*

The Motel Conversion study was initiated in mid-2008 and conducted concurrently with this DGEIS. It is a town-wide study, but has particular relevance for the hamlet of Hampton Bays because many of the Town's aging motel and cottage lodging facilities are concentrated here. The main product anticipated as a result of the study is an amendment to the Town code governing motel-to-condo conversions.

While the motel study will be completed subsequent to this DGEIS, its preliminary recommendations are reported and assessed here. However, because the study document has not been released, the recommendations discussed in this DGEIS must be considered draft and subject to change.

I.B.iii) Other Planning Recommendations

The history of planning in and for the hamlet of Hampton Bays includes both Town-wide plans and hamlet specific plans. Examples of the former include the *Master Plan* (1970), Master Plan Update (1983-84), *1999 Comprehensive Plan Update, Town Recreation Plan* (2003), and *Transportation Element Update (2004).* Plans specific to the hamlet and its surrounding area include the *Hampton Bays Corridor Commercial Plan* (1980's), the Draft *Shinnecock Canal Public Access LWRP Study* (1996), the *Hampton Bays Hamlet Center Strategy Study* (1999), and the *Hampton Bays Historic Profiles*, (2004-2007).

Recommendations of these past studies are considered in the DGEIS and discussed in Part II: Existing Conditions. They will be brought forward as appropriate to address identified impacts.

In addition to recommendations from past planning efforts, the DGEIS process, detailed below, was designed to generate additional planning recommendations, which have been included in this draft.

2. SEQRA Process & Compliance

2.A. DGEIS Preparation

This Draft Generic Environmental Impact Statement (DGEIS) has been prepared in accordance with Section 8-0109 of the New York State Environmental Conservation Law (the State Environmental Quality Review Act or SEQR), the implementing standards and procedures of SEQRA at 6 NYCRR Part 617, and other applicable guidelines.

2.B. Scoping

A notice for a Public Scoping Session for this DGEIS was issued on May 30, 2008 and the session was conducted on June 20, 2008. As a result of public comments made at the session, the initial focus of the DGEIS — the draft *Hampton Bays Corridor Strategic Plan* — was substantially augmented. Among other things:

- The study area was enlarged from the Montauk Highway commercial corridor to the entire hamlet.
- A cumulative build out analysis, including an assessment of build out impacts was added.
- The DGEIS was to assess the recommendations of a Town study of motel-to-condominium conversions, and other relevant Town initiatives, as well as the recommendations of the draft *Corridor Strategic Plan.*

The Final Scope of Work for Preparation of Draft Generic Environmental Impact Statement (DGEIS) for the Hampton Bays Corridor Strategic Plan and to Assess Cumulative Impacts Hamlet-Wide was adopted by the Southampton Town Board on August 26, 2008.

2.C. Subject Actions & SEQRA Classification

The following actions are subject to the SEQRA review embodied in this DGEIS:

- adoption of the *2009 Hampton Bays Corridor Strategic Plan*

- enactment of amendments to the Town Code of the Town of Southampton associated with implementation of the *2009 Hampton Bays Corridor Strategic Plan*

These actions are classified as a Type I action pursuant to § 617.4 (b)(1) "Type I Actions" of SEQRA as they involve "the adoption of a municipality's land use plan [or] the adoption by any agency of a comprehensive resource management plan …". The Southampton Town Board has assumed lead agency status in this matter.

2.D. SEQRA Compliance

This DGEIS serves to fulfill the requirements of SEQRA by inventorying existing environmental conditions, identifying potential environmental impacts, formulating appropriate mitigations to address any impacts of the plan, and assessing reasonable plan alternatives.

The cumulative impact analysis component of this project is an extension of the required environmental review for the proposed corridor plan. It looks at the plan in the context of the larger community, as well as the eventual full development of Hampton Bays, and considers the various land use, zoning, infrastructure, public service, and environmental conditions and considerations that are important to the community.

2.E. Lead, Involved and Interested Agencies

The Southampton Town Board has jurisdiction and authority over adoption of the 2009 *Hampton Bays Corridor Strategic Plan* and, as noted, has declared itself the Lead Agency responsible for authorizing and overseeing the SEQRA process.

The Town Board resolution adopting the Final Scope identifies the following involved and interested agencies to which the *Hampton Bays Corridor Strategic Plan* and DGEIS are to be referred:

2.E.i) Involved Agencies

1. Town of Southampton Planning Board
   Town Hall, 116 Hampton Road
   Southampton, NY 11968
2. Central Pine Barrens Joint Planning & Policy Commission
   3525 Sunrise Highway - P.O. Box 587
   Great River, New York 11739
3. New York State Department of Environmental Conservation, Region 1
   SUNY Building 40 Stony Brook, NY 11790

4. New York State Department of Transportation, Region 10
   250 Veterans Highway, Hauppauge, NY 11788
5. Suffolk County Department of Health Services
   360 Yaphank Avenue Suite 2 B
   Yaphank NY 11980
6. Hampton Bays Water District
   P.O. Box 1013, Hampton Bays, NY 11946
7. Hampton Bays Fire District
   PO Drawer 800, Hampton Bays, NY 11946

2.E.ii) Interested Agencies

1. Suffolk County Department of Public Works
   335 Yaphank Avenue
   Yaphank, NY 11980
2. Suffolk County Planning Commission,
   P.O. Box 6100, Hauppauge, NY 11788-0099
3. Hampton Bays Beautification Association
   P.O. Box 682, Hampton Bays, NY 11946
4. Hampton Bays Citizen Advisory Committee
   6 Bettina Court, Hampton Bays, NY 11946
5. Hampton Bays Civic Association
   P.O. Box 734, Hampton Bays, NY 11946-0607
6. Hampton Bays Historical & Preservation Society
   P.O. Box 588, Hampton Bays, NY 11946
7. Hampton Bays Union Free School District
   86 East Argonne Road
   Hampton Bays, NY 11946
8. Hampton Bays Volunteer Ambulance
   PO Drawer 997
   Hampton Bays, NY 11946

2.F. SEQRA Schedule

Steps leading to the adoption of the *Hampton Bays Corridor Strategic Plan* include:

1. Acceptance of the DGEIS by the Town Board/Lead Agency;
2. Filing of a notice of completion with the New York State Department of Environmental Conservation (NYSDEC) Environmental Notice Bulletin (ENB);

3. Scheduling and advertising a public hearing in a newspaper of local distribution[1];
4. Making agency referrals and making the DGEIS available to the public by providing copies at Town Hall, posting the document on the Town's website, and possibly providing the Hampton Bays Library with a copy;
5. Holding and later officially closing the public hearing(s) and scheduling a minimum ten-day written comment period or ensuring a 30-day period of public consideration from the time the DGEIS was accepted (whichever is greater) has been provided;
6. Preparing and filing a Final GEIS (FGEIS) for the purposes of responding to substantive written and verbal comments received during the public hearing(s);
7. Acceptance of the FGEIS by the Town Board/Lead Agency and designating a minimum ten-day period for the public to consider the FGEIS;
8. Filing a notice of FGEIS completion with the NYSDEC ENB;
9. Referring the FGEIS to involved and interested agencies for their consideration and making the FGEIS available to the public for consideration;
10. Authorization from the Town Board for the preparation of a SEQRAFindings Statement;
11. Adoption (or rejection) of the SEQRA Findings Statement by the Town Board/Lead Agency; and
12. Adoption, conditional adoption, or denial of 2009 *Hampton Bays Corridor Strategic Plan*.

[1] Public hearings for GEIS documents are optional under SEQRA. However, based on the magnitude of the project and level of public interest, the Town will be holding one or more joint public hearings for the Plan and DGEIS.

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

PART I: INTRODUCTION

3. Study Area Location and Boundaries

3.A. Corridor Boundary

The *Hampton Bays Corridor Strategic Plan* study area is located in the Hamlet of Hampton Bays, Town of Southampton, Suffolk County, New York. It includes a primarily commercially developed section of Montauk Highway (CR80, locally known as East Main Street and West Main Street) which extends from Jones Road in the West Tiana section of the Hamlet to Peconic Road in the Shinnecock Hills section. The corridor plan study area encompasses a total of 1,489 acres or 2.33 square miles or 1,158 acres (1.81 square miles) when excluding surface waters and road rights-of-way. The Hampton Bays Corridor Strategic Plan study area contains a mix of land uses including a "Main Street" business district as well as interspersed single- and multi-family residential, institutional, industrial, agricultural, utility, community service, transportation and park and open space land uses. A total of 144 acres or 9.7 percent of the corridor study area consists of vacant property.

3.B. DGEIS Boundary

The cumulative impact of build out investigation component of the project, and the DGEIS analyses, considers recently approved and pending development activities occurring both within the corridor study area and the hamlet as a whole.

Map 1, Study Area and Related Boundaries depicts the extent of the Hampton Bays Corridor Strategic Plan study area, the DGEIS study area (i.e. the hamlet of Hampton Bays), and their relationship to other areas referenced in the DGEIS such as the Hampton Bays Census Designated Place (CDP) and various community service districts.

It must be noted that on May 11, 2010, the Town Board of the Town of Southampton adopted an official map entitled, "Town of Southampton Community Boundaries" in which the boundary for the hamlet of Hampton Bays differs somewhat from the boundary used during the production of this DGEIS. Map 1, referred to above, shows both the former and current hamlet boundaries. The difference is not considered significant with respect to the analyses contained in this document, which are generic in nature, as befits a

Generic Environmental Impact Statement (GEIS). The change in land area is moderate, with much of it being the addition of preserved lands in the northwest.

The map adopted on May 11th, was developed to reflect existing conditions and for planning, physical address, and civic identification purposes, and did not involve changes to established municipalities, taxing districts, or property values. The boundaries were updated following outreach to civic organizations and other interested entities, as well as a review of several existing boundaries, including but not limited to, fire districts, park districts, school districts, zip codes, telephone exchanges, postal delivery routes, election districts, ambulance districts, property cards, census designated places, and various planning documents including the 1970 Master Plan, the 1999 Comprehensive Plan Update, the 1990 and 2000 Census Place Maps, and draft hamlet studies relating to Hampton Bays and North Sea.

4. Public Involvement

4.A. *Hampton Bays Corridor Strategic Plan*

The participatory planning process used in creating the draft *Hampton Bays Corridor Strategic Plan* is detailed in that document. Briefly, it included a series of community planning workshops (charrettes), interviews with various stakeholders, and an advisory committee of area residents and representatives of community groups and public agencies.

The advisory committee for the *Corridor Strategic Plan* was inactive during the time between the charrette series and production of the initial plan draft. Members of that committee previewed the draft along with members of the advisory committee convened for this DGEIS in January 2009. Many continued their involvement with the plan as part of the DGEIS process.

4.B. *Hampton Bays Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study*

An advisory committee was assembled to provide community input into this DGEIS, and met between the end of November, 2008 through August 2009. The schedule of meetings, along with the topics discussed at each, is provided in the attachments.

Committee meetings addressed a range of topics related to the DGEIS but largely focused on refining the land use and zoning proposals of the draft *Corridor Strategic Plan.* Upon completion of an initial draft of the DGEIS, a two-day workshop was conducted for the Committee on January 26th and 27th of 2010 to review and discuss its contents. A meeting to review the traffic analysis presented in chapter IV.7 was conducted on April 26th, 2010. A final meeting to review outstanding issues was conducted on June 15th, 2010.

In addition to meetings of the Ad Hoc Committee, additional opportunities for comment were provided by small group and one-on-one meetings with committee members, Town Board work sessions, written comments provided via e-mail and letters, and presentations to the Hampton Bays CAC. These continued through the fall of 2010.

Comments submitted for the DGEIS record are included in the attachments.

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

Part II: EXISTING CONDITIONS

1. Previous Studies & Plans

I.A. Summary of Past Recommendations — Land Use & Transportation

One focus of this DGEIS is to assess the impacts of the *Hampton Bays Strategic Corridor Plan* on the entire hamlet. This DGEIS also plans, and contains recommendations for, the long term future of the hamlet through consideration of the full array of community planning issues. As such, it builds on a number existing plans and planning initiatives undertaken by the Town over the past several decades

Relevant recommendations from past plans are summarized in the following tables. They have been organized by topic area to facilitate comparisons and to highlight patterns and areas of consensus. The plans are covered in two tables due to space constraints.

Figure II.1 presents a summary of recommendations from the following plans:

- 1970 Master Plan
- 1980s Update to Master Plan – Affordable Housing
- 1980s Hampton Bays Commercial Corridor Plan
- Shinnecock Canal Public Access Sites and Maritime Planned Development District, Final Recommended Plan, May 1997 (not adopted)

Figure II.1 presents a summary of recommendations from these plans:

- 1999 Comprehensive Plan Update
- Hampton Bays Hamlet Strategy Study, 1999
- Transportation Element, Update to Comp Plan, 2004
- Hampton Bays Strategic Corridor Study, 2009

Additionally, summaries of several other plans, whose focus is on a single topic and therefore not useful for listing in a comparative table, follow. These include:

- Central Pine Barrens Plan, 1995
- Hampton Bays Historic Profiles, 2004-2007
- Parks and Recreation Plan, Draft, 2004
- Motel-Condo Conversion Study (in process)

The most recent study of Hampton Bays, the draft *Hampton Bays Strategic Corridor Study* that is a subject of this DGEIS, carries forward and is consistent with the recommendations of earlier studies.

Figure II.1-1
Summary of Hampton Bays-related Planning Recommendations from Past Plans and Studies, 1970-1996

RECOMMENDATION CATEGORY	PLAN			
	1970 Master Plan	**1983-1984 Updates to Master Plan (Affordable Housing)**	**1980 Hampton Bays Commercial Center Plan**	**Shinnecock Canal Public Access Site & MPDD (Final Draft, 5/97)**
Land Uses & Zoning	▫ Plan established current pattern of Village Business in the Montauk Highway core, with Highway Business on the periphery, Office Business at the Rt. 24 gateway inter- section and Resort Water-front Business at the canal ▫ Acquire open land for parks, & to limit population growth ▫ Protect water supply north of Montauk Highway through low density residential ▫ Limit variances that increase lot yield	▫ Balance population growth with water supply	▫ Anchor eastern perimeter ▫ Reduce the presence of pubs, bars, etc. ▫ Promote cultural and recreational uses: ballfields, golf, tennis, picnic areas, boat ramps, fishing piers, indoor swimming, gameroom, summer theatre, museums, galleries ▫ Increase density adjacent to core business district	▫ Rezone land adjacent to canal to promote water-enhanced activities ▫ Utilize wastewater credits ▫ Prepare plans to address flood mitigation and harbor management plan ▫ Develop promenade
Housing & Residential Development	▫ Locate multi-family at NW corner of LIRR and Springville Road, and east of Sunrise Highway cloverleaf, north of Montauk Highway and west of Good Ground Cemetery	▫ Provide incentives for affordable housing	▫ Promote apartment units adjacent to the central business district	

Figure II.1-1
Summary of Hampton Bays-related Planning Recommendations from Past Plans and Studies, 1970-1996

RECOMMENDATION CATEGORY	PLAN			
	1970 Master Plan	1983-1984 Updates to Master Plan (Affordable Housing)	1980 Hampton Bays Commercial Center Plan	Shinnecock Canal Public Access Site & MPDD (Final Draft, 5/97)
Design & Aesthetics	na	na	▫ Define core and business district boundaries with inviting entrance/exit signs ▫ Utilize architectural review ▫ Promote façade improvements	▫ Institute quality landscaping ▫ Site planning ▫ Architectural design
Access & Traffic	▫ Improve right-of way widths and align roads to relieve beach-bound traffic on Ponquogue Ave, Springville Road, Canoe Place-Lynn Ave., Shinnecock Road and Foster Avenue	na	▫ Pedestrian circulation, esp. link LIRR to CBD ▫ Diagonal parking on Good Ground Road ▫ Potential elimination of parking on Montauk Highway to allow for lane expansion ▫ Bus terminal adjacent to LIRR	▫ Enhance public access to the waterfront
Economic Development	▫ Promote office and general commercial uses along the corridor	na	▫ Merchant cooperation ▫ Law enforcement ▫ Lengthen tourist season	na

Figure II.1-2
Summary of Hampton Bays-related Planning Recommendations from Past Plans and Studies, 1999-Present

RECOMMENDATION	PLAN			
	1999 Comprehensive Plan Update	**Hampton Bays Hamlet Center Strategy Study, 1999**	**2004 Transportation Element, Update**	**Hampton Bays Strategic Corridor Plan, 2009**
Land Use & Zoning	▫ Intensify development in the hamlet center, including redevelopment and infill development ▫ Promote anchors, such as a multiplex theater, larger supermarket, transportation center, and civic or town facilities ▫ Create pocket park at current Post Office site ▫ Prioritize preservation of historic buildings in hamlet center ▫ Apply Planned Development District (PDD) zoning where appropriate in order to intensify commercial uses in one development, rather than spread such uses out along the "strip." ▫ Relocate Justice Court and Nutritional Community Center	▫ PDD recommendations: ▪ Hampton Bays Center ▪ Hampton Bays West ▫ New parks and open space ▪ Good Ground Green ▪ Post Office Park ▪ Montauk Green ▫ Relocate Post Office ▫ Farmer's market ▫ HO/HC zoning	▫ Direct development into existing hamlet centers, employment centers and areas served by transit ▫ Apply access management techniques to key roads, inc. CR-80 & Flanders Rd (RT 24) ▫ Reduce the number of through trips by moving traffic to bypass routes ▫ Concentrate high traffic generating uses in hamlet centers ▫ Reduce high traffic generating uses in the HB zone ▫ Promote cross-access agreements and wider curb cut spacing	▫ Discourage lot mergers that would allow large-scale commercial development ▫ Mixed-use development around the new Stop & Shop supermarket ▫ Coordinate development of CPI and Maritime Interpretive Center ▫ Reemphasize water-related resort and tourism uses in eastern end ▫ Promote multiple-ownership 'themed development' adjacent to the new Good Ground Park — i.e. 'Good Ground Green' ▫ HO/HC zoning outside

Figure II.1-2
Summary of Hampton Bays-related Planning Recommendations from Past Plans and Studies, 1999-Present

RECOMMENDATION	PLAN			
	1999 Comprehensive Plan Update	**Hampton Bays Hamlet Center Strategy Study, 1999**	**2004 Transportation Element, Update**	**Hampton Bays Strategic Corridor Plan, 2009**
	to hamlet center ▫ Consider planned contractors' park on the south side of the railroad tracks, just to the east of Ponquogue Avenue			hamlet core
Housing & Residential	▫ Promote "Traditional Neighborhood Development" to the north of the hamlet center, (perhaps senior housing) ▫ Consider planned senior citizen housing on the south side of the railroad tracks, between Springfield Road and Ponquogue Road			▫ Traditional neighborhood development in the vicinity of the new Stop 'n Shop center

Figure II.1-2
Summary of Hampton Bays-related Planning Recommendations from Past Plans and Studies, 1999-Present

RECOMMENDATION	PLAN			
	1999 Comprehensive Plan Update	**Hampton Bays Hamlet Center Strategy Study, 1999**	**2004 Transportation Element, Update**	**Hampton Bays Strategic Corridor Plan, 2009**
Design & Aesthetics	▫ Create Hamlet Green between Montauk Highway and Good Ground Road ▫ Traditional town center design elements should include historic lighting, facade improvements, contextual development, continuous sidewalks, and a pocket park at the Post Office ▫ Consider a tree-lined center meridian on Good Ground Road, perhaps terminating with a view of a monument or flagpole at the Ponquogue Avenue intersection ▫ Consider a nautical or beach theme ▫ Create a landscaped boulevard ambiance for the proposed Route 24 extension ▫ Maintain the residential scale and historic appearance of development between Route 24 and the hamlet center	▫ Create visual focal point at RT 24 median ▫ Coordinated entry signage ▫ Restrict curb cuts ▫ Dimensional regulations ▫ Beautification guidelines ▫ Signage criteria (prepared by HB Beautification & Chamber)	na	▫ Transition zones to ensure open, wooded character on both ends of corridor ▫ Define design review procedures for new development ▫ Landscape buffers ▫ Preserve small town character ▫ Create gateway signage at railroad bridge ▫ Improve County Park fencing to enhance views

Figure II.1-2
Summary of Hampton Bays-related Planning Recommendations from Past Plans and Studies, 1999-Present

RECOMMENDATION	PLAN			
	1999 Comprehensive Plan Update	**Hampton Bays Hamlet Center Strategy Study, 1999**	**2004 Transportation Element, Update**	**Hampton Bays Strategic Corridor Plan, 2009**
	▫ Provide landscaping treatment along the railroad ▫ Outside of the hamlet center: ▪ Landscaped setbacks for all new development ▪ Consolidate overhead wires on the north side of the road ▪ Enhance open space views in the vicinity of the County Park near Bellows Pond Road			
Access & Traffic	▫ Build a "Transportation Center" at LIRR, with bus, jitney, taxi, bicycle rental, car rental, etc. Create: ▪ shuttle services and bike routes to beaches ▪ access roads from Montauk Highway ▪ sidewalk connections from CBD ▫ Link Hamlet Center with shopping centers ▫ Promote a gridded street	▫ Extend Good Ground Road east and west ▫ Restrict commercial curb cuts ▫ Add new north-south cross streets (grid system) ▫ Bike/ped links between central area and County Park, other destinations	▫ Traffic calming on Montauk Highway from Tiana/Sears Bellows to Shinnecock Canal ▫ Develop and integrated bus and rail system ▫ Update intersection of NYS Route 24 and Montauk Highway ▫ At Springville Road, and at Ponquogue Avenue lane widths, curb changes, improve truck	▫ Site parking lots behind rather than in front of buildings ▫ Expand pedestrian paths, bikeways, paths ▫ Explore landscaped entry roundabout approaching an upgraded canal bridge from the east ▫ Explore roundabout at Montauk Highway Route 24 intersection

Figure II.1-2
Summary of Hampton Bays-related Planning Recommendations from Past Plans and Studies, 1999-Present

RECOMMENDATION	PLAN			
	1999 Comprehensive Plan Update	**Hampton Bays Hamlet Center Strategy Study, 1999**	**2004 Transportation Element, Update**	**Hampton Bays Strategic Corridor Plan, 2009**
	system in the hamlet center ▫ Shared parking facilities on the south side of Montauk Highway ▫ Replace parallel parking on Good Ground Road with diagonal parking ▫ New access road extending Route 24 to Good Ground Rd. ▫ Consider extending Good Ground Road eastward and then up to Montauk Highway	▫ Rename Montauk Highway "Main Street" in the CBD ▫ Create Montauk Highway median area to control left turns ▫ Promote shared, interconnected parking ▫ New parking lots at LIRR and north of Montauk Highway	turns ▫ Update parking in hamlet center ▫ Left hand turns onto and off of the entire length of Montauk Highway should be eliminated	▫ Consider removing portions of the Route 27 cloverleaf exit ramps in favor of less environmentally-impacting slip ramps ▫ Encourage cross-access agreements

I.B. Topic-Specific Planning Efforts

I.B.i) Historic Resources

Historic Resources and Historic Preservation within the entire Hamlet of Hampton Bays have been the focus of multiple studies both by community residents and by applicants in preparation for projects in the hamlet. These include:

- the Cultural Resources Survey of the Town of Southampton, 2000;
- the Historic Profiles of Hampton Bays, prepared by the President of the Hampton Bays Historical & Preservation Society, 2005;
- Historic Site Designation Application Form for the Canoe Place Inn, prepared by the Hampton Bays Historical & Preservation Society, 2004; and
- AIA Architectural Guide to Nassau and Suffolk Counties, Long Island, New York, Dover Publications, 1992.

I.B.ii) Central Pine Barrens Plan (1995, 2001)

This guiding document for implementation of the Long Island Pines Barren Protection Act (1993) includes:

- a land acquisition component, with a long range goal of acquiring the bulk of the Core Preservation Area properties;
- a transfer of development rights program, permitting owners of Core Preservation Area properties to receive and sell development rights; and
- specification of Residential Receiving Areas for Density (RRADs) for Pine Barrens Credits, including "as of right" use areas, Residential Overlay Districts, and town-specific development rights transfer strategies.

A February 2001 update added parcels to the Core Preservation Area. Much of the western portion of Hampton Bays lies in the Central Pine Barrens Core Preservation Area, and some lands have been designated Critical Resource Areas. Pine Barrens properties and transfer of development rights issues are discussed in Chapter 4 on Land Development.

I.B.iii) Parks & Recreation

The 2004 Draft Parks and Recreation Plan is comprehensive inventory and assessment of Town recreation facilities. It noted that Hampton Bays, as the Town's population center, contains a concentration of recreational facilities. A the time the study was prepared, in the early part of the decade, Montauk Highway had attracted the interest of

private recreation developers for such facilities as indoor sports courts, indoor swimming, and ice skating rinks, although the projects did not come to fruition. A survey of community needs conducted for the plan reported interest in Hampton Bays for a skating rink.

The plan recommend a pocket park (1/4 – 5 acres); two neighborhood parks (5-29 acres) and a community park (30+) acres. For the Hampton Bays community. Since then, the 35-acre Rosko property was purchased for the creation of Good Ground Park. Conceptual planning has been completed for that park.

I.B.iv) Community Preservation Fund

The Community Preservation Project Plan includes inventories of property whose preservation has been identified as necessary to protect community character, and lists projects the Town plans to undertake pursuant to the Community Preservation Fund. By NYS statute it must be updated at least once every five years. The most recent update was completed in 2005.

Targeted land acquisition properties are divided into the following categories:

- Central Pine Barrens Core Preservation
- Central Pine Barrens Critical Resource Areas
- wetlands
- trails
- village and hamlet greens
- aquifer recharge areas
- agricultural lands

There are currently 168 parcels in Hampton Bays on the Town's CPF priority acquisition list, amounting to nearly 800 acres. The full list is included in the Attachments. A breakdown by acquisition category and parcel size is given in section II.4 on Land Development. There are no targets in Hampton Bays in the Aquifer Recharge and Agricultural Land categories; most of the land, in terms of size rather than number of parcels, addresses Pine Barrens preservation.

In addition to the Project Plan, the Town also compiles interim reports of acquisitions.

As of December 21, 2008:

- $12,520,429.49 was collected from real estate transfers in Hampton Bays
- 28 CPF acquisitions have been made, preserving 219.92 acres
- $42,999,213.31 have been encumbered for CPF acquisitions in the hamlet

I.C. Recent & Ongoing Planning Efforts

I.C.i) Special Old Filed Map Districts

On April 22, 2008, the Southampton Town Code was revised based on a study of the Special Old Filed Map Districts that included the following areas of Hampton Bays: Good Ground Development, Tiana Development, Hampton Bays Development Company, Hampton Beach Section 4, Hampton Beach Section 3, and Hampton Beach Section 1.

This revision prohibited erection of any dwelling in the Special Old Filed Map Overlay District on a parcel of land under 8,000 square feet. The Board of Appeals was limited in their authority to grant a special permit to authorize building on a lot between 8,000 and 10,000 square feet requiring that partial residential development rights be transferred in to create a full right or that the housing to be built complies with Chapter 216, Housing for Income Eligible Households.

I.C.ii) Motel-Condo Conversion Study

As noted and discussed in detail elsewhere in this document, the Town is conducting a review of its regulations controlling the conversion of temporary lodging units in motels, camps, cottages, bungalows, etc., to full-time dwellings, typically under condominium ownership. See the Existing Conditions chapter on Housing (Section II.3) for a preliminary review of issues and potential recommendations. Part IV, presenting the Build Out analysis, looks at the impacts of potential code amendments.

I.C.iii) Local Waterfront Revitalization Program

The Town has been awarded a grant from the NYS Department of State to complete its Local Waterfront Revitalization Program (LWRP), which will, among other things, pinpoint ways to maintain the character of Hampton Bays as a marine and waterfront community with public access for both recreational and fishing uses. A contract with the State is expected to be completed in January of 2011, after which the two-year project will commence.

An LWRP is primarily a policy document, intended to address State LWRP policy categories, as follows:

- Developed Coast Policies
- Natural Coast Policies
- Public Coast Policy
- Working Coast Policies

The LWRP may also include legislation intended to implement the policies developed.

2. Demographics

Hampton Bays hosts more than 20 percent of the Town's population in an area that's roughly seven percent of the Town's land mass.

2.A. Data Sources & Geography

The Hampton Bays Census Designated Place (CDP) is the most representative and useful census geographic unit available to describe the Hampton Bays community. The CDP (excluding surface waters) encompasses 7,715.48-acres or 12.06-square miles of land area extending from Red Cedar Point to the north, the barrier island to the south, Peconic Road to the east, and Jones Road to the west. The Census Bureau has also included a portion of East Quogue's section of the barrier island in the CDP. This area is not considered part of the Hampton Bays community but cannot be easily separated out. However, because the barrier island is largely undeveloped, its inclusion is not expected to skew the results of the analysis.

Map 1. shows the CDP boundary and how it correlates to the hamlet boundary and boundaries for the various service districts covering the area, including schools, emergency services and water.

The most recent available census data is for the 2000 U.S. Census and is nearly a decade old. The Long Island Power Authority updates population data annually, basing its estimates on a combination of census data and utility records of active residential meters. However, such updated information is available for numbers of people only and does not have breakdowns for socio-economic characteristics such as age, education and income.

2.B. Population Size & Growth

The most recent year-round population estimate for Hampton Bays is 13,224, from the 2008 LIPA Population Survey.

Much of the eastern end of Long Island experienced substantial population growth throughout the 1990's, but growth in Hampton Bays was particularly marked. According to LIPA, Hampton Bays' population increased by 4,102 people or 50.4% between 1990 and 2000. This is more than twice the rate of

growth experienced by the Town of Southampton as a whole during that period and (21.7%) and many times that of Suffolk County, which averaged 7.4%.

As a result of Hampton Bay's rapid growth in the 1990's, it solidified its significance as the Town's population center, increasing its share of the Town's population from 18.1% to 22.4%, as shown in Figure II.2-2. In the current decade, population growth in Hampton Bays has slowed sharply to 7.0%, and now lags behind the Town's 9.3% growth rate, as shown in Figure II.2-3. This may point to the Hampton Bays area approaching "build-out" — the state where all developable land has been built upon — before the rest of the Town. In other words, growth has slowed in Hampton Bays because there are fewer opportunities for development and those that remain have more constraints.

Figure II.2-1
Population Growth in Hampton Bays CDP,
Town of Southampton & Suffolk County, 1990 & 2000-2007

	Hampton Bays CDP		Town of Southampton		Suffolk County	
Year	**Population**	**Growth**	**Population**	**Growth**	**Population**	**Growth**
1990	8,134	N/A	44,976	N/A	1,321,864	N/A
2000	12,236	55.0%	54,712	21.65%	1,419,369	7.38%
2001	12,315	0.65%	55,506	1.45%	1,427,946	0.60%
2002	12,461	1.19%	56,254	1.35%	1,440,870	0.91%
2003	12,581	0.96%	56,991	1.31%	1,455,555	1.02%
2004	12,703	0.97%	57,659	1.17%	1,467,425	0.82%
2005	12,868	1.20%	58,564	1.57%	1,483,396	1.09%
2006	12,955	0.68%	58,876	0.53%	1,495,697	0.83%
2007	13,092	1.06%	59,813	1.59%	1,504,947	0.62%

Sources: LIPA Population Surveys, Town of Southampton
Note: Growth calculated from previous year (2000-2007) or decade (1990-2000)

2.C. Population Density

Population density in the Hampton Bays Census District Place (CDP) increased from 654.5 per square mile in 1990 to 1,016.1 per square mile in 2000 to 1,085.6 per square mile in 2007. In contrast, population density grew in the Town from 323.8 in 1990 to 436.6 in 2007 indicating considerable concentration in the Hampton Bays area.

Figure II.2-2
Hampton Bays Share of the
Town of Southampton Population, 1990-2007

Year	Hampton Bays Population as a Percentage of Town Population
1990	18.1%
2000	22.4%
2001	22.2%
2002	22.2%
2003	22.1%
2004	22.0%
2005	22.0%
2006	22.0%
2007	21.9%

Sources: 2007 LIPA Population Survey, Town of Southampton

Figure II.2-3
Population Growth Rates, 1990-2000 & 2000-2007
Hampton Bays CDP, Town of Southampton & Suffolk County

	Hampton Bays CDP	Town of Southampton	Suffolk County
1990-2000	50.4%	21.7%	7.4%
2000-2007	7.0%	9.3%	6.0%

Sources: 2007 LIPA Population Survey, Town of Southampton

2.D. Age Distribution

In the CDP the population was spread out with 20.8% under the age of 18, 7.8% from 18 to 24, 31.1% from 25 to 44, 23.9% from 45 to 64, and 16.5% who were 65 years of age or older. The median age was 39 years. As shown in Figure I.2-4 below, the population of Hampton Bays skews older than that of New York State and the nation.

Figure II.2-4
Age Distribution, 2000
Hampton Bays CDP, Town of Southampton NY State, US

Age Range	Hampton Bays		TOS	NY	US
15 or younger	2,176	17.8%	17.8%	20.7%	21.4%
16-24	1,319	10.8%	11.1%	13.3%	13.9%
25-44	3,809	31.1%	28.5%	30.7%	30.2%
45-64	2,919	23.9%	26.0%	22.3%	22.0%
65+	2,013	16.5%	16.6%	12.9%	12.4%

Source: 2000 US Census

2.E. Household Size and Composition

The 2000 US Census reported an average household size in Hampton Bays of 2.48. Roughly two thirds (63.4%) of the hamlet's households were reported as family households, less than a third (28.5%) as single persons living alone, with the remainder (8.1%) comprised of "other" households. Nearly half of all single-person households in the CPD (46.3%) were reported to be aged 65 or older. These older persons living alone accounted for 13.2% of all full-time Hampton Bays households in 2000.

The average size of family households (i.e. households containing two or more related persons) in Hampton Bays in 2000 was 3.00. Most (79.7%) of family households were comprised of couples; less than a third (32.6%) of family households contained children under 18 living at home. Households comprised of single women with children at home were relatively few — just 6.2% of family households and 4.0% of all year-round households.

2.F. Race and Ethnicity

Both the hamlet of Hampton Bays and the Town of Southampton as a whole became more diverse in the 1990's, as shown in Figure II.2-5 below. Most striking is the change in the percentage of people identifying themselves as Hispanic or Latino. This jumped in Hampton Bays from 1.9% in 1990 to 12.5% in 2000.

2.G. Seasonal Residents and Visitors

The Town of Southampton, including Hampton Bays, is a resort community whose population swells in the summer months. There are no census or other survey data of seasonal visitors, but estimates suggest the increase for Hampton Bays is roughly two thirds to three-quarters of the year-round population.

Figure II.2-5
Changes in Race & Ethnic Mix, 1990 & 2000
Hampton Bays CDP, Town of Southampton

	Hampton Bays CDP		TOS	
	1990	2000	1990	2000
Total Population	7,893	12,236	44,976	54,712
White	97.71%	92.95%	89.59%	87.98%
Black or African American	1.41%	0.87%	8.91%	6.62%
Asian & Pacific Islander	0.51%	0.70%	0.66%	0.89%
American Indian, Eskimo, Aleut	0.06%	0.23%	0.34%	0.49%
Some Other Race Alone	0.32%	3.69%	0.50%	2.28%
Two or More Races	na	1.55%		1.73%
Hispanic or Latino of Any Race	1.91%	12.50%	2.65%	8.59%

Source: 1990 & 2000 US Census

Figure II.2-6
Race & Ethnicity, 1990 & 2000
Hampton Bays CDP, Town of Southampton, Suffolk County

	Hampton Bays CDP			Town of Southampton			Suffolk County		
	1990	2000	% Change	1990	2000	% Change	1990	2000	% Change
Total Population	8,134	12,236	+50.4%	44,976	54,712	+21.6%	1,321,864	1,419,369	+7.4%
White	7,712	11,373	+47.5%	40,295	48,133	+19.5%	1,190,315	1,200,755	+0.9%
Black or African American	111	107	-3.6%	4,009	3,624	-9.6%	82,910	98,553	+18.9%
Asian & Pacific Islander	40	86	+115%	295	488	+65.4%	23,100	34,711	+50.3%
American Indian, Eskimo, Aleut	5	28	+460%	152	269	+77.0%	2,994	4,291	+43.3%
Some Other Race Alone	25	452	+1,708 %	225	1,249	+455.1 %	22,545	51,875	+130.1%
Two or More Races	N/A[1]	190	N/A	N/A[1]	949	N/A	N/A[1]	29,184	N/A
Hispanic or Latino of Any Race	151	1,529	+912.6 %	1,191	4,700	+295%	87,852	149,411	+70.1%

Source: 1990 & 2000 US Census
Notes: (1)1990 Census does not categorize data by "two or more races"
(2) Data not available from 1990 Census

The components of the Hampton Bays seasonal population include:

- Guests of year-round residents
- Second home residents
- Guests of second home residents
- Motel and bed an breakfast guests
- Day-trippers

Factors in estimating the size of these seasonal components include:

- US Census Bureau figures on seasonal homes. Town-wide, these have held fairly steady from 1970 to the present, ranging from 31% to 38%, with a slight decrease to 35% for the year 2000, possibly reflecting an increased presence of retirees. For the Hampton Bays CDP, 1,685 homes, or 24.5%, were reported as seasonal in 2000.

- Multipliers that can be used to estimate the average number of guests present at any one time during the season. The 1999 *Comprehensive Plan Update* provides the following multipliers:

- Guests of year-round residents: 1 person per household. Using the 2000 Census figure would increase seasonal population by 4,877.
- Guests of second home residents: 1.23 persons per seasonal household. Applying this to the 2000 Census figure of 1,685 seasonal households in Hampton Bays yields 2,073 additional residents.

Using the multipliers from the 1999 Comprehensive Plan update and the 2000 Census figures for households estimates a total residential guest population of 6,950.

- Motel, resort and B&B guests. The ongoing study of motel-to-condo conversions, discussed elsewhere in the DGEIS, reports 498 temporary lodging units in the Hampton Bays area. Applying an average occupancy of 2.5 persons to a round estimate of 500 units yields an additional 1,250 people.

Adding the estimates for 2000 year-round, seasonal home and lodging guests brings a total of 8,200, or 67% of the estimated census population for that year. Rounding this up to account for day-visitors and other unknowns could bring the increase to as much as 75%. The size of this increase is consistent with that reported in other Town studies, including the draft Town Recreation Inventory and Needs Assessment (draft date 10/31/2002).

2.H. Educational Attainment

Educational attainment in the Hampton Bays CDP is relatively high, with 86.6% of the 2000 population over aged 25 possessing at least a high school diploma. This is noticeably higher than both state and national averages.

Figure II.2-7
Educational Attainment, 2000
Hampton Bays CDP, NY State, US

	Hampton Bays		NY	US
High School Graduates	2,905	33.2%	27.8%	28.6%
Some college, or associates'	2,402	27.5%	23.9%	27.4%
Bachelor's degree	1,401	16.0%	15.6%	15.5%
Master's, professional Or doctorate	865	9.9%	11.8%	8.9%
% High School Graduate or Higher		86.6%	79.1%	80.4%
% College Graduate or Higher		25.9%	27.4%	24.4%

Source: 2000 US Census

2.I. Workforce

The 2000 Census reported 6,002 persons in the civilian work force, 5,666 of whom were employed. Of these, more than three quarters (77%) were

employed in white collar jobs, while 23% were in blue collar jobs. Sales and office occupations led at 30.3% followed closely by professional and managerial jobs (28.2). Construction and maintenance jobs, 19.7%, were a distant third, followed closely by service occupations, at 16.4%. Traditional fishing and agricultural occupations were minimal, with just 0.9% of the workforce engaged in those industries.

While the majority of Hampton Bays' workers are employed in private, salaried positions, significant proportions have government jobs (13.2%) or are self-employed in their own unincorporated businesses (13.9%).

2.J. Income & Poverty

According to the 2000 Census, the median income for a household in the CDP was $50,161, and the median income for a family was $58,773. This was somewhat lower than the median income in the Town as a whole, $53,887, and the same as the national figure, also $50,161. Per capita income was $27,027. Males had a median income of $47,633 versus $30,426 for females.

Incomes for 6.7% of families were below the poverty line. Vulnerable segments of the population — children and older people — were disproportionately represented in this group; 12.9% of those under age 18 and 10.7% of those aged 65 or over in the Hampton Bays CDP were living in poverty in the year 2000. These figures were noticeably higher than poverty statistics reported in the 1990 Census. In 1990, 5.9% of the CDP's population was living below the poverty level. In 2000, this had risen to 10.6%.

2.K. Trends

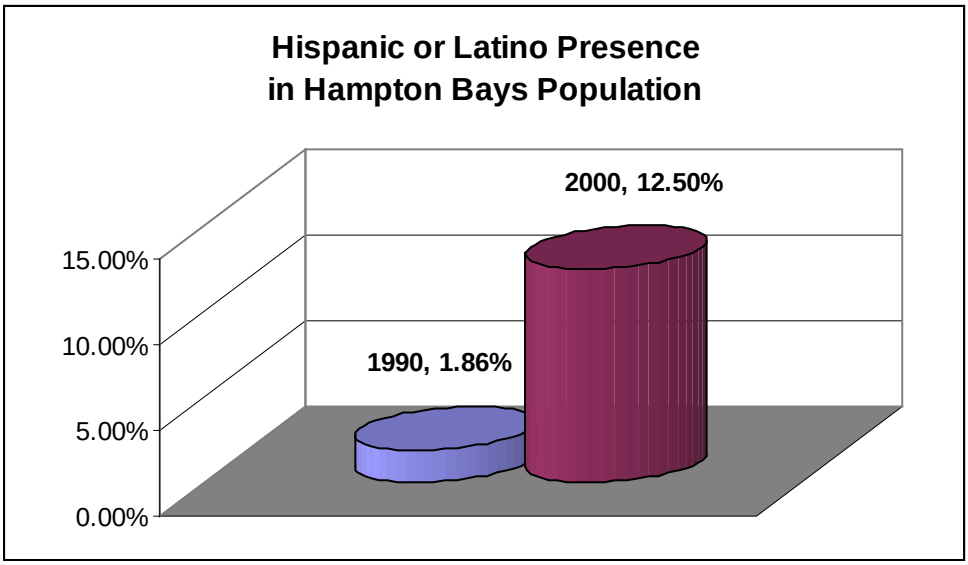
This DGEIS is being prepared at the close of the first decade of the new millennium, shortly before the next decennial census. As such, data on demographic changes over the last ten years is lacking. That said, some trends may be surmised based on changes seen in the 1990 and 2000 census data, as well as observations and anecdotal information. Two particular changes are marked:

1. The increasing Latino presence. As noted above, the proportion of the Hispanic and Latino population jumped from nearly 2% to over 12% from 1990 to 2000 and is likely to be even higher in 2009. This change is visible on the hamlet's streetscape as shops and restaurants open that are geared to this market.

Figure II.2-8
Socioeconomic Characteristics:
Hampton Bays CDP, Town of Southampton, Suffolk County, 1990-2000

Subject	Hampton Bays Census Designated Place			Town of Southampton			Suffolk County		
	1990 (1989)[1]	2000 (1999)[1]	% Change	1990 (1989)[1]	2000 (1999)[1]	% Change	1990 (1989)[1]	2000 (1999)[1]	% Change
Median Household Income	$35,736	$50,161	40.4%	$36,589	$53,887	47.3%	$49,128	$65,288	32.9%
Number & % of Pop. Below Poverty Level	466 5.9%	1,298 10.6%	4.7%	3,290 7.3%	4,371 8.0%	0.7%	61,389 4.6%	83,171 5.9%	1.3
Civilian Labor Force [compared w/population increase]	3,813	6,002	57.4% [55.0%]	21,843	26,926	23.3% [21.7%]	698,716	711,026	1.8% [7.4%]
Percent Bachelors' Degree or Higher (25 years or older)	20.3%	25.9%	5.6%	25.4%	31.2%	5.8%	23.0%	27.5%	4.5%

Source: U.S. Census Bureau
Note: (1) "Median Annual Household Income" and "Individuals Living Below Poverty Level" data from 1989 and 1999. All others from 1990 and 2000.



2. The doubling of the number of Hampton Bays residents living below the poverty line. National trends have long pointed to the shrinking middle class, with increases in both the wealthier and poorer segments of the population. While the Town and County as a whole each saw the percentage of poverty-stricken residents increase, the difference in the scale of the increase for Hampton Bays is particularly sizeable. Moreover, while economic fortunes have ebbed and flowed since the 2000 census, the recent downturn suggests this trend is likely to have solidified and the percentage of the hamlet's population in poverty may be even larger.

   Such a trend will have obvious impacts on community character. It has not affected the area's attractiveness for basic businesses such as supermarkets, drugstores, discount stores and chain restaurants, but may pose an obstacle to the location of boutique or "destination" types of businesses desired for hamlet center revitalization. The recommendation of the draft *Corridor Strategic Plan* for a hamlet economic development plan is reinforced by the income data.

   A concentration of low income residents in the area may attract social service agencies and organizations to locate there, and also suggests that new or expanded programs may be called for to address a population in need. In addition, such residents are likely to be dependant on alternative modes of transportation such as walking, cycling and public transit, increasing the need for land use patterns that support them.

DRAFT

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

Part II: EXISTING CONDITIONS

3. Households & Housing

3.A. Households

As stated in section II.2, Demographics, the 2000 US Census reported 4,877 occupied households present in Hampton Bays, with an average household size of 2.48. The number of households Town-wide at that time was given as 21,504; Hampton Bays' share was 22.6% of that.

Figure II.3-1 below gives 2000 Census data on the distribution of household size. Most households contained one or two people. Renter-occupied households skewed slightly larger, with more than 13% of rental units occupied by 5 or more persons versus nearly 8% of owner-occupied units.

Figure II.3-1
Household Size by Housing Tenure
Hampton Bays & Town of Southampton

	Town of Southampton		Hampton Bays CDP	
	Number	Percent of Population	Number	Percent of Population
Total	21,504	n/a	4,877	n/a
Owner Occupied	16,348	76.02%	3,426	70.25%
1-person household	4,419	27.03%	862	25.16%
2-person household	6,183	37.82%	1,332	38.88%
3-person household	2,420	14.80%	521	15.21%
4-person household	2,106	12.88%	447	13.05%
5-person household	851	5.21%	182	5.31%
6-person household	251	1.54%	59	1.72%
7-or-more persons	118	.72%	23	.67%
Renter Occupied	5,156	23.98%	1,451	29.75%
1-person household	1,726	33.48%	528	36.39%
2-person household	1,316	25.52%	333	22.95%
3-person household	829	16.08%	207	14.27%
4-person household	612	11.87%	191	13.16%
5-person household	356	6.90%	107	7.37%
6-person household	151	2.93%	41	2.83%
7-or-more persons	166	3.22%	44	3.03%

Source: 2000 US Census

3.B. Housing Characteristics

3.B.i) Housing Units

Also according to the 2000 Census, the Hampton Bays CDP had a total of 6,875 housing units, 1,998 of which were classed as "vacant." Most of the vacant units have seasonal, occasional or recreational use. The inventory of Town GIS records analyzed for the hamlet build out (see section IV.1) identified 7,871 housing units as of mid-2009.

Accessory Apartments

The Town's GIS records show 373 of Hampton Bay's housing units are apartments. The distribution of apartments is shown on Map 3. Multi-family Housing and Apartment Units.

Prior to the Town's current accessory apartment law, an apartment could be built with an addition or renovation permit and then issued a certificate of compliance. Now, the Code defines an accessory apartment as a "secondary dwelling unit established in conjunction with and clearly subordinate to the single-family detached dwelling (one-family dwelling, detached)." A minimum lot size of 30,000sf is also required, as well as an accessory apartment permit, valid for a three-year period. As of September 2009, there were 37 up to date accessory apartment permits for units in Hampton Bays.

One community concern identified during preparation of this DGEIS is over the potential for accessory apartments to substantially increase, or even double, the allowable density in the hamlet. Such a situation would theoretically be possible were the addition of an accessory apartment allowed on any residence. However, because of the 30,000 sf lot size threshold, this potential is greatly limited. Map.4, Residential Properties 30,000sf or Larger, shows the distribution of qualifying properties in the hamlet. The build out analysis in section IV.1.B identifies 888 such parcels, 11.24% of the total residential units. The build out further notes that only a small proportion of these qualifying properties are likely to add a rental apartment, since most area residents purchase their homes to enjoy a single family lifestyle rather than to become landlords.

Aside from the general range of impacts associated with increased density, concerns about accessory apartments also focus on the ability of lots to handle the increased water usage and sanitary flow that comes with an extra, albeit smaller, residential unit. Again, the minimum lot size threshold addresses this issue, at least in part, because the 30,000sf meets Suffolk County Health Department requirements for parcels in Groundwater Management Zone III. Properties in the more restrictive Groundwater Management Zone IV may be required to obtain a transfer of sanitary credits.

3.B.ii) Population & Housing Density

The Hampton Bays CDP has a total gross land area of 21.7 square miles, of which 12.0 square miles are land and 9.6 square miles are water. Applying the figure for the CDP land area to the 2007 LIPA population estimate yields a raw population density of approximately 1,091 people per square mile.

Using the 2009 Town estimate of housing units in the hamlet area, there are 656 units to the square mile, and 1.02 housing units per acre. This density is unevenly distributed as there are large tracts of vacant and preserved land in the northwest part of the hamlet, and differences in development patterns owing to zoning regulations. The hamlet's densest development is south of Montauk Highway where lots are typically smaller than those north of the highway. The distribution, size and density of residential lots can be seen on Map 4, Land Use.

3.B.iii) Ownership and Occupancy

The 2000 US Census reported a 70-30 split between owner-occupied renter-occupied housing units. Figure II.3-2 below shows Hampton Bays having a somewhat higher proportion of rental units versus owner-occupied units compared with the Town as a whole.

Figure II.3-2
Occupied Housing Units, Hampton Bays & Town of Southampton

	Town of Southampton		Hampton Bays CDP	
	Number of Occupied Units	Percentage of Occupied Units	Number of Occupied Units	Percentage of Occupied Units
Total	21,504		4,877	
Owner occupied	16,348	76.02%	3,426	70.25%
Renter occupied	5,156	23.98%	1,451	29.75%

Source: 2000 US Census

As noted above, the 2000 Census also reported 1,998 vacant housing units. Figure II.3-3 details shows nearly 85% of these are for seasonal, recreational, or occasional use. Compared with the Town as a whole, the Hampton Bays CDP has a slightly lower proportion of unoccupied units devoted to seasonal use and a slightly higher percentage of unoccupied units for rent. This is consistent with the owner-occupied-rental split noted for occupied units noted above.

Figure II.3-3
Unoccupied Housing Units, Hampton Bays & Town of Southampton

	Town of Southampton		Hampton Bays CDP	
	Number of Units	Percentage of Vacant Units	Number of Units	Percentage of Vacant Units
Total Units Reported Vacant	14,332		1,998	
For rent	282	1.97%	66	3.30%
For sale only	335	2.34%	40	2.00%
Rented or sold, not occupied	367	2.56%	58	2.90%
For seasonal, recreational, or occasional use	12,604	87.94%	1,685	84.33%
For migrant workers	15	0.10%	0	0.00%
Other vacant	729	5.09%	149	7.46%

Source: 2000 US Census

3.C. Home Values and Rents

3.C.i) Sales

There were 48 qualified improved sales[1] for Hampton Bays for the annual period of January 1, 2008 to December 31, 2008 with a price range of $280,000 - $1,400,000. The median sales price was $455,000.

For the same period in the prior year, there were 85 sales in Hampton Bays with a price range of $215,000-$3,200,000. The median sales price was $499,500. This indicates a decrease in number of sales of approximately 44% and a decrease in the median sales price of approximately 9%.

45 of the 48 sales for Hampton Bays in 2008, 93.8%, were under the Town-wide median sales price of $790,000. Three of the 48, 6.3%, were under the affordable sales price of $291,300 established by HUD (US Department of Housing and Urban Development), which is 300 % of estimated Decile Distributions by Metropolitan Statistical Areas and Non-Metropolitan Counties for Nassau-Suffolk — i.e. three times the area median income. It should be noted that the median income for Nassau-Suffolk counties taken as a demographic unit is higher than that for the

[1] The term "qualified improved sales" refers to sales of property that are 1) improved, meaning that the lot has some type of structure on the land and is not considered vacant, and 2) qualified, meaning that the sale was an "arms length transaction" in which the price correlates with the property's current market value.

Town of Southampton individually and for the hamlet of Hampton Bays, with the difference typically in the $15,000 range. This difference means the home-buying power of a Hampton Bays household would be roughly $45,000 less, around $245-$250,000.

Figure II.3-4 shows changes in median sales prices for homes in Hampton Bays and Town-wide for the five-year period between 2003 and 2008. During this time:

- Prices in Hampton Bays consistently lagged behind prices Town-wide. This discrepancy was roughly 25% to 30% in mid-decade, but increased sharply to between 42% and 48% in recent years.
- The hamlet's share of sales activity in the Town appears to have increased over time, although not steadily. This may be due to the relative affordability of homes in the hamlet, making them an easier sell.

Figure II.3-4
Median Sales Price and Volume from 2003 to 2008
Hampton Bays & Town of Southampton

Year	Hampton Bays		Town of Southampton		Hampton Bays as % of Town	
	Median Sales Price	Volume of Sales	Median Sales Price	Volume of Sales	Median Sales	Volume of Sales
2003*	$339,900.00	179	$475,000.00	961	71.56%	18.63%
2004	$387,250.00	290	$560,000.00	1316	69.15%	22.04%
2006	$500,000.00	207	$655,000.00	848	76.34%	24.41%
2007	$499,500.00	92	$957,500.00	453	52.17%	20.31%
2008	$455,000.00	48	$790,000.00	192	57.59%	25.00%

Source: Town of Southampton Assessor's Office

3.C.ii) Assessed Values

According to the Town of Southampton Assessor's Office, average property values in Hampton Bays increased in 2006 by approximately 12% over the prior year, but were followed by a 7.05% decrease in 2007. The downward trend continued, with values falling by 6.53% in 2008. Given the current economic climate, it is anticipated that declines in value will again be registered for 2009.

3.C.iii) Rents

Actual market rents in Hampton Bays appear consistent with those established by HUD, as shown in the table below.

Figure II.3-5
Final FY 2009 Fair Market Rents By Unit Bedrooms

	Efficiency	One-Bedroom	Two-Bedroom	Three-Bedroom	Four-Bedroom
Nassau Suffolk County Final FY 2009 FMR	$1,159	$1,339	$1,581	$2,098	$2,286
Average Rents in Hampton Bays	$1,250	$1,250	$1,449	$1,933	$2,500

Source: FMR published at www.huduser.org. Hampton Bays rents based on Multiple Listing Service of Long Island advertisements for the week of 2/9/09, based on the following number of advertised units for each category: 1 efficiency, 2 one-bedrooms, 5 two-bedrooms, 6 three-bedrooms and 4 four-bedrooms

3.D. Illegal Housing and Code Enforcement

3.D.i) Multi-family Use of Single Family Homes

The illegal use of single family homes being occupied by more than one family has been cited as an issue in Hampton Bays, although the Town's Code Enforcement office does not track incidents in which this situation is either reported or confirmed through inspection. Indicators of illegal multi-family use include more cars than typical for the size of home or that can be accommodated in the home's accessory parking, excessive number of satellite dishes, excessive amount of trash or a dumpster on the premises, alterations to a basement wall, air conditioning unit in attic space, curtains on basement windows, large number of bicycles on the premises, etc.

When such illegal uses are suspected, Code Enforcement conducts an investigation, first by identifying the permissible use of the home through Town records and then through a site visit. Code Enforcement officers report that landlords and tenants seek to avoid violations by refusing entry requiring them to compile evidence to submit to the Court for a search warrant. Search warrants in Hampton Bays have been executed and multiple families have been discovered living in a single family house, although the extent of the problem has not been quantified.

One particular issue associated with multi-family use of single family homes run is septic problems. Septic system overflows are referred to the Suffolk County Health Department Office of Wastewater Management which conducts its own investigation.

3.D.ii) Motels and Seasonal Use as Year Round Dwellings

As with illegal and overcrowded housing, there is a sense in the Hampton Bays community that area motels and cottage developments are often used as long-term or permanent housing, rather than the transient use for which they were designed. And similarly, there are no records that document the extent of the issue, although observers note this is less likely to be the case in regard to waterfront resort properties.

Unlike the multi-family use of single family homes, however, residential use of transient lodgings is not always illegal and subject to Code Enforcement. The issue is complicated by a number of factors such as inconsistent language in the Certificates of Occupancies (CO's) issued over time for motels and transient cottages, a lack of clarity over what constitutes a "maximum" stay for the use, and the difficulty of establishing who is residing in a motel and how long they have been there.

3.E. Affordable Housing

The term affordable housing is used here to refer to housing units that are reserved in some fashion for residents meeting specific income limits. Because units are created and/or funded through different government and/or non profit programs, these income limits will vary. Traditionally, the maximum income eligible for "affordable" units was 120% of area median income. In recent years some programs have increased this to 130% of median to reflect market conditions. Others, targeted at "low-moderate" or "low" income households, will limit resident incomes to 80% of median or below, or 50% of median or below. Income limits typically apply at the time of initial ownership or rental occupancy. Afterwards, residents may have incomes that rise above these limits but continue to occupy their affordable units.

3.E.i) Existing Units

Much of Hampton Bays current stock of affordable housing is reserved for senior citizens (see Senior Housing, below). In addition, two rental apartments, reserved for households at or below 50% of median income, were recently created above commercial uses on Montauk Highway in the hamlet center above the Rite-Aid drugstore.

Ninety mobile home sites exist in a mobile home park at 229 West Montauk Highway. Although these are private, unrestricted units, their sales prices place them firmly in the affordable range.

3.E.ii) Planned Affordable Housing Development

Currently, one unit of affordable housing is in the planning stage of development as a "deed-restricted" unit, in which restrictive covenants

will be placed on the deed to ensure that, as ownership changes over time, the property's sales price will remain "affordable." This parcel was conveyed to the Town in 2007 under the County's 72H Land Transfer program. Properties in this program have been seized by Suffolk County after a minimum of three and a half years of tax delinquency. Once seized, the properties are offered to municipalities for affordable housing development, for either homeownership or rental purposes in accordance with Suffolk County requirements. The Town intends to transfer the property to a non-profit housing group which will develop it in accordance with the Town's requirements and the covenants of the Town and Suffolk County. The Town oversees the development, ensuring the new home will meet standards for quality and fit in with its surrounding neighborhood.

In 2006, the Town acquired the former caretaker home of a former Girl Scout site on the corner of Red Creek Road and Squires West Landing Road. Adjacent property was purchased at the same time as a Community Preservation Fund acquisition. The caretaker home is on a parcel of approximately 20,000 ft and is in poor condition. Consideration has been given to demolishing it to allow for the creation of affordable housing, but The Town has made no decision at this time regarding the development of this parcel.

3.E.iii) LI Workforce Housing Act

In August of 2008, New York State enacted the Long Island Workforce Housing Act. Later that year, on December 19, 2008, the Town enacted its own local law [Resolution 2008-1820] incorporating the State legislation into Chapter 216 (Housing for Income-Eligible Households; Community Housing Opportunity Fund) of the Southampton Town Code.

The legislation requires that, when a developer makes an application to the Town to build five or more residential units, the Town shall provide a density bonus of 10% (minimum of one unit), with the requirement that it be used for "affordable workforce housing," defined as housing for individuals or families at or below 130% of Long Island's median income. This 10% affordable requirement may be satisfied in one of three ways — the developer may add the workforce units into the proposed project, construct them offsite on other land within the Town, or provide a "payment-in-lieu-of" at a rate established by the NY State legislation as two times the median income for a family of four on Long Island unless this figure exceeds the appraised value of the building lot in which case it shall equal the appraised value of the lot. Payments are to be used for the development of affordable housing either by the Town or a designated not-profit housing developer.

A review of all residentially zoned parcels in Hampton Bays identified up to 13 properties with the potential to achieve five or more units, thereby triggering the density bonus requirements of the LI Workforce Housing Act. The zoning district, potential yield and workforce bonus of these parcels is detailed in Figure II.3-6 on the following page. Some of these properties are currently vacant while others contain a single family home but have excess lot area with potential to achieve additional yield. A maximum of 22 affordable units could be achieved through the Act from new development in Hampton Bays. The total is likely to be less because some parcels may not, or choose not to, achieve the minimum five lots, and owners of properties that are already developed may not seek to maximize their potential yield with new units.

Figure II.3-6
Potential for Affordable Units Under the LI Workforce Housing Act

Zoning District	Status of Property	Maximum Potential Yield (or additional yield, if developed)	Number of Workforce Units (at 10%)
R60	Vacant	5	0-1
		29	3
		26	3
R40	Developed	7	1
	Vacant	12	1
		10	1
R20	Developed	11	1
	Vacant	7	1
		11	1
		13	1
		18	1-2
		36	3-4
R15	Vacant	9	1
	Developed	5	0-1
TOTAL	11 parcels		18-22

Source: Town of Southampton GIS, Department of Land Management

3.E.iv) Community Development Block Grants (CDBG)

The Town of Southampton receives funds from the federal Community Development Block Grant program, a portion of which is devoted to a Home Improvement Program that makes deferred loans to income eligible households to fund home repairs. Funds typically go toward improving existing home health and safety by bringing it in compliance with building code standards.

3.F. Senior Housing

Hampton Bays currently hosts three senior housing developments, and a fourth has been approved. The older developments are clustered in the heart of the hamlet center, while the soon-to-be-built project is located in the western section of the commercial corridor.

1. Hampton Bays Apartments, 57 Springville Rd., Hampton Bays

   Constructed in the 1980's by a private entity, with the aid of Federal assistance (United States Department of Agriculture, USDA and Housing and Urban Development, HUD), the development consists of 37 Project Based Section 8 units. One unit is set-aside for the on-site superintendent. The Town of Southampton purchased the development in 2005 and transferred it to the then-newly formulated Town of Southampton Housing Authority (TSHA). The purchase was financed through USDA and a private mortgage. Residents must be 62 or older or disabled and cannot own a home.

2. Bishop Ryan Village, 10 Squire Town Rd.

   Bishop Ryan Village was constructed in 1992. Sponsored by the Diocese of Rockville Center, the development is targeted to seniors, 62 or older, that do not own a home and are independent. There are 76 apartments, mostly are one bedroom units, along with 12 studios and six handicapped units. Incomes are restricted to approximately $35,000 for singles to $38,000 for couples. There are no residency requirements.

3. Woodbridge, Springville Road

   Constructed in the mid 1990's by a private entity, this development consists of 29 2-bedroom rental units for low-income seniors, aged 62 or older. The development was financed by low-income tax credits and private loans.

4. RTW, Montauk Highway, Hampton Bays

   A Residential Planned Development District (RPDD) was approved for approximately 8.24 acres to allow a 50 unit age-restricted housing development for people aged 55 years and over. The majority of units are market-rate, with 10 set aside for moderate income households at or below

80% of median, and five units set aside for middle income households at or below 120% of the median.

3.G. Condo Conversions

3.G.i) Town Study/Significance to Hampton Bays

In mid-2008 the Town initiated a study of the conversion of motels, hotels and other temporary lodging places into permanent dwelling units — i.e. "motel-condo conversions" — with the intent of updating its regulations governing such conversions. The study and resulting legislation is of particular concern to the hamlet of Hampton Bays because of the concentration of transient lodging units located here. The hamlet is host to roughly half of all Southampton's resort and transient motels, camps, cottages and bungalows, as shown in Figure II.3-7 below. Of these, nearly two thirds are waterfront facilities.

Figure II.3-7
Temporary Lodging in Hampton Bays

Type of Facility	Units	Buildings
Motel	109	26
Motel (Waterfront)	192	36
Camps, Cottages, Bungalows	82	53
Camps, Cottages, Bungalows (Waterfront)	112	84
TOTAL, Hampton Bays	498	199
Town-wide total	1050	380
Percentage of Town units/buildings	47.43%	52.37%

Source: Town of Southampton GIS, Department of Land Management

As discussed in the introduction, the motel-condo study is in process at the time of this writing. The issues, opportunities and recommendations identified thus far are summarized below. The Attachments section includes a photo inventory of all motel, cottage and resort lodging units in the hamlet. Their locations are shown on Map 5, Hospitality Uses.

3.G.ii) Background on Motel-to-Condo Conversions

The Town of Southampton, including the hamlet of Hampton Bays, has been a resort destination for much of its long history. The site of the Canoe Place Inn, currently the subject of a rezoning application discussed at length in the draft *Corridor Strategic Plan*, as well as elsewhere in this document, is purported to have had a hospitality use there as far back as 1657.

The conversion of hospitality units to full-time residences is of more recent vintage, but has been in evidence for more than four decades. During that time, issues and regulations in support, or in control, of the practice have swung back and forth.

Today the most common types of overnight accommodations in Hampton Bays are cottage courts (also known as tourist or motor courts), popular in the early part of the 20th century and small 'mom and pop' motel establishments, which proliferated later on. As the market for area accommodations shifted to vacation or second homes, some owners of obsolete facilities sought to convert the units to condominium or cooperative ownership resulting in multi-family residences.

Initially, such conversions were regulated by Chapter 69 of the Town Code. This was amended in 1981 to prohibit conversions in the Motel (MTL), Resort Waterfront Business (RWB) and Light Industrial (LI) zoning districts. The amendments also limited the density of multiple dwelling units permitted in the Office District (OD) and MTL zones, and established special exception criteria to consider with a conversion application.

Around the same time or shortly after these restrictions on motel-condo conversions were put in place, some of the older and outmoded lodging facilities began renting out rooms as year-round housing for low-income residents, and Suffolk County also utilized some of these facilities for homeless shelters. This kind of use carried little incentive for owners to maintain or upgrade their properties, which also became subject to over-crowding, crime and other social-ills.

In an effort to discourage this trend and promote property maintenance and investment, the Town Board reversed the 1981 restrictions on conversions 12 years later (local law 15 of 1993), permitting them in any district as a Special Exception (SE) use. Chapter 69 of the code was eliminated and the special exception criteria added to §330-155, Conversion to Residential Condominiums or Residential Cooperative. The intent was to facilitate the conversion of properties used for substandard housing to quality residences.

Although the suspected use of transient lodgings as long-term or year-round residence remains, it is not thought prevalent. Instead, concerns have shifted to what happens when motels are allowed to convert to residential condominiums. In some cases the lodging facilities are demolished and replaced by luxury townhomes with a conversion rate of one transient unit to one residential unit. Since homes are larger than overnight accommodations, the size of the development expands

exponentially. Full-time residential use also adds traffic to peak commuting periods, and brings considerable increases in water use and wastewater generation. Development rights for multiple units may be grandfathered onto a piece of land that, if vacant, would be permitted perhaps one home under current zoning and Suffolk County Health Department regulations.

3.G.iii) Issues addressed by the Motel-to-Condo Study

The history of changes in regulating lodging unit conversions highlight the fact that they offer both benefits and drawbacks.

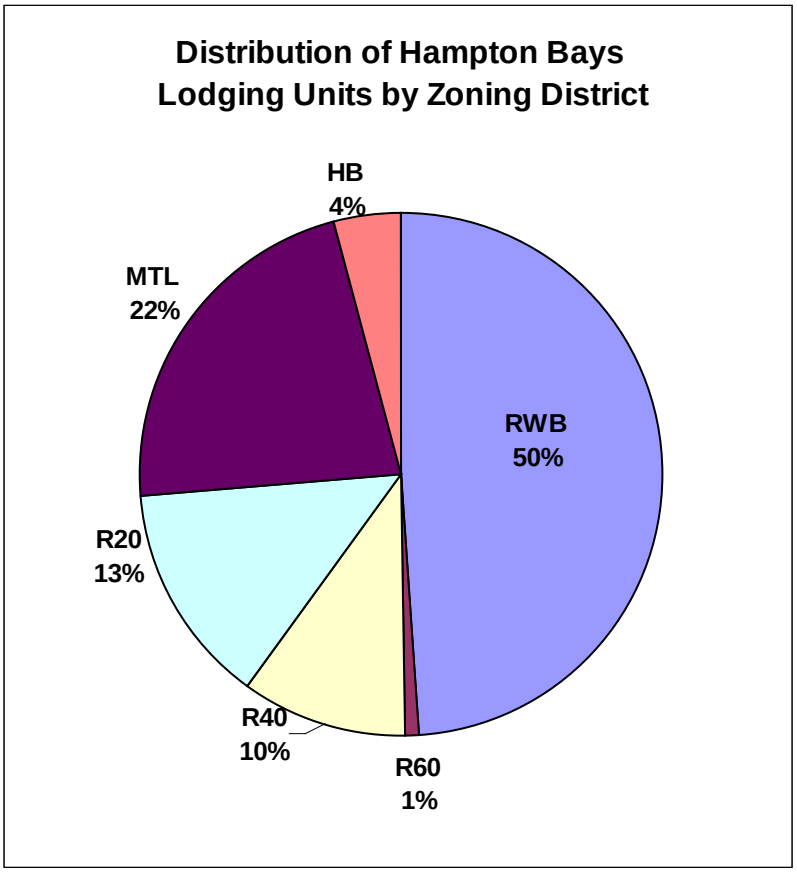
The main benefit to the Town is that properties which are obsolete, outmoded, deteriorating, no longer financially viable, etc. are updated and improved. In turn, these improvements have a stabilizing effect on the surrounding neighborhoods, preserving and potentially enhancing property values as well as general quality of life issues. As noted, the desire to facilitate and stimulate property investment was behind the 1993 relaxation of restrictions on conversions.

The potential disadvantages vary with the type of residential conversion and the population associated with it — that is, whether the dwelling units will be used by year-round, permanent residents of the community or by weekend and summer vacation visitors; whether they will be families with young children or senior citizens, etc. Potential negative impacts include:

- Conflicts between residential and commercial uses. While many lodging facilities are located in residential zones, most units are in the RWB (Resort Waterfront Business), MTL (Motel) and HB (Highway Business) zones. Residential development is not otherwise permitted in the RWB and HB zones with the exception of pre-existing non-conforming uses.
- Diminishment of the resort economy, as a result of fewer transient accommodations for potential visitors. These impacts are mitigated when the conversion is to vacation, as opposed to primary, residences.
- Increased intensity of the use. Although conversions do not result in more dwelling units than motel units, the shift from transient to permanent, primary occupation may result in those units being utilized, or occupied, more often.
    - The hospitality industry estimates that hotel-motel rooms on the east end of Long Island are occupied roughly 40% of the year. In contrast, a primary residence is occupied 90-95% of the year, allowing for vacations away from home. Consequently,

conversions, when used as year-round housing, may yield more than twice as much groundwater use and wastewater flow.

Figure II.3-8



- Traffic may increase exponentially, since families using vacation lodging typically travel in a single vehicle and share trip destinations while resident households may have more than one vehicle and make separate and additional trips for work, shopping, errands and other daily activities.
- Year-round residents may also bring children into the public school district, and increase the need for public safety and emergency services.

- Privatization of waterfront access. As noted above, the majority of motels and cottages in Hampton Bays are situated on the water. Consequently they provide limited public access — that is, access for overnight guests and patrons of other site facilities such as recreation or dining uses. In contrast, residential conversion limits access to owners of the units, closing opportunities to the general public.

- Loss of valued community character. While some older motels, cottages and inns are outdated and even derelict, others are considered quaint and charming, have historic value, are community icons, or have significant landscape features such as mature trees. Sometimes these conditions coexist, as in the case of the Canoe Place Inn, a highly valued local landmark which has deteriorated.
- Increased development height. Current regulations allow for the expansion of unit size provided total lot coverage is not exceeded. In order to achieve this, developers seek to build up; the resulting height increases may or may not be in scale with surrounding development.
- Potential loss of municipal revenue from the disparities in the assessed valuation of condominium vs. other types of property ownership.

The challenge for amendments to the regulations governing hospitality uses and motel-to-condo conversions is to:

- Minimize the impacts associated with the increased intensity of use resulting from of conversions to full-time residences.
- Facilitate and encourage property maintenance, renovation and updating to meet the needs of Southampton's current resort economy and serve the market for upscale vacation lodgings.
- Support the economic viability, preservation, restoration and adaptive reuse of lodgings with historic, architectural and/or scenic values.
- Curb the intrusion of multi-family residential uses into areas where they are not compatible and are otherwise prohibited. Conversely, support the conversion to residential use of facilities already situated in residential districts, whose current function and condition adversely affect the surrounding neighborhood.
- Where appropriate (i.e. in resort rather than residential areas), encourage conversions that retain the resort character of the use.

Two types of regulatory changes are anticipated by the motel study:

1. Code amendments regulating lodging conversions including the allowable residential yield and design.
2. Changes to the zoning map to address inconsistencies between areas zoned for motel use (MTL districts) and established patterns of development.

Both are detailed in Part III. of this DGEIS, containing Study Recommendations and Future Development Alternatives.

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

Part II: EXISTING CONDITIONS

4. Land Development

4.A. Existing Land Uses

Map 6, Land Use, illustrates the distribution of land use categories throughout the hamlet. These are also detailed in Figure II.4-1 below.

Residential uses make up just over half of the hamlet, with recreation and open space lands comprising nearly a fourth. Thirteen percent of the hamlet's land area is vacant, and institutional and commercial uses make up roughly four percent each. The presence of other land use categories, such as industrial and agricultural land, is negligible.

Figure II.4-1
Current Land Use, Hampton Bays

Land Use Category	Acreage		Parcels	
	Number	Percentage	Number	Percentage
Medium Density Residential	2,272.45	33.73%	5,145	67.57%
Recreation & Open Space	1,625.82	24.13%	114	1.50%
Vacant	882.22	13.09%	547	7.18%
Low Density Residential	867.58	12.88%	544	7.14%
High Density Residential	355.71	5.28%	801	10.52%
Institutional	309.91	4.60%	39	0.51%
Commercial	269.56	4.00%	244	3.20%
Transportation	73.18	1.09%	152	2.00%
Industrial	33.55	0.50%	17	0.22%
Utilities	26.23	0.39%	9	0.12%
Waste Handling & Management	20.50	0.30%	1	0.01%
Agriculture	1.20	0.02%	1	0.01%
TOTAL	6,737.91	100.00%	7,614	100.00%

Source: Town of Southampton GIS

Figure II.4-2 below compares the land use make up of the hamlet with that of the Town as a whole. The proportion of land devoted to open space and recreation is similar — 24.13 % and 26.20%. Differences are most noticeable in regard to residential land use. Hampton Bays has a greater proportion of land devoted to

residential use overall, and to medium and high density residential in particular. In contrast, Town-wide residential land use is predominantly low density. Hampton Bays also has a greater proportion of commercial and institutional uses, which corresponds with its role as a population center. Overall, the hamlet of Hampton Bays comprises 9.1% of the Town's land area.

Figure II.4-2
Current Land Use by Percentage of Land Area, Hampton Bays & Town of Southampton

Land Use Category	Hampton Bays	TOS
Medium Density Residential	33.73%	13.78%
Recreation and Open Space	24.13%	26.20%
Vacant	13.09%	20.40%
Low Density Residential	12.88%	20.33%
High Density Residential	5.28%	3.51%
Institutional	4.60%	2.67%
Commercial	4%	1.68%
Transportation	1.09%	2.30%
Industrial	0.50%	1.18%
Utilities	0.39%	0.50%
Agriculture	0.02%	7.22%
Waste Handling and Management	0.02%	0.23%

Source: Town of Southampton GIS

4.A.i) The Montauk Highway Corridor

The focus of the *Hampton Bays Strategic Corridor Study* is, as the name implies, the Montauk Highway Corridor. As detailed in Figure II.4-3 below, medium and low density residential uses dominate, making up just over a third of the study area. Commercial uses are clustered on and in the vicinity of the highway, totaling nearly 200 acres, slightly more than 12 percent of the corridor study area.

The *Strategic Corridor Plan* divides its study area into three sections — west, central and east. The character of each of these is discussed below:

Western Section: Jones Road to Bellows Pond Road

The segment of Montauk Highway from Jones Road to Bellows Pond Road begins as a transitional area between the Hamlet of East Quogue business district and the generally denser commercial development in central Hampton Bays' Main Street business district. This area contains widely-spaced commercial and industrial uses, low-density single-family

development and some high-density residential. Residential areas are surrounded by undeveloped woodlands, parks and open space.

Figure II.4-3
Existing Land Use
***Hampton Bays Corridor Strategic Plan* Study Area**

LAND USE	Acres	Percent of Corridor Study Area
Medium Density Residential	357.45	24.01
Other (R.O.W.)	269.67	18.11
Commercial	186.76	12.54
Low Density Residential	155.32	10.43
Vacant	144.19	9.69
High Density Residential	93.73	6.30
Institutional	57.50	3.86
Recreation and Open Space	56.95	3.83
Transportation	54.53	3.66
Surface Waters	52.59	3.53
Utilities	38.42	2.58
Industrial	20.22	1.36
Agriculture	1.51	0.10
Total	**1,488.84**	**100.00**

Source: Town of Southampton GIS

Specific land uses in this transitional area include, but are not limited to, a Town-owned vehicle rest stop at the southeast corner of the intersection of Jones Road and Montauk Highway; Villa Tuscano Restaurant; Tiana Gardens apartments; a car wash; single-family residences; a building materials supply business; and a glass & mirror supplier.

Between Carol's Way (a small residential subdivision) on the south side of Montauk Highway and West Tiana Road, development is more intense, including a small strip commercial building (RCF Plaza which houses a graphics business, fuel office, a deli, and at the time of the inventory, vacant commercial space); the Boardy Barn; Wild by Nature supermarket; a gas station; bus service; medical and professional offices; nursery; flooring business; and a Town-owned stormwater recharge basin.

In the vicinity of this western section — in the Hampton Bays hamlet area but not within the corridor study boundary — are a small mobile home park; a large expanse of preserved open space, a small strip commercial building with retail, a dance school, and Laundromat; and single-family residential development. Land to the south is generally developed with a mix of low and high-density residential.

Central Section: Bellows Pond Road to Springville/Cemetery Road

Land uses along Bellows Pond Road include commercial development at its intersection with Montauk Highway, single-family residences, a junk yard (in the process of being cleaned-up at the time of this investigation), and a Hampton Bays Water District wellfield.

The area between Bellows Pond Road and Riverhead-Hampton Bays Road (RT 24) consists of a mix of commercial, industrial, and high-density residential development. This area contains more typical highway commercial uses, such as a strip mall with major department store anchor (Macy's); a large self-storage facility; standard, chain and fast food restaurants (McDonald's, Panera, Slo's, CB's Bar and Grill, Hampton Bays Diner); a stormwater recharge basin (behind the diner); paint and wallpaper business; office uses; an overhead utility easement; retail wicker products; residential cottages; "Stop and Shop" supermarket; beverage store; building supplies; two automobile repair shops; home heating fuel, and a realty office. The area also includes a large vacant parcel where mixed use development is proposed (Tiana Commons).

East of Riverhead-Hampton Bays Road there is a mix of professional and medical offices, small businesses, multi-family residences, churches and a cemetery. Some specific land uses in this area are: "The Atrium" professional and medical office complex; restaurants; chiropractic office; medical center; bank; realty office; two apartment complexes (one off of Springville Road); churches; Good Ground Cemetery; and some vacant woodlands. Land south of the railroad tracks in this area include single-family residences and a large (27.5-acre) tract of primarily vacant land (SCTM Nos. 900-222-2-4 and 23.1) owned by the Long Island Power Authority (LIPA).

Moving further east past toward Ponquogue Avenue/Squiretown Road is the central portion of the Hampton Bays Business District -- i.e. "Main Street". It includes a dense mix of retail, strip commercial, restaurant, office, banking, institutional, and park land uses. The north side of Montauk Highway also contains several vacant properties. Major uses along this stretch of Montauk Highway include the United Artists movie theater and adjacent retail; the Hamlet Green business center; Hampton Bays Fire Department; parkland (Good Ground Park); the "Village Plaza" strip commercial complex; Hampton Bays Post Office; and Hampton Bays Train Station. South of the railroad in this area is a multi-family development, the Hampton Bays Ambulance station, land and facilities owned by the Hampton Bays Water District, commercial uses, and single-family residences.

The density of the central business district decreases to the east. Most land along this stretch of roadway is commercial in nature. However, there is also institutional, high density residential development, light

industry and vacant land, including 8 acres of woodlands located on the north side of Montauk Highway between Bittersweet South Extension and Old Riverhead Road targeted for preservation.

Major land uses in this area include: retail associated with the "Hampton Bays Hamlet Center", including but not limited to the King Kullen supermarket, a restaurant, two banks, a chain drug store, cleaners, dentist's office, gastroenterologist's office, liquor store, copy shop, Starbucks coffee shop, bedding store, tanning salon, and the Town of Southampton Community Center. Most of the buildings in this shopping complex are two stories. A clothing store, tax service office, ice cream shop, and retail are among the businesses on the north side of Montauk Highway, opposite the Hampton Bays Hamlet Center. St. Rosalie's Church, the Knight's of Columbus and a multifamily residential development are also located on the north side of Montauk Highway.

The Eastern Section of the Corridor

Land east of the Hamlet Center is developed with lower density commercial and light industrial uses such as but not limited to: a bar/nightclub, vacant/closed North Fork bank, a relatively new Capital One bank, funeral home, home heating fuel supplier, contractor, restaurant/pub, deli, marble and tile store, pool maintenance and repairs business, liquor store, and seafood market. Land located north and south of the above described areas consists primarily of a mix of low and medium density residential development.

Continuing east there is a narrow area of open space on the north side of Montauk Highway, with commercial development opposite between Gravel Hill Road and Wakeman Road. Businesses here include the Shinnecock Animal Hospital and an air conditioning and heating services business. A small strip commercial center is located on the north side of Montauk Highway and a gasoline filling station is located at the southwest corner of Montauk Highway and Canoe Place Road.

The area between Canoe Place Road and the eastern end of the community at North Shore Road (CR 39) consists primarily of waterfront commercial, institutional, and transportation uses located along Shinnecock Canal and Bay. Land uses in this area include marinas; boat sales, supplies, and services; restaurants; the "Canoe Place Inn"; Town of Southampton Parks and Recreation office; a fishing area; overhead utility easement adjacent to the south side of the Long Island Railroad; and two closed businesses located at the northwest corner of Montauk Highway and North Shore Road. Land located north of the Long Island railroad to Sunrise Highway consists mostly of low- and high-density residential development. Land along the east side of Canoe Place Road along the Shinnecock Bay Shoreline includes a mix of high-density

residential, lesser low-density residential and a few businesses. A number of vacant parcels exist in the residential neighborhood north of Montauk highway in the Shinnecock Hills area.

4.A.ii) Land Uses Outside the Montauk Highway Corridor

Most land outside the *Hampton Bays Corridor Strategic Plan* study area consists primarily of single-family residential development. Other land uses of note include the Town's Jackson Avenue Municipal Complex, Red Creek Park, some undeveloped Shinnecock Indian lands, waterfront resort areas, and the barrier beach.

Municipal and park uses are discussed elsewhere in section II.6 on Community Facilities.

The Barrier Island consists primarily of recreational uses such as Town of Southampton Edward J. Warner, Sr. "Old" Ponquogue Bridge Marine Park, Ponquogue Bathing Beach, and Tiana Beach, and some commercial uses located at the northwest end of the barrier including: Shinnecock Commercial Fishing Dock, Soleau's Wharf and Marina, Sunrise Café, Seatech Marine Electronics, East End Tackle, Sea Side Gift Shop, Shinnecock Star (party and charter boat fishing, Wild Thing Boat Rides, Sunwaters Grill, Oaklands Restaurant and Marina.

4.A.iii) Vacant, Not-Preserved Land

Vacant land that is not preserved, and not set aside for drainage, utilities, rights-of-way or some other use, and which is therefore potentially developable, is shown on Map 7, Vacant, Potentially Developable Land. Much of the vacant lots remaining in the hamlet are small, and many cannot meet the minimum lot size requirements for their zoning district. Only a few are large enough to be subdivided. Further discussion of the remaining development potential of the hamlet is given below in section 4.E on Vacant, Underutilized and Redevelopable Land, and in the build out analysis presented in section IV.1

4.A.iv) CPF Properties

From the time the Community Preservation Program was implemented in April of 1999 through the end of 2008, the Town collected $12,520,429.49 from the sale of properties in Hampton Bays. During that time it has encumbered $42,999,213.31 on the purchase of 28 parcels in the hamlet, totaling 219.92 acres. These are shown on Map 2. Community Preservation Fund Preserved Lands & Preservation Targets, and grouped by preservation category below.

Figure II.4-4 CPF Acquisitions in Hampton Bays		
CPF Preservation Category	**#of parcels**	**Acres**
Central Pine Barrens - Core Preservation Area		
Open Space/Greenbelt Area		
Trail		
Village/Hamlet Green/Parks & Recreation		
Wetland		
TOTALS		
Source: Town of Southampton GIS		

As noted in section II.1 on previous plans, the Town's Community Preservation Project Plan (2005) lists an additional 285 parcels in Hampton Bays as preservation targets, which are also shown on Map 2. They range from properties less than a tenth of an acre in size to 375 acres of Central Pine Barrens Plan Core Preservation Area. Most of the preserved land and land targeted for preservation is located north of Montauk Highway, and on the eastern and western outer fringes of the hamlet corridor. This correlates with the locations of remaining vacant land.

A number of parcels on the CPF priority list for acquisition in Hampton bays are in the *Corridor Strategic Plan* study area. West of the Shinnecock Canal, parcels targeted in the corridor fall under the acquisition category of Village/Hamlet Green/Parks & Recreation. East of the Canal, the listed parcels are come under the Open Space/Greenbelt Area category and are needed to create the Shinnecock Hills Greenway.

Targeted parcels in the corridor include:

- Parcel 35178, Tax ID 473689 221.000-0003-012.01. This parcel is the larger of the two comprising the site of the proposed Tiana Commons PDD. As would be expected on a preservation list, the parcel is the currently vacant portion of the subject PDD property; and not the parcel containing the junk yard.
- Parcel 38739, Tax ID 473689 263.000-0002-011.00
  Parcel 38739, Tax ID 473689 263.000-0002-012.00
  Parcel 38740, Tax ID 473689 263.000-0002-022.00

  These three parcels occupy vacant land on the north side of Montauk Highway between Bittersweet Extension and Old Riverhead Road. They are opposite an area referred to in the draft *Hampton Bays Corridor Strategic Plan* as the "Asphalt Jungle," where a series of roadway improvements are proposed. Some of this land may be

necessary to successfully implement the recommendation to create a service road or "slip street" in front of the businesses on the south side of the highway, a use that would not be permitted if the parcels were acquired in their entirety using CPF funds.

- More than 20 properties east of the Canal in the area of the Shinnecock Hills Greenway.

Figure II.4-5 below lists the number of parcels and total acreages for each category of preservation targeted in Hampton Bays. Please see the Attachments section for a list of property IDs, acreages and land use categories.

Figure II.4-5
CPF Targets in Hampton Bays

CPF Preservation Category	#of parcels	Acres
Central Pine Barrens - Core Preservation Area	36	457.36
Open Space/Greenbelt Area	68	109.90
Trail	10	116.84
Village/Hamlet Green/Parks & Recreation	21	50.93
Wetland	33	47.47
TOTALS	168	782.50

Source: Town of Southampton GIS

Because of the disparity between the number of CPF targets and the limited purchasing power of the Fund, the Project Plan lists a variety of existing land use alternatives and local regulations that can be used to protect community character. These include:

- Conservation Easement
- Trail Preservation Agreement
- Protection of Vegetation
- Protection of sensitive areas — wetlands, coastal erosion zones, critical areas, etc. Much of the parcels in Hampton Bays targeted for preservation already have some degree of protection due to their status of Central Pine Barrens lands or wetlands.
- Transfer of Development Rights
- Acquisition through other public funding programs and private means

4.A.v) Community Priorities for Preservation

Supplementary to the list of preservation targets maintained by the Town's Community Preservation Fund office, the Hampton Bays Civic Association has submitted its own "Wish-List for Preservation" to the

Town. The list was initially compiled and presented to the Town in 2006 and was subsequently included in the vision document completed by the Civic Association in July 2009, *Hampton Bays: A Vision For The 21st Century.* Since 2006, some of the noted targets have been preserved.

2006 Civic Association-Identified Preservation Targets Currently Preserved

- Head of Smith Creek: Intersection of Springville and Rampasture Roads,
  - Rationale: Site cleanup, protection of Smith Creek, potential pocket park
- Lynn Avenue: All vacant waterfront property on Shinnecock Bay along east side of Lynn Avenue. SCTM#'s 900-269-3-7, 900-269-3-8, 900-269-3-9 in this area are currently preserved.

Community Targets Currently on the Town's CPF Lists

- Vacant Land: Bellows Pond Road to Stop & Shop, North of Montauk Highway, 17.56 Acres, SCTM # 900-221-3-12.1
  - Comments: This is included in the CPF list, as noted above. the Protection of hamlet central business area, density control and watershed protection
- Vacant Land: East of Hampton Nursery South side of Montauk Highway 1.21 Acres, SCTM# 900-255-1-2.2
  - Rationale: Protection of Tiana Bay surface water, bottom lands, and water shed from Montauk Highway and business generated pollution.
- 209 West Montauk Highway and West Tiana Road, wooded area with 1935 seasonal bungalow 2.5 Acres, SCTM# 900-255-1-32.3
  - Rationale: Scenic gateway component and protection of watershed for Tiana Bay.
- Vacant Land: North side of Montauk Highway opposite Katrinka Deli, 8 Acres of wooded land, SCTM # 900-263-2-11 & #900-263-2-12
  - Comments: These parcels are on the CPF list and noted above. Maintain remaining wooded open space on Montauk Highway.
- Springville Road and Gracewood Court: two parcels on west side of Springville Road, 1 acre, SCTM#: 900-260-4-39.7/39.8
  - Rationale: Stormwater management, protection of Smith Creek
- Penny Lane: 2.2 acres, SCTM#s: 900-374-1-12.3
  - Rationale: Stormwater management, aquifer recharge
- Lynn Avenue: All vacant waterfront property on Shinnecock Bay along east side of Lynn Avenue. SCTM#'s 900-269-3-4, 900-324-2-30,

and 900-324-3-6 are on the CPF lists. As noted above, some property in the area is already preserved.

- Rampasture Road: Large waterfront parcel on east side of East Rampasture Road, 8.97 acres, SCTM#: 900- 346-1-1
  - Rationale: Stormwater management

Community-Identified Preservation Targets Not Currently on the Town's CPF Lists

- Vacant commercially-zoned land: West of NY 24, North side of Montauk Highway, 3 Acres, SCTM# 900-253-1-25; South side of Montauk Highway, 2 Acres, SCTM# 900-253-2-16, 1 Acre, SCTM# 900-253-2-21
  - Rationale: Scenic gateway component
- Vacant residentially-zoned Land: West of LIRR on North side of Montauk Highway, 1Acre, SCTM# 900-255-1-11
  - Rationale: Scenic gateway component and protection of Munn's Pond and watershed for Tiana Bay
- Land between auto parts and hardware stores connecting Montauk Highway and Good Ground Road, SCTM#900-224-1-13;).6 acre property currently supports a parking lot and converted residence
  - Rationale: To provide a pedestrian walkway and gathering place with seating
- Canoe Place Inn and Cottages, Montauk Highway, West of Shinnecock Canal Bridge, 6.4 Acres, SCTM# 900-207-5-4/3
  - Rationale: Maintain the Inn building and its legacy in Hampton Bays; redevelopment as resort with internal redesign and renovation[1]
- Holtzman Farm, East side of Newtown Road, fronts on canal, formerly chicken and duck farm, 4.2 acres, SCTM# 900-188-2-7.1[2]
  - Rationale: Potential redevelopment into community farm/garden. Utilize for educational and tourist interest.

4.A.vi) Age of Buildings/Pace of Development

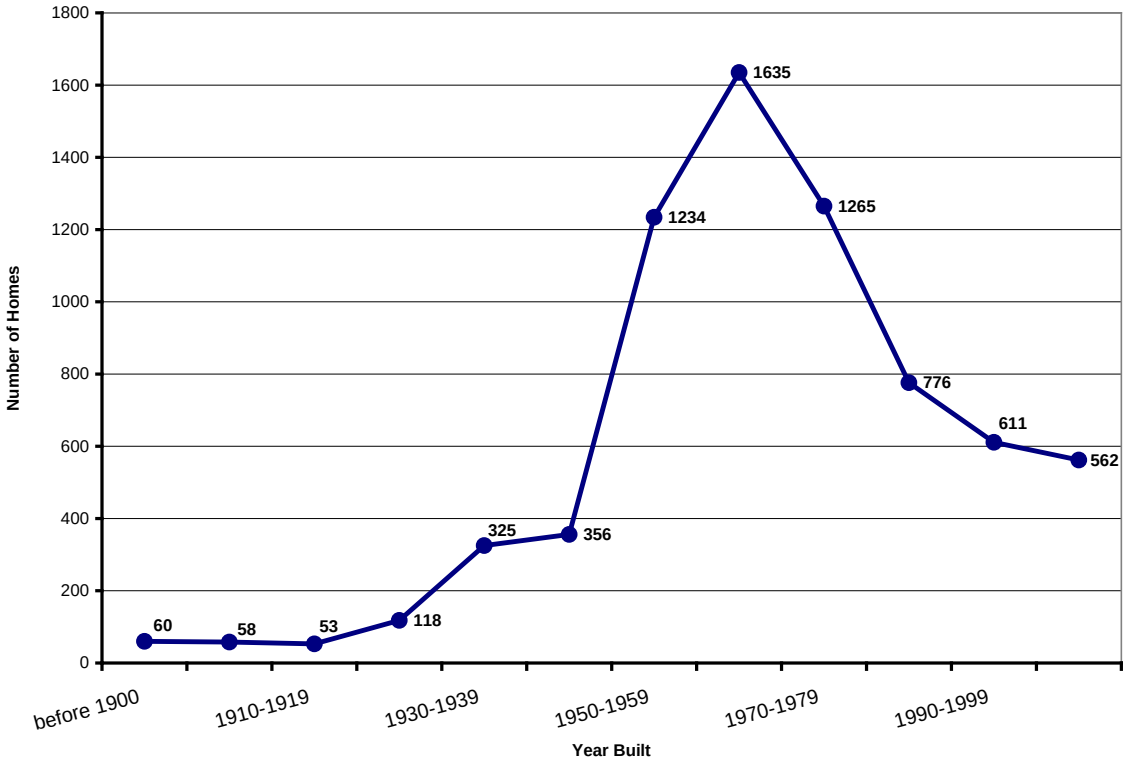
Map 8, Age of Building Stock, and Figure II.4-6 below provide data on when existing development in Hampton Bays was constructed, by decade.

[1] The draft Hampton Bay Corridor Strategic Plan proposes to achieve this aim through private redevelopment.

[2] This property is currently a working marina with boat storage. A stated goal of the Town's 1999 Comprehensive Plan is to "Strengthen the ability of the marine industry, including marinas, to survive and locate in the Town." The 2003 *Historical Profile of Hampton Bays* prepared by the hamlet's Historical and Perservation Society states the "property is deserving of preservation as it includes the many out-buildings associated with the original Holzman duck farming operation."

Because older buildings may be demolished and/or redeveloped, such data is not a fully accurate reflection of development trends. For example, while there are currently 60 buildings in the hamlet that were constructed prior to 1900, this indicates only the surviving building stock rather than total construction activity in that time period. Yet for more recent years, the date of construction should closely reflect the pace of development in the hamlet.

Figure II.4-6
Age of Building Stock in Hampton Bays



Source: Town of Southampton GIS, 3/09
NOTE: 183 buildings in the area inventory do not have dates on their records and are not included in the chart data.

Most of the hamlet's current building stock —57.1% — dates from the post-war decades between 1950 and 1980. In subsequent decades building has been strong, but is declining as available land becomes increasingly scarce. Development in the hamlet appears to have peaked in the 1960's, just prior to the adoption of the Town's Master Plan. Approximately 54% of the current housing stock was built prior to 1970, 46% in the years after that.

4.B. Land Uses of Particular Concern

4.B.i.1 Open Space

Open space preservation is an area of particular concern to the Hampton Bays community, in part because of the hamlet's historic role as the Town's population center and in part because of the value of open space to maintaining overall environmental quality, including surface and groundwater quality, wildlife habitat and area aesthetics. While information is presented here under the discussion of Particular land uses, open space is also discussed below in section II.5 on the Environment, and in section II.6 below, on Community Facilities, which contains information on parks. Existing Open Space in the hamlet is illustrated in Map 9, and data on the acreage devoted to open space is given in Figure II.4-5 below.

Within the roughly 1500 acres of the Hampton Bays *Strategic Corridor Plan* study area, 57 acres, nearly 4%, are classified as Recreation and Open Space. This includes:

- A 9.8 acre parcel in the R40 zoning district adjacent to Munn's County Park, acquired by with CPF funding. The land is in the Central Pine Barrens Critical Resource Area.
- Two parcels in the gateway to the hamlet entering Montauk Highway from Route 24. One of these parcels obscures and mitigates views into the Atrium office park development. The other is adjacent and to the east of the Hampton Bays diner site and adds greenery to that visual focal point.
- The 36.2 acre tract of woodland acquired by the Town for Good Ground Park, along with the pocket park providing an entry into the larger park and several other small parcels in the vicinity on Montauk Highway.
- The 3.0 acre site of the planned maritime interpretive park on the west side of the Shinnecock Canal. Purchase through CPF funds, the park is to remain for passive use and contain outdoor exhibits only.

3.34 acres of the corridor open space is specifically zoned OSC (Open Space and Conservation), a voluntary designation that restricts development to parks and accessory structures. Among the rezoning recommendations of the *Corridor Strategic Plan* is to seek OSC designation for other parcels that are preserved in order to bring the zoning into consistency with the use. Identification on the zoning map would facilitate the evaluation of impacts of nearby development on the protected sites.

Hamlet-wide, 117 parcels are categorized as open space, amounting to 1,930.31 acres and, as noted above, approximately 25% of the hamlet's acreage. Most significant among these open space resources are the Central Pine Barrens preserved lands and the hamlet's barrier beaches. Both are large, continuous stretches of distinctive landscapes. Additional open space purchases are being planned by the Town, utilizing community benefit funds from several recent development projects. The *Corridor Strategic Plan* recommends the Town establish procedures for the timely utilization of open space funding.

Figure II.4-7
Hampton Bays Open Space Parcels

Category	# of parcels	Acres
Other Wild Conservation Lands	34	824.41
County Owned Public Parks & Recreation (Water)	23	499.06
State Land Under Section 534 & 536	1	273.40
Town Owned Public Parks & Recreation Areas	6	71.12
Wetlands, Priv or Gov Owned Subject to Use Restr	8	50.64
Other Wild Conservation Lands (Water)	7	48.17
County Owned Public Parks & Recreation Areas	4	44.81
Improved Beaches (Water)	5	37.28
Town Owned Public Parks & Recreation Area (Water)	3	28.50
Cemeteries	5	19.37
Wetlands, Priv or Gov Owned (Water)	8	13.99
Homeowners Association Ownrship (No Waterfront)	4	10.29
Parks	5	4.68
Homeowners Association (Waterfront)	2	2.94
Recreation & Entertainment (Waterfront)	1	1.28
Parks (Water)	1	0.37
TOTAL	117.00	1,930.31

Source: Town of Southampton GIS

4.B.i.2 Open Space and Preserved Lands

Not all land categorized as open space is preserved from future development, and not all preserved land is classified as open space, as detailed in Figure II.4-8 below,

Nearly 87% of the hamlet's open space parcels are preserved, as well as nearly 40% of the hamlet's vacant property and nearly 13% of its institutional uses. The amount and proportion of preserved acreage in other land use categories is quite small.

Figure II.4-8
Hampton Bays Open Space Parcels

Land Use Category	Total Acres	Preserved Acres	Percentage of Acreage Preserved
Recreation and Open Space	1,625.82	1,410.44	86.75%
Vacant	882.22	345.38	39.15%
Institutional	309.91	39.45	12.73%
Utilities	26.23	0.71	2.71%
Transportation	73.18	1.29	1.76%
Low Density Residential	867.58	10.60	1.22%
Commercial	269.56	1.19	0.44%
High Density Residential	355.71	0.42	0.12%
Medium Density Residential	2,272.45	1.68	0.07%

Source: Town of Southampton GIS

4.B.ii) Brownfields

The Environmental Protection Agency (EPA) defines the term "brownfield site" in Public Law[3], with certain legal exclusions and additions, as referring to real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. In other words, a brownfield is any former commercial or industrial site where actual or perceived contamination impedes development.

No comprehensive inventory of brownfield sites has been conducted locally, and the Town has not identified any brownfields in the hamlet. That said, based on the definition given above, potential brownfield sites may be identified as those sites where hazardous substances, pollutants or contaminants are known to be used. The Environmental Protection Agency (EPA) tracks such use through its Resource Conservation and Recovery Act Information (RCRAInfo) System, a national program management and inventory system of hazardous waste handlers, with data maintained by regional and national EPA offices. Sites listed in the EPA inventory that are located in Hampton Bays are shown in Map 10, EPA Designated Hazardous Waste Sites (Potential Brownfields). They include automotive uses, medical uses, dry cleaners, photo processing or printing businesses, furniture stripping and repair, other consumer services that utilize chemicals. Garages housing and servicing fleets of vehicles, such as the Town Highway Department and Hampton Bays School District are also listed. Most of these uses are distributed along

[3] H.R. 2869, "Small Business Liability Relief and Brownfields Revitalization Act," enacted January 11, 2002

Montauk Highway, with some on Sunrise Highway and a couple — East End Jet Ski and the US Coast Guard Station — located at the southern tip of the hamlet in the vicinity of the Ponquogue Bridge.

The NYS Department of Environmental Conservation and the US Environmental Protection Agency estimate there are as many as 6,800 brownfields on Long Island, all of which could be redeveloped. The majority are smaller than two acres. The potential brownfield sites in Hampton Bays fit this category. However, there are no sites in Hampton Bays designated for or currently undergoing remediation.

4.B.iii) Motels

Motel uses in Hampton Bays, and the issues related to them, are discussed in section II.3.F on Condo Conversions and in the build out analysis presented in section IV.1.B.

4.B.iv) Resort and Nightclub Uses

In 2003 the Town of Southampton commissioned consultants Nelson, Pope & Voorhis, LLC to prepare a comprehensive planning study of night club uses within the Town. Night clubs are defined in the Town of Southampton Zoning Code along with bars and taverns as "*businesses serving alcohol and having one or more of the following conditions: age restrictions or cover charges for admission, listening or dancing to music provided by live entertainment, disc jockeys, jukeboxes or the like; and hours of operation which extend beyond the normal dining times for breakfast, lunch and dinner*." In practice, night clubs have been found to consist of uses that are more intensive than a typical restaurant or bar/tavern and which cause adverse impacts on surrounding residential uses. Such impacts include, but are not limited to noise, outdoor loitering, traffic and public safety concerns, and overflow parking on residential streets and properties. In many instances they have resulted in a degradation of quality of life for adjacent residents as well as numerous complaints and enforcement needs.

Nightclubs identified in Hampton Bays include:

- The Boardy barn (bar/nightclub)
- "Porkys" (fka Foggy Goggle)
- CPI (The White House)
- Amber (formerly Brazil)
- Neptune's

Two of these sites are addressed in the *Corridor Strategic Plan* — the Boardy Barn, for which no redevelopment is proposed at present, and CPI/The White House, located on property that is the subject of a PDD

application, as well as a public campaign to preserve the building in which it's housed.

In addition, the hamlet also hosts the following bars or restaurants with bars. The list is partial and is subject to change as businesses turn over.

- Villa Paul
- CB's Bar & Grill
- Buckley's Inbetween (restaurant/bar)
- John J. Dorans (bar with food service)
- Bubs Tavern (bar with dance floor)
- "Momentos" (fka Gilligan's Saloon)- Bar
- JT's

The locations of these nightclubs, bars and restaurants with bars are shown on Map 11. With the exception of a few waterfront uses, most are distributed along the Montauk Highway corridor. Moreover, they are primarily located outside the historic hamlet center/downtown commercial district.

4.C. Current Zoning

The delineation of current zoning districts in Hampton Bays is shown on Map 12.

4.C.i) Zoning in the Montauk Highway Corridor

There are 18 distinct zoning districts within the corridor plan study area. The most common are R40, R20, R60, HB and RWB, respectively. Figure II.4-9 below presents a breakdown of zoning by district, land area and percent of total corridor study area. This is accompanied by a brief narrative description of these zoning patterns broken out by corridor section moving, as in the *Draft Hampton Bays Corridor Strategic Plan*, west to east.

4.C.i.1 The Western Corridor

Zoning districts in the Jones Road to Bellows Pond Road area include Highway Business (HB), RTW Residential Planned Development District (RTWRPDD), and Shopping Center Business (SCB) and Residence 40 (R-40), all of which line the Montauk Highway corridor. For much of the corridor in this section, commercial zoning is limited to north of the highway, with R-20 zoning to the south. Behind the commercial district, the land of Munn's Pond County Park is zoned CR-200, although with the land held as a County park the designation has no practical significance.

Figure II.4-9
Existing Zoning in the
Hampton Bays Corridor Strategic Plan Study Area

Zoning	Acres	Percent of Corridor Plan Study Area
R40	313.75	28.00%
R20	256.22	22.86%
HB	109.41	9.76%
R60	97.63	8.71%
RWB	70.10	6.26%
R15	45.57	4.07%
VB	41.63	3.71%
LIRR	39.44	3.52%
OD	34.01	3.03%
MTL	33.19	2.96%
SC44	20.44	1.82%
SCB	16.29	1.45%
MUPDD	12.50	1.12%
MF44	11.49	1.02%
RTWRPDD	8.24	0.74%
HBWCIPDD	4.42	0.39%
H2O	2.70	0.24%
R80	2.00	0.18%
OSC	1.41	0.13%
TRANS	0.16	0.01%
TOTAL:	**1,488.84**	**100.00**

Source: Town of Southampton GIS

4.C.i.2 The Central Corridor

The Bellows Pond Road to Riverhead-Hampton Bays Road (SR 24) area includes Highway Business (HB) east of Bellows Pond and north and south of Montauk Highway; Hampton Bays West Commercial-Industrial Planned Development District (HBWCIPDD) (Stop & Shop and McDonalds) on the north side of Montauk Highway; Shopping Center Business (SCB) north of Montauk Highway at Macy's/Kimco property; and Residence 40 (R-40) along Bellows Pond Road, north of the Highway Business (HB) zone. Residence (R-20) zoning exists south of the Long Island Railroad.

Moving east from SR 24 to Springville Road/Cemetery Road, the corridor is zoned primarily Office Business (OD) north and south of Montauk Highway. The "Town and County Apartments" property located north of Montauk Highway is zoned Multi-family Residence (MF-44) and the "Woodbridge Apartments" property located on the west side of Springville Road and north of the Long Island Railroad is zoned Senior Citizen Housing (SC-44). Good Ground Cemetery is zoned Residence

(R-40). Land located south of the Long Island Railroad is zoned Residence 20 (R-20).

The Montauk Highway and Good Ground Road area between Springville Road/Cemetery Road and Ponquogue Avenue/Squiretown Road area is zoned Village Business (VB). The Good Ground Park property and land located to the north of Montauk Highway is zoned Residence 40 (R-40). Land located to the south of the Long Island Railroad is zoned primarily Residence 20 (R-20) with Senior Citizen Housing (SC-44) at the southeast corner of the intersection of Long Island Railroad and Springville Road, and Office Business (OD) at the southwest corner of the Long Island Railroad and Ponquogue Avenue.

Along Montauk Highway from Ponquogue Avenue/Squiretown Road to Old Riverhead Road, the corridor contains a mix of zoning districts including: Village Business (VB) on the north and south sides of Montauk Highway near its intersection with Squiretown Road and Ponquogue Avenue; Hampton Bays Center Mixed Use Planned Development District (MUPDD) at the "King Kullen" shopping center; Hampton Bays South Mixed Use Planned Development District (HBSMUPDD) south of the Hampton Bays Center MUPDD and the Long Island Railroad; Highway Business (HB) along the corridor on the north side of Montauk Highway and on the south side of the highway east of the MUPDD; and Residence 20 (R-20) north of Montauk Highway between Bittersweet South Extension and Old Riverhead Road. Land located north of the Highway Business (HB) zone on the north side of Montauk Highway includes Senior Citizen Housing (SC-44), Residence 40 (R-40), and Residence 20 (R-20). Land located east of the MUPDD and south of the Long Island Railroad is zoned Residence 20 (R-20).

The stretch of corridor east of Old Riverhead Road is primarily zoned Highway Business (HB), with lesser amounts of Residence 20 (R-20) and Residence 40 (R-40) along the highway. Land further to the north and south of the highway is zoned for medium and high density single-family residential development, including Residence 20 (R-20), Residence 40 (R-40), and Residence 15 (R-15).

4.C.i.3 The Eastern Corridor

This area between Canoe Place Road and North Shore Road (CR 39) is zoned Resort and Waterfront Business (RWB). A few parcels located directly north of the intersection of Canoe Place Road and Montauk Highway are zoned Residence 20 (R-20). RWB continues from North Shore Road to Peconic Road along the Shinnecock Bay shoreline. There is Motel Business (MTL) and Residence 40 (R-40) along the north side of Montauk Highway, and Residence 40 (R-40) and Residence 60 (R-60) further to the north of the highway. Land located east of North Shore

Road (CR 39) is zoned Motel (MTL) to the south and Residence 60 (R-60) to the north.

4.C.ii) Overlay Districts and Floating Zones

The Town of Southampton has additional zoning designations that work in tandem with, or supercede, the regulations of the basic underlying zoning districts discussed above. Those relevant to the hamlet of Hampton Bays include:

4.C.ii.1 Aquifer Protection Overlay District (APOD)

The sole source of drinking water for the Town of Southampton is its underground aquifers. To protect its "sole source aquifers" from degradation, the Town identified areas where the greatest water recharge occurs and designated them as catchment regions meriting special land use controls. These include a limit on clearing natural vegetation to 50% of the parcel[4], and a limit on the lot coverage that may be used for fertilized vegetation to 15%.

Map 13. shows the location of the Town's Aquifer Protection Overlay District (APOD) in Hampton Bays. Its boundary is largely contiguous with that of the Central Pine Barrens, occupying the northwest portion of the hamlet. Much of this area is preserved, but there are patches of residential development in the Central Pine Barrens Compatible Growth Area. Commercial uses are found in the APOD for the stretch of Montauk Highway referred to in the Corridor Strategic Plan as "Hampton Bays West." The APOD covers the area north of Montauk Highway and west of Route 24, containing the Macy's shopping center development, Stop 'n Shop and the site of the proposed Tiana Commons PDD. Further west, the APOD boundary is north of the LIRR corridor; Montauk Highway dips south and the westernmost commercial properties, including the Wild by Nature shopping center and the Boardy Barn site, are just south of the APOD and not included in it.

Additional discussion of the APOD is given in the next chapter of the Existing Conditions section, concerning the hamlet's Environmental Resources.

4.C.ii.2 Central Pine Barrens Overlay District

The Town of Southampton and other area municipalities have developed and codified standards and controls to implement the Long Island Central Pine Barrens Comprehensive Land Use Plan. Implementing legislation

[4] The 50% limit applies to non-commercial uses and multi-family housing. Limits on clearing for single family home development varies by lot size according to a schedule given in §367.A.4(a) of the Town Code.

includes Article XXIV concerning the Town's Central Pine Barrens Overlay District (CPBOD), Article XXV Residential Receiving Area District (RRAD), and Article XXVI Planned Development District (PDD) of the Southampton Town Code which were enacted in September of 1995.

Standards relating to the Town's CPBOD are outlined in Article XXIV beginning at § 330-215 of the Southampton Town Code. The CPBOD is intended to implement the regional, resource-specific Pine Barrens plan including its mandate for protecting critical groundwater, ecological, and open space resources. The boundaries of the CPBOD are very similar to that of the Town's western APOD and both districts strive to protect groundwater resources and are governed by similar groundwater protection policies.

There are two specific sets of standards associated with the CPBOD. These include one set of standards for the Pine Barrens Core Preservation Area and another for the Pine Barrens Compatible Growth Area.

Restrictions within the Pine Barrens Core Preservation Area as outlined by § 330-219 include a prohibition against all development unless the property owner obtains a hardship exemption or waiver from strict compliance with the Pine Barrens plan. Uses for which a hardship exemption has been received, legally existing uses, and uses that do not constitute development (e.g. legally existing agricultural uses or agricultural expansions) are permitted. Uses, buildings or structures that involve the material alteration of native vegetation are expressly prohibited.

The primary regulatory controls for development within the Compatible Growth Area, as outlined in § 330-220 of the Town Code, are as follows:

- The authorization and establishment of standards for a transfer of development rights program or the use of pine barrens credits through the Pine Barrens Credit Bank and Clearinghouse (§330-221, Transfer of development rights; Pine Barrens credit program);
- Specific standards and regulations regarding the transfer of development rights;
- Conformance with applicable articles of the SCDHS Sanitary Code;
- Discharge of sewage treatment plant effluent outside the pine barrens area as practicable;
- Minimization of nitrate loading in proximity to wetlands and surface water bodies;
- Requirements for establishing non-disturbance buffers near wetlands in accordance with Chapter 325, Wetlands;

- Incorporation of stormwater best management practices;
- Limits on vegetative disturbance in accordance with standards set forth by the APO District;
- A preference for using native plant species, thus placing limits on the need for fertilizers;
- Mitigation of impacts to rare, threatened, and special concern species;
- Minimization of impacts to slopes that exceed ten percent gradients; and
- Promotion of open space preservation and the establishment of trails.

4.C.ii.3 Residential Receiving Area Districts (RRADs)

The Residential Receiving Area District (RRAD) is an overlay zoning district applicable to certain parcels listed in Article XXV of the §330 of the Town Code. Its purpose is to provide receiving sites where development rights or Pine Barrens Credits (PBCs) may be transferred as of right. Developers seeking the increased density available through a RRAD must provide one development right or one Pine Barren Credit for each additional residential unit more than the number achievable in the underlying zone, as demonstrated through the provision of a yield map. The total density of a property developed as a RRAD may not exceed two units per acre.

Designation of a parcel as a RRAD does not mandate that it be developed in accordance with RRAD regulations. The property may be built to the standards of the underlying zone, in which no density bonus would apply. Alternatively, a developer may seek additional density by applying for a rezoning of the property. Such a rezoning would require discretionary approval from the Town Board, in contrast with the as-of-right density potentially achievable through a RRAD.

Properties in Hampton Bays classified as Residential Receiving Area Districts in the Town Code, in accordance with the recommendations of the Central Pine Barrens Comprehensive Land Use Plan, are shown in Map 13. They include the following:

0900-221-3-12.1	12.5 acres
0900-221-3-16.1	7.6 acres
0900-221-3-18	2.5 acres
0900-205-3-12.1	16.3 acres
0900-225-1-1	33.5 acres
0900-225-1-21	3.6 acres
TOTAL	76 acres

Of these six parcels, three have been purchased by the Town with Community Preservation Funds and are slated to become Good Ground

Park. Another has been developed into the Stop 'n Shop supermarket and has no residential component. And another has been granted preliminary approval by the Planning Board for a 27-lot subdivision ("The Woods at Hampton Bays").

The last remaining parcel in Hampton Bays that may be developed as a RRAD is the site of the Tiana Commons mixed-use PDD application. At this time, the developer is pursuing a zone change rather than choosing to exercise the as-of-right potential of the RRAD. The proposed PDD, at 72 units, would greatly exceed the RRAD limitation of 2 units per acre on the 12.5 acre site.

Under the Long Island Pine Barrens Act, the Town is required to maintain sufficient RRAD acreage to absorb 2.5 times the number of Pine Barren Credits available for allocation within an affected school district. In Hampton Bays, there is only one remaining vacant parcel in the Central Pine Barrens which may register Pine Barren Credits for sale and redemption[5]. A December 2009 review by the Town of Southampton of remaining properties in the Central Pine Barrens Core Preservation Area eligible to register Pine Barren Credits. but that have not yet done so, identified 4.81 potential credits in Hampton Bays on a 17.7-acre parcel located at 31 Flanders Road (DSBL No. 2041-4)[6]. Applying the 2.5 standard yields a requirement for Hampton Bays to contain enough RRAD acreage to accommodate 12.025 credits, or an equivalent number of homes.

The site of the Tiana Commons application currently allows the hamlet to meet the Pine Barrens Plan standard. If this site were to be developed without PBC redemption, or if it were to be preserved, the Town would need to identify and designate new RRAD acreage in Hampton Bays. A RRAD may be authorized where the Town Board finds that the development will be beneficial, compatible and harmonious with the surrounding land uses and not have a significant adverse impact upon the environment. It must be established in accordance with the recommendations of the Central Pine Barrens Comprehensive Land Use Plan and/or the Town of Southampton Comprehensive Plan, and its establishment requires a generic environmental impact statement (GEIS) pursuant to the provisions of the State Environmental Quality Review Act (SEQRA). Community goals of central business district revitalization and environmental sustainability would be promoted by shifting density to the

[5] These credits have not been registered with the Central Pine Barrens Commission and, as such, are not offered for purchase. However, the PBCs may be obtained by the owners of these properties as of right, and so these potential credits are treated as actual credits for planning purposes, and for the purpose of compliance with the Long Island Pine Barrens Act.

[6] The draft *Hampton Bays Corridor Strategic Plan* reports 29 potential PBCs in the hamlet. That figure has since been revised to the 4.81 credits stated here.

hamlet center, suggesting that new RRAD acreage should be considered downtown.

4.C.ii.4 Old File Map and Special Old File Map Overlay Districts

There are many land subdivision maps for property in the Town of Southampton filed in the office of the County Clerk prior to May 13, 1931, which were not approved by either the Planning Board or the Town Board. These subdivision maps are known as "old filed maps" and delineate lots as small as 20 feet by 100 feet. In most instances, they have been combined with adjoining lots, but the resulting combination is often smaller than the minimum lot area required by the zoning district in which it is located. In many instances, such single and separate ownership parcels are smaller than 10,000 square feet, the minimum lot area requirement in the least restrictive residential zoning district. Hampton Bays does not contain an R-10 district; the smallest lot area requirement in the hamlet is 15,000 square feet.

Because overdevelopment of such substandard parcels can adversely affect the public health or safety by causing pollution of the groundwater reservoir, saltwater intrusion into the groundwater and/or excessive demand on the groundwater reservoir, the Town Code regulates their development through two overlay districts — Articles XI and XII of Chapter 330 (Zoning) of the Town Code address Old File Map and Special Old File Map Overlay Districts respectively. The area covered by these overlays is shown in Map 14, Old Filed & Special Old Filed Map Districts. Through them, development of lots smaller than 10,000 sf is prohibited, with an exception made for lots between 8,000 and 10,000 sf which may, through the special permit process, be developed with one single family dwelling provided that development rights are transferred into the lot or the resulting home complies with the Town Code concerning affordable housing (Chapter 216, Housing for Income Eligible Households.)

Substandard lots in the Old Filed Map and Special Old Filed Map districts are granted partial residential development rights, calculated as the ratio between the parcel's actual lot area and the minimum required lot area for the residence district in which it is situated[7]. These development rights may be banked for transfer to lots meeting specific requirements, including proof of single and separate ownership, minimum lot size (no less than 8,000 sf, but other minimums apply depending on the zoning district), school district (transfer must be within the same district), and zoning district (Lots in the CR-200, CR-120 and R-120 districts may receive rights from outside these districts).

[7] In the larger CR-200, CR-120 and R-120 districts, the ratio is 2.5 times the lot area divided by the minimum lot area of the district. The hamlet of Hampton Bays has limited land in these districts.

As a community with a long development history and one that is nearing build out, much of the remaining vacant residential land in Hampton Bays meets the conditions of the Old Filed and Special Old File Map Overlay Districts and are therefore subject to the requirements of Articles XI and XII of the Zoning Code. The provisions eliminating the full residential development right with respect to nonconforming lots of less than 10,000 square feet in the Special Old Filed Map Overlay District was added in April of 2008, and should contribute to limiting inappropriate growth in the hamlet.

4.C.iii) Transfer of Development Rights

TDR is a technique in which the development rights of one parcel of land are transferred to another parcel, with the result being that the sending parcel cannot be further developed and increased development density is permitted on the receiving parcel. Such transfers hold great potential for achieving growth management objectives while preserving the rights of property owners. In order to be effective, however, they require standards and systems in place specifying the parcels eligible to send development rights and those where rights may be received. Two examples of programs and regulations governing TDRs were given above in the discussions of Pine Barren Credits and their redemption in Residential Receiving Areas for Density (RRADs), and in the use of TDRs in the Town's Old File and Special Old File Map Overlay Districts.

A third avenue for utilizing TDRs in the Town of Southampton was established in Chapter 244 of the Town Code, Transfer of Development Rights Procedures. Initially, the Town's TDR Program focused on the protection of agricultural resources, so the existing legislation limits the issue of development rights certificates to property in the Agricultural Overlay District. Presently, the Town Board is considering code amendments to expand the use of TDRs to other types of land critical to the Town, including areas of special character or special historic, cultural or aesthetic interest. Because Hampton Bays has a scant 1.2 acres of agricultural land remaining in the hamlet, the proposed changes to Chapter 244 basically open up the TDR tool to the hamlet. Under the proposed amendments, property owners of environmentally sensitive or culturally significant land in Hampton Bays would be allowed to transfer or convey their development rights to other sites, including those outside the hamlet[8].

The Transfer of Development Rights from Hampton Bays to locations elsewhere in town offers some potential for reducing density in the

[8] TDRs across school district boundaries must be approved by a Town Board majority plus one (i.e. a four to one majority of a full board.

hamlet. Another use, one easier to achieve because it would not require a supermajority vote of the Town Board, is to shift density from sensitive areas into the hamlet center, where proximity to goods and services makes it more suitable. From a hamlet perspective, such a shift is density neutral, but would contribute to the community goals of encouraging activity in the core.

4.C.iv) Density Incentives

Section 330-9 of the Zoning Code allows for parcels to increase their density through the transfer of Pine Barren Credits, Development Rights or for the purposes of creating community benefit units (i.e. affordable or workforce housing). However §330-9.D.(e) states that the "[d]ensity incentive for affordable housing shall only be authorized in those hamlets where the population density is equal to or less than 500 persons per square mile…" Hampton Bays' density exceeds that threshold by more than 100%.

4.C.v) Design Controls

Currently, the design review of development projects in Hampton Bays is governed by Article XIX of the Zoning Code, Architectural Review (§330-168 to §330-173.) The code requires that every proposed building, structure and sign be referred to the Board of Architectural Review, with the type of review — i.e. whether it is done by the full board or a single member — varying according to whether the project is subject to site plan review, is a sign application, or is designated as "substantial" or "nonsubstantial" by the Building Administrator.

Regulations concerning the composition and scope of the Board of Architectural Review have been the subject of Town study for the past several years and draft code amendments are in process to update them. Design guidelines are also being drafted that would apply Town-wide to different categories of development such as hamlet center, residential neighborhoods, and highway business.

The draft *Hampton Bays Corridor Strategic Plan* proposes a "Transitional Overlay Zone" (TOZ) that is primarily design oriented, and which would be applied to parcels fronting Montauk Highway on the outer fringes of the corridor. The main design feature of this overlay is a uniform wooded buffer mandated in the front yards of subject properties to restore the area's rural character. The natural appearance of this wooded buffer would give way to a more formal treatment of street trees and sidewalks in the hamlet center core.

The draft *Strategic Plan* also proposes deployment of the Town's HO/HC (Hamlet Office/Hamlet Commercial) zoning districts. Having been developed in the last decade, the HO and HC districts are the only ones

as yet that have their own design guidelines, which appear on the following page.

4.D. Community Character

4.D.i) Overview

Hampton Bays has long been the population center of the Town of Southampton, and is known for its relative density and relative affordability in comparison with other parts of the Town. The area has the largest concentration of housing units, but a smaller proportion of vacant units for seasonal or recreational use, making it more of a year-round community. Despite this, the area's beaches, the Shinnecock Canal and other resources ensure a resort component to its character as well.

One focus of this DGEIS is the Montauk Highway ("Main Street") commercial district, which contains a mix of traditional and marine-related businesses (particularly around the Shinnecock Canal), community and quasi-public facilities, parkland, transportation uses, and mixed single-family and multi-family residential development. The expanded cumulative impact portion of the study, however, broadens the focus to include the many scenic attributes of the community outside the corridor plan study area, particularly natural elements in coastal areas and within the Central Pine Barrens. Other important areas are the "gateways" to the hamlet which are the access points to the community.

4.D.ii) Montauk Highway Commercial Corridor

4.D.ii.1 Central Business District

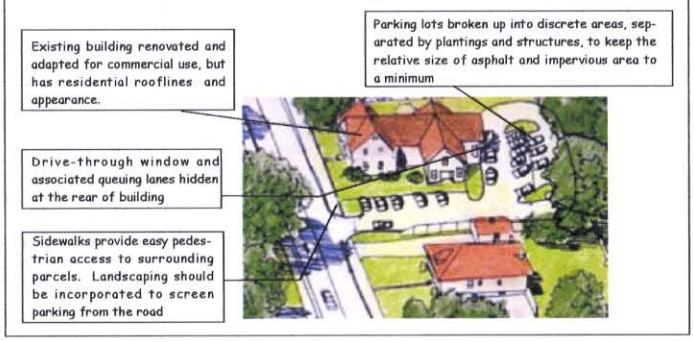
Commercial uses extend the length of the Montauk Highway corridor in Hampton Bays, but vary in character by location. The heart of the central business district lies at the Ponquogue Road intersection. Here, a small section of traditional "village-style" development can be found, with uses that are built to both the street line and the lot line. Although the sidewalk is narrow, benches, street trees and planters attempt to create a comfortable and inviting pedestrian environment. Some older, two-story buildings have a traditional and quaint appearance while others, dating from the second half of the twentieth century, have

HO-HC Design Guidelines

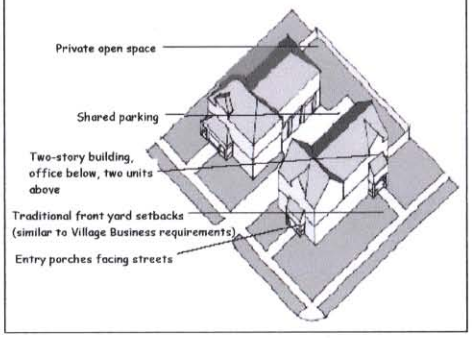
Hamlet Office/Residential (HO) and Hamlet Commercial/ Residential (HC) zoning occurs on the periphery of hamlet and village centers throughout the Town, and provides a transition between these centers and Residential Zones. As such, sensitivity to the scale of development, project design and local architecture is of the utmost importance in order to ensure compatibility with the surrounding community character.

Clusters of residential scale buildings up to 3,000 sq. ft. may be constructed instead of a single large-mass building.

Elements of successful design in transition zones



Example of building layout amenities within HO-HC transition zones



Coordinated elements of mixed-use development

not stood the test of time and look out of date and worn. Vacant storefronts are present and detract from a sense of vitality, as do such uses as nail and beauty salons, discount stores and fast food take-out shops. Signage is inconsistent and a number of shop windows are filled with a jumble of signs and posters, a disorderly appearance not in compliance with the Town's sign ordinance. The area is marked by elements of charm conflicting with signs of decline.

East of the Ponquogue intersection, the "Hampton Bays Town Center" mixed-used planned development district (MUPDD) extends the traditional development style with a series of connected two-story shop fronts.

Moving west of the center, the sense of a traditional pedestrian-oriented streetscape is disrupted, particularly on the south side of the road. Parking lots typically front shopping center developments whose design varies, much of it in need of updating. Landscaping is limited and often of poor quality. A number of uses are bordered by thin buffer strips of arbor vitae or similar monocultures which have grown lanky over the years, and which prevent cross access between properties. Some business entrances face side parking lots instead of the street, and the building ends that do face the street generally lack windows or other features of visual interest. A prominent land use in this area is the Hampton Bays Fire Station, whose five-bay building and access drive results in a completely paved front yard and corresponding curb cut roughly 150 feet wide.

The north side of Montauk Highway in the hamlet's CBD is marked by single and multi-family homes, some of which continue in residential use while others have been converted to commercial space. The residential appearance is generally more attractive than the business uses opposite, on the south side of the street.

Pedestrian circulation on Main Street is further hampered by a lack of cross streets, with the distance between Springville and Ponquogue Roads stretching for more than a third of a mile.

4.D.ii.2 SR24 Gateway

The Hampton Bays Diner is an iconic feature of the gateway into the hamlet from SR24. The Atrium medical office park on the northeastern corner is well setback and fronted by a piece of conservation land, adding to the area's green appearance. However, a big box highway business

theme does exist opposite, at the intersection's northwest corner. The Macy's-anchored retail center has been joined by a Stop 'n Shop supermarket. There is an increasing presence of chain restaurants such as McDonald's, Panera, and Friendly's. Signs on Macy's and the adjoining Petco, as well as its large parking lot, are highly visible and dominate views to the west.

4.D.ii.3 Western Corridor

The western portion of the Hampton Bays commercial corridor has a traditional highway business appearance, characterized by a series of shopping centers, office uses, individual businesses, restaurants and hospitality uses, all designed and scaled for auto, rather than pedestrian, access. Some older uses, such as motel-cottage courts, Slo-Jacks restaurant and the miniature golf-course adjacent to it, evoke an older era of vacation-oriented uses. Newer uses, such as the approved RTW residential age-restricted PDD, point to the area's evolution into a retirement destination.

4.D.ii.4 Eastern Corridor

East of the hamlet central business district, commercial uses continue, and exhibit two distinct characters. Newer uses tend to be larger, with traditional, residentially-style architecture and neat landscaping. Older uses tend to be smaller, close to the road, and have minimal landscaping. The area is also characterized by residential uses set back from the roadway, and some remaining vacant land.

4.D.ii.5 Shinnecock Canal Area

The Shinnecock Canal area, as to be expected, is characterized by maritime uses. There are several community icons in the area, including the Canoe Place Inn, Hampton Maid motel, and Altenkirch building. The eastern section of the Montauk Highway corridor includes the gateway entering into Hampton Bays from the Shinnecock-Tuckahoe area. Currently, the area's gateway treatment is located west of the Shinnecock Canal, comprised of signage and planting treatments. The draft *Corridor Plan* proposes a gateway treatment on the east side of the canal.

4.D.iii) Residential Areas

The residential character of most of the hamlet, particularly south of Montauk Highway is one of a large and relatively dense suburban, single-family, residential community located within a grid of local and collector streets. A similarly styled suburban single-family neighborhood with a grid street system is located north of Sunrise Highway. Areas further north

and to the east host more recent single-family developments with larger lots and cul-de-sacs.

Hampton Bays is often cited for its modest homes, considered relatively affordable in the context of "the Hamptons." Yet the hamlet also contains numerous large and luxurious homes along its coastline, many with direct access to Shinnecock, Tiana and Great Peconic Bays.

4.D.iv) Scenic Resources

Hampton Bay's major scenic resource is its considerable coastline, which fronts on three bays — Tiana, Shinnecock, and Great Peconic. The hamlet also contains a stretch of barrier beach containing two Town beaches (Tiana and Ponquogue) and two County parks (Shinnecock County Park West and Shinnecock County Park East). Inland water resources include several ponds in Sears Bellow County Park, a portion of which are visible from Montauk Highway in the hamlet center, along with Squire Pond and Red Creek Pond.

With respect to the *Corridor Strategic Plan* study area, the most significant views are those along and adjacent to the Canal and from the Montauk Highway overpass. Looking north there are views toward the Great Peconic Bay and south toward boat docking areas and Shinnecock Bay. Although Tiana Bay is located immediately adjacent to the study area, on the south side of Munn's Pond, Montauk Highway, and the Long Island Railroad tracks, it is not visible to the public from Montauk Highway due primarily to the raised railroad tracks to the south.

Hampton Bays is also home to the easternmost stretch of Long Island's Central Pine Barrens. These provide natural scenic values as well, particularly along Montauk Highway at the west end of the corridor study area, and along the western ends of Sunrise Highway and Route 24 in the hamlet.

Although the Town's 1999 Comprehensive Plan Update indicates the Town considered designating certain streets and portions of streets as "Scenic Roads," the figures in the Comprehensive Plan Update depicting these roads do not show any located within the hamlet of Hampton Bays. Because the hamlet is largely developed, its roads for the most part run through developed areas — either commercial or residential. Despite the hamlet's significant coastline, few roads run directly alongside water. Those that do include Canal Road and Canal Road West. Many of the

hamlet's local streets, however, dead end at the waterfront and offer scenic views out to the bays.

Other scenic roads in the Hamlet but outside of the *Corridor Strategic Plan* study area include: Red Creek Road, the portion of Old Riverhead Road that is west of Red Creek Road, Riverhead-Hampton Bays Road (SR 24), Lynn Avenue, Shinnecock Road, the southern half of Ponquogue Avenue, and Dune Road.

4.D.iv.1 Hamlet Gateways

There are four primary gateways into the Hampton Bays Community:

1. the intersection of Jones Road and Montauk Highway (western gateway)
2. the intersection of Riverhead-Hampton Bays Road (SR 24) and Montauk Highway (south central gateway)
3. the intersection of Riverhead-Hampton Bays Road (SR 24) and Bellows Pond Road (northern gateway)
4. the intersection of Peconic Road and Montauk Highway (eastern gateway)

The hamlet's gateways are the focus of beautification efforts that include plantings and signage. Additional recommendations for the three gateways in the commercial corridor are included in the Corridor Strategic Plan.

4.D.iv.2 Natural and Coastal Areas

As noted, there are large blocks of contiguous preserved pine barrens in the northwest section of the hamlet. The Ponquogue Bridge and barrier island provide spectacular views of the Atlantic Ocean and Shinnecock Bay.

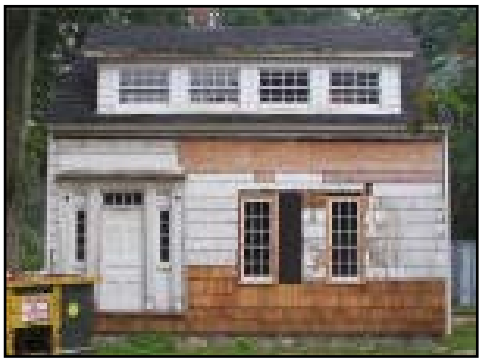
4.D.v) Cultural, Historical and Archaeological Resources

Hampton Bays identifies itself as a historical community. Over the past two decades, there has been a groundswell of volunteer efforts to highlight the area's history, to identify and preserve historic structures, and to bring a greater sense of the hamlet's rich heritage to residents and the general public. Central to these efforts is the Hampton Bays Historical and Preservation Society, founded in 1994. The Society has produced a Historic Profile in two phases that provides a nearly complete inventory of historic sites and structures in the hamlet, identifying properties by tax id as well as street address, and including photographs and narrative histories. Dozens of resources are documented, the locations of which are shown in Map 15. Historic and Archaeological Resources.

A glance at the Historic Resources map shows that while they are well distributed throughout the hamlet, they are also concentrated in a few distinct areas. The Montauk Highway corridor that is the focus of the Strategic Plan has a particularly high concentration — most parcels between the SR24 intersection and the Shinnecock Canal are inventoried to have some historic value. The canal area itself is also lined with sites of historic significance, and another large concentration is located along the Shinnecock Bay between East and West Landing Roads, both of which are also considered historic. The "landing" roads were those leading to the community's landings, or docks.

It would be both redundant and unwieldy to reproduce the Historical Society's resource inventory in this DGEIS. However, key resources — i.e. those being conserved and renovated, or which are the targets of preservation efforts, are discussed below.

4.D.v.1 Prosper King House & Lyzon Hat Shop



The Prosper King House, located on the north side of Main Street in the heart of the Hampton Bays Business district, was built circa 1790. It is the oldest house still standing in the community today. The small historic house was once owned by Prosper King an early settler of the area who later left it to his son Elisha King in 1851. The structure was used as an antique shop under the name of "Ada's Attic" from the 1970's to the time of purchase. In 1994, the Town purchased the structure using Community Preservation Funds. In 2004, the Hampton Bays Historical and Preservation Society applied for a $50,000

grant from the County to renovate and restore the structure. The funds were awarded in 2008 and Riverhead Building Supply provided necessary materials for some improvements at cost. The Southampton Landmarks and Historic District Board designated the Prosper King House as a landmark in February of 2006. Architectural preservation consultant Zachary Studenroth has indicated that the structure is historically significant as it has Greek Revival-style architecture and is located on its original site (Russell, 2008). The stewardship agreement between the Town and the Historical Society specifies that the building will be used as an historical, educational, and cultural center. The King House will become the home of the Hampton Bays Historical and Preservation Society, hosting exhibits and providing for proper storage of its archives.

At the time of the preparation of this DGEIS, the Hampton Bays Historical and Preservation Society was seeking landmark designation for the site adjacent to the Prosper King House, the Lyzon Hat Shop. The historical society has amassed a collection of Lyzon Hats that may be exhibited when the shop is restored.

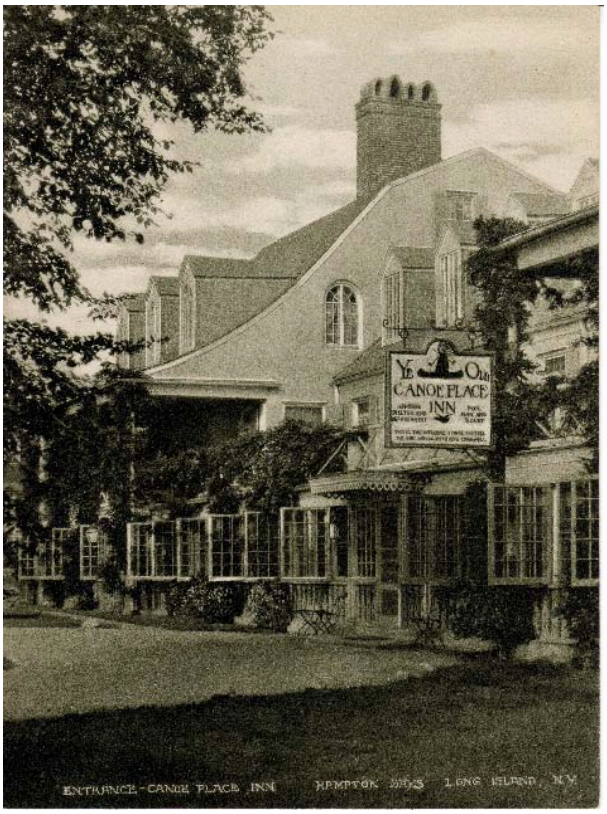
4.D.v.2 Canoe Place Chapel

Canoe Place Chapel was designated as a historic landmark by the Town of Southampton by resolution 2005-332 dated May 8, 2005 based on the reports and recommendations of the Town Planning Board and Landmarks and Historic Districts Board and the Suffolk County Planning Commission (Town of Southampton, 2005 and Russell, 2008). The chapel served the community of Warnertown (Canoe Place) for generations, and is designated as the "Indian Meetinghouse" on a map dated 1848.

4.D.v.3 The Canoe Place Inn

The Canoe Place Inn is another important historic resource in the Hampton Bays community, and currently the focus of a grassroots campaign for preservation. The Inn is located north of Montauk Highway and west of Newtown Road near the Shinnecock Canal on property identified as SCTM Nos. 900-207-5-3 and 4. This local historic resource is not listed on the State or National Registers of Historic Places and has not been officially deemed a historic landmark by the Town[9] but is considered by members of the Hampton Bays community and the Long Island region to be a significant historic landmark worthy of protection.

The New York State Historic Preservation Office (SHPO) previously investigated the merits of classifying the structure as a registered landmark but concluded it to be ineligible. The Town then asked that additional information be considered, which it would provide, and SHPO had responded positively. At the time of the preparation of this DGEIS, the State's reconsideration was not complete, and its determination had not been issued.



A listing on the federal, state and local registers provides certain protections to cultural resources. These include requirements to adhere to government preservation standards when state and federal funds are used (e.g. grants for rehabilitation) but does not control actions affecting a landmark if the property owner uses private financing (Bartos, 2009).The Inn structure and the site are of particular relevance to the Hampton Bays Corridor Strategic Plan, DGEIS and cumulative impact study as they are the subject of a pending rezoning application submitted to the Town Board for consideration. The application petitions the Board for a rezoning of the Inn property from Resort Waterfront Business (RWB) to Maritime Planned Development District (MPDD). Although news reports suggest the application will be revised, the initial proposal seeks the demolition and removal of the existing Canoe Place Inn and construction of a 75-unit (30 two-bedroom and 45 three-bedroom) vacation/ extended stay hotel/residential complex. The total

[9] Designation as a Town landmark requires the owner's consent which has not been given.

square footage of proposed buildings would be 161,115 square feet and the development would include below-building and at-grade on-site parking, a swimming pool and other recreational facilities. The development would be served by public water, a private sewage treatment plant and stormwater catch basins and leaching pools.

Both the site and the Inn have historical interest. The area was first utilized by the Shinnecock Indians, and the neighborhood now known as "Canoe Place" was named for the routine practice of local Native Americans portaging their canoes nearby and leaving them in the area while hunting (Blair, 2009).

The property was first developed by migrant whites in 1640 (Surchin, 2009) and by 1707 the site was being used as a stage coach inn (Surchin, 2009). According to historian Elise Lathrop's research of "Early American Inns and Taverns", the inn property is considered the nation's oldest inn site (Moeller, 2009).

In 1739, Jeremiah Culver built the structure that would become the Canoe Place Inn and used it as a tavern and stagecoach stop (Hampton Bays Historical & Preservation Society, 2009). Shortly after, the property came into the possession of Stephen Herrick whose 1756 last will and testament reveals that it was still being used as an inn. Stephen's son George acquired his siblings' shares and continued the Inn's operation until selling it in 1785 (Moeller, 2005).

A hill to the rear of the property was the location of "Fort Lookout" — a military facility constructed by American Colonists during the Revolutionary War (Nelson, Pope and Voorhis, 2007). The site's close proximity to the main road (Montauk Highway) as well as the Peconic Estuary and Shinnecock Bay made this an ideal location and observation point for a military facility. Fort Lookout was ultimately seized by the British in 1776 during the Battle of Long Island and as many as 200 British soldiers were stationed there (Nelson, Pope and Voorhis, 2007). During that time, the inn served as headquarters and barracks for British officers. (Moeller, 2005 and Surchin, 2009)

In 1852, the property was bought by Spencer Dayton, who operated it as the Spencer Dayton Hotel until 1857. It then came under the ownership of E.A. Buchmuller as indicated by an 1869 railroad map and was later bequeathed to his stepson, Louis Buchmuller (Moeller, 2005). The inn was "a ramshackle affair of multiple parts, spread across [the] site in add-on colonial glory" (Surchin, 2009). In 1917, Louis sold the inn to Julius Keller, proprietor of a successful restaurant and night club in New York City known as Maxim's (Moeller, 2005). Under this new ownership, the Inn, including its fine dining and dance club, became a popular destination for some of the most prominent people of the time, such as film stars Helen Hayes and Carey Grant, boxer John Sullivan, and

politicians including former New York Governor Alfred E. Smith. The Inn was so frequently used by politicians that it was dubbed the "Tammany Hall of the East" (Blair, 2009).

The Inn was lost to fire on the Fourth of July, 1921 but was later redesigned and reconstructed based on the drawings of a distinguished architect named William Lawrence Bottomley (Surchin, 2009) whose work includes the old Southampton High School constructed in 1912 which today is the Southampton Town Hall. Bottomley's design of Southampton High School was considered among the best examples of classical architecture in New York State at that time (Surchin, 2009).

Fine dining and dances were held at the Inn over the years following its reconstruction as were performances by such famous musicians as the Glen Miller Orchestra. Franklin D. Roosevelt, Albert Einstein, Babe Ruth, Gary Cooper, William K. Vanderbilt, Lucille Ball, and Desi Arnez are among the famous guests who visited in the post-reconstruction era.

The Canoe Place Inn later became a nightclub and entertainment venue first known as "OBI East," then "CPI," "The White House," and in its most recent incarnation, "The Coliseum." It earned the title of the largest nightclub on Long Island (46,000 square feet) and hosted famous rock, pop and rap stars such as Bad Company, Joan Jett, Bon Jovi, Flava Flav and Sean "Diddy" Combs.

4.D.v.4 Other Historic Resources

As noted, the hamlet hosts numerous other historic resources. These include many old houses, cottages and barns; cemeteries and burial sites; institutions including area churches, schools and the Coast Guard Station; and parks, open spaces and roads. Some, like the burial site of a Shinnecock tribesman who lived during the late 18th and early 19th centuries, bear historic markers[10].

4.D.v.5 Archaeological Resources

A review of the New York State Office of Parks Recreation and Historic Preservation "Circles and Squares" maps shows portions of the camlet and *Strategic Corridor Plan* study area are considered archaeologically sensitive. Areas of archaeological sensitivity are defined as those lands and surrounding areas within 2,000 feet where historic or prehistoric artifacts have been documented as being discovered. Archaeologically sensitive areas are depicted in Map 14 and consist of land in the southwest portion of the *Corridor Strategic Plan* study area centered around the head of Tiana Bay, the vicinity of the Shinnecock Canal, along the eastern border of the study area at and surrounding Peconic Road, the southern tip of the peninsula leading to the Ponquogue Bridge, and a small portion of the hamlet west of Red Creek Pond.

The Shinnecock Indian Contact Period Village Fort Historic and Critical Environmental Area is located outside the Montauk Highway corridor, east of Peconic Road and a small portion is situated in the hamlet. Section 157-10 (4)(a) of the Town Code identifies the location of the Shinnecock Indian Contact Period Village Fort as a "critical area" of social, cultural, historic, archaeological or educational importance.

Tiana Bay, around Shinnecock Canal, and along the eastern boundary of the study area in Shinnecock Hills are considered archaeologically sensitive due to known early Native American activity and archaeological finds in the area.

4.D.v.6 Preservation and Façade Easements

A preservation easement is a voluntary legal agreement that protects a significant historic, archaeological, or cultural resource. Façade easements are a form of preservation easement whose restrictions are limited to

[10] The sign reads: "Indian Preacher Grave of Rev. Paul Cuffee of the Shinnecock Tribe 1790-1812. Grandson and successor to Rev. Peter John and Samson Occum". A fenced gravestone is located nearby next to the railroad tracks.

the exterior of the historic property, leaving the owner able to modify the interior to suit their needs.

Preservation and façade easements ensure that the historic or cultural property's intrinsic values will be preserved through subsequent ownership. In addition, the owner may obtain substantial tax benefits. Under the terms of an easement, a property owner grants a portion of, or interest in, her property rights to an organization whose mission includes historic preservation. Once recorded, an easement becomes part of the property's chain of title and usually "runs with the land" in perpetuity, thus binding not only the owner who grants the easement but all future owners as well.

The Town's Landmarks Committee, in conjunction with the Hampton Bays Historic and Preservation Society, compiled a list of 28 properties whose exteriors have been identified as sufficiently original and intact, and therefore potentially eligible for a façade easements. The list does not include religious properties or historic sites where the building is not visible from the curb. There may be other historic properties whose original exteriors are hidden behind remodeling, vinyl siding, or may be restored to an original appearance with window replacements and similar types of improvements. These have not been identified.

A list of properties potentially eligible and appropriate for façade easements is given in the Attachments.

4.D.vi) Areas of Community Identity and Pride

The vision for Hampton Bays developed by the Advisory Committee to this DGEIS projected a hamlet identity as "Vibrant, Historic, Seaside, Ecological, Green, Safe, and Distinctive." While some of those adjectives are qualitative statements of how the community would like to grow, others reflect existing sources of community identity and pride — specifically the terms historic and seaside. Specific properties and locations that meet these criteria include:

- Historic resources; these have been discussed at length above. Taken together, the multitude of historic resources in the hamlet create a basis for considerable community pride. Individually, the Canoe Place Inn is currently a rallying point for many historically-minded residents. The Prosper King House, in addition to its historic value, has a prominent location on Main Street in the heart of the hamlet and is slated to become a local attraction.
- The hamlet center itself, along Main Street/Montauk Highway, is considered historic from Route 24 all the way to the edge of the hamlet on the eastern side of the Shinnecock Canal. Part of that stretch of Montauk Highway also hosts the traditional commercial

district for the hamlet. Although new commercial development has occurred west of Route 24, the community vision is for the older segment to retain its traditional role, and for the area to be reinforced.

- The Shinnecock Canal area. A new canal-side park is planned, which will include outdoor interpretive exhibits on the hamlet's seaside heritage. The campaign to preserve the Canoe Place Inn clearly demonstrates the role of that property and building in the community's sense of itself. Other canal-district properties of note include:
    - The Governor Al Smith cottage — a cottage on the Canoe Place Inn property used as a summer residence by the governor for more than 30 years
    - The Altenkirch building, a former bait 'n tackle shop home to a world renowned maker of custom fishing rods.
    -
    - The little red house, a one-time cream shop on the Canal

- The Holtzman property on the east side of Newtown Road, SCTM# 900-188-2-7.1. This former farm is a vestige of the area's once booming poultry industry. The 4.2 acre site retains its original farmhouse and has been cited by community members as having the potential to be preserved and used for community agriculture and agro-tourism.

- Resort uses. Like much of the Town, Hampton Bays is identified as a resort community and the prevalence of motel and cottage lodgings in the hamlet is discussed elsewhere in this DGEIS. There is a desire to support the resort economy and see the area's motels and cottage courts flourish. The Hampton Maid is a well-known and iconic resort on the eastern edge of the hamlet, its classic sign serving as a de facto gateway.

- Beach, marina and other waterfront uses are also obvious sources of community identity and pride. They are discussed in the section on recreation.

Aside from historic and seaside resources, community members also derive a sense of place from local businesses. One resident, expressing regret over the increasing number of chain restaurants and retailers in the hamlet, notes "Thank goodness for the oldies: Liggetts, Carvel, Skidmore's, John's Pizza, the diner, etc...those places mean 'home' to me!![11]" The role of the Hampton Bays Diner as signaling having arrived home was echoed by the DGEIS Advisory Committee.

[11] Entry on an internet discussion page titled "What does everyone miss about Hampton Bays?"

4.D.vii) Lost Community Icons

Older Hampton Bays residents recall fond memories of skating on Sears Bellows Pond and other recreational uses including a roller rink and go cart track. They also recall local businesses that are no longer in operation, including Tuthill's Gas Station, a bakery on the site of the current King Kullen mixed-use shopping center development and the "little red house" when it operated as an ice cream and candy shop. The common thread in such reminiscences is of a vacation-oriented community with a local flavor.

4.D.viii) Architectural Styles, Landscaping and Other Design Elements

Hampton Bays hosts a wide variety of architectural designs, reflecting the different eras of development and their dominant styles. With the hamlet's building boom peaking in the 1960's, the ranch and split levels of that era are common. Commercial uses dating from that time are typically single story, low-slung buildings, some with oversized mansard roofs. Unlandscaped parking areas are also a remnant of auto-oriented development that pre-date site plan controls. As with residential development, the commercial corridor along Montauk Highway exhibits a patchwork of styles from historical/colonial to modern, post-modern and the neo-traditional styles currently popular. Traditional and neotraditional styles fit best with the hamlet vision of appearing historic.

Residential landscaping tends to be a conventional mix of lawns accented with shrubs and trees. Tall and neatly clipped hedges are also a common feature, though not as predominant as they are in Southampton Village, further east, where they provide a green screen for residences and enforce a sense of privacy in the public realm of the street. Hedges in Hampton Bays tend to be lower and allow for views into and out of properties.

Commercial landscaping varies, with much owing to the efforts of the Hampton Bays Beautification Association to improve the streetscape in the hamlet center. The HBBA has undertaken numerous enhancement projects throughout the hamlet, typically involving plantings but also street furniture, signage and sculpture. These include:

- Antique street lighting standards on Main Street
- Brick planters along Main Street
- Rt. 24 Flagpole, corner planting and median plantings
- Main Street Pocket Park
- Anchor and planting at Movie location
- Hanging baskets throughout the hamlet
- Gateway signs and plantings

- Plantings at gatehouse to Ponquogue Beach, and dune sign
- Benches at Inlet and Warner Park
- Seasonal decorations on Main Street

A more detailed discussion of the hamlet's design elements is paired with recommendations in Section III on Recommendations and Alternatives.

4.D.ix) Changes and Trends

The most noticeable change in community character is expressed in the quote given above concerning the increased presence of franchise retail and restaurants in the hamlet. These national chains bring with them a standard building prototype, well-recognized corporate logos on standardized signage, and a familiar set of goods and services, all of which can be found in countless communities across western Long Island and throughout the country. Their presence is not in and of itself harmful. Long established chains such as Carvel have become an accepted, and even beloved, part of the community landscape. New franchises, such as Stop 'n Shop, are welcomed by many for the convenience and choice provided. What can be detrimental is a lack of balance, since a predominance of franchises may obscure the individual aspects of a community's character and create a sense of placelessness and bland homogenization. Many resort destinations have areas where people can find the reliable offerings of chain businesses, but they are not what attract visitors.

One way of mitigating the impacts of franchises is to require them to modify their outward appearance — e.g. architecture, signage, logo, colors — to meet community standards. The wooded buffer fronting the McDonald's on Montauk Highway is a successful example of this individuation, and inspired the proposal in the draft *Corridor Strategic Plan* to require such a buffer all along the Montauk Highway corridor outside the central business district. Size controls are also used, and can be effective in deterring big box stores, category killers and the like; but many franchises, particularly in the service sector, may be operated in small storefronts. The proposed Hamlet Office and Hamlet Commercial (HO/HC) zoning includes limits on building sizes that would preclude big box — and even medium box — retail, by capping building size at 6,000sf and requiring residential design features.

Aside from zoning, economic development efforts can be used to attract and retain local businesses, and to foster a sense of a local economy through special events, sidewalk sales, etc. The draft *Corridor Strategic Plan* recommends that an economic development study of the hamlet's central business district be undertaken as a follow-up to this DGEIS in order to define the market for goods and services, identify target

businesses, obstacles and potential incentives to business recruitment, etc.

4.E. Vacant, Underutilized and Redevelopable Land

4.E.i) Vacant Developable Land — Commercial

The hamlet's remaining vacant, potentially developable land is shown in Map 7. There are 62 vacant properties that are commercially zoned — e.g. HB, VB, OD, RWB or MTL — amounting to 35 acres.

- More than half the remaining vacant commercial land in Hampton Bays is zoned Resort Waterfront Business.
- Most vacant commercial parcels are undersized, failing to meet the minimum lot area requirement for their zoning district. Development will require a lot area variance.

Figure II.4-11
Distribution of Vacant Commercial Land,
Hampton Bays

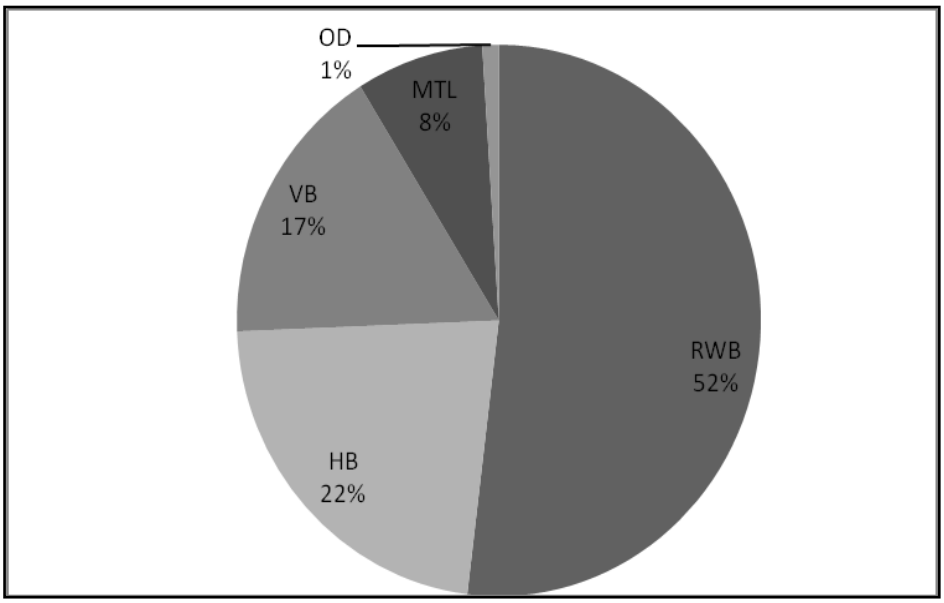


Figure II.4-12
Number of Parcels and Acreage of Vacant Commercial Land, Hampton Bays

	Number of Parcels	# Parcels meeting minimum lot area requirements	Total Acres
RWB	33	4	18.15
HB	13	3	7.84
VB	13	13	5.86
MTL	2	1	2.74
OD	1	1	0.36
Total	62	22	34.95

Source: Town of Southampton GIS, DLM

4.E.ii) Vacant Developable Land — Residential

The Town of Southampton's GIS records reported 457 vacant residentially zoned parcels at the time this of this analysis, totaling 596.55 acres. Of these:

- 92 are smaller than 10,000 and do not meet the minimum lot size requirement for development; these parcels may have their development rights transferred
- 203 have lot areas of 10,000 sf or greater but do not meet the minimum lot size requirements for their zone; development requires the transfer of fractional development credits under the Town's old filed and special old filed map regulations
- 107 meet or exceed the minimum lot area requirements for their zone, but are not sufficiently large to have subdivision potential[12]
- 55 parcels have at least twice the minimum lot area required for their zone, and therefore have the potential to be subdivided. Most — 40 — would achieve between two and four lots, within the five lot limit for triggering the density bonus provision of the Long Island Workforce Housing Act. The remaining 15 are listed in Figure II.4-13 on the following pages. Of these, several may technically achieve the five lot threshold, but are unlikely to do so when an actual yield map is prepared.

Upzoning has been raised as a potential tool for reducing the remaining growth potential in the hamlet. However, most of the hamlet's remaining

[12] Meeting minimum lot size requirement is but one factor in determining whether a parcel may be subdivided. Other factors, such as setback requirements, road frontage, and environmental sensitivity, must be addressed on a parcel by parcel basis and are not addressed here.

growth potential rests with individual parcels that are the result of past subdivision activity. Upzoning would have no affect on these individual lots other than to render some non-conforming or to increase the degree of non-conformity in others.

Upzoning is also an inappropriate tool for managing growth from the remaining properties that may be subdivided because they are widely distributed both geographically and in regard to zoning district. So, in order to limit their potential yield, it would be necessary to upzone nearly all of the hamlet's residential zoning districts, an act that would affect the conformity of hundreds, if not thousands, of properties while controlling the growth potential of a relative few. Without the hamlet's remaining vacant properties clustered together in some fashion, there is no rational basis for applying upzoning.

In contrast to upzoning, the purchase and/or transfer of development rights are tools suitable for preserving some of the hamlet's remaining residential parcels. While not reducing density, such tools can shift it toward the hamlet center, closer to commercial activities and public transportation, thereby meeting the community's goals of hamlet center vitality and sustainability.

4.E.iii) Redevelopment Potential

With the widespread appreciation that the hamlet is approaching a state of full build out, the focus of new growth and improvement will shift to redevelopment. The build-out analysis presented in section IV.1 of this DGEIS details the potential for existing developed lots to expand their building area, either through additions or demolition and replacement.

It notes that while a handful of properties are overbuilt — that is, they contain buildings larger than what would be allowed under current zoning — most are not. Under existing zoning, the hamlet could support as much as 45% more development. Under the rezoning proposals in the draft *Hampton Bays Corridor Strategic Plan,* this potential for expansion through redevelopment drops to 31%. Either scenario is unlikely, as there are other limiting factors involved in commercial redevelopment than the limitations placed by zoning, such as market forces. The draft *Corridor Strategic Plan* recommends that, as a follow up, an economic development study be conducted. This would, among other things, estimate how much and what kind of commercial space the hamlet could support.

Figure II.4-13
Vacant Residential Land With Significant* Subdivision Potential

Parcel ID	Tax Map Number	Address	Parcel Size (SF)	Zoning District	Max. Yield**	Comments
35977	473689 231.000-0002-006.000	98 Canoe Place Rd	311,066.06	R60	5	At eastern hamlet boundary. CPF target under Greenbelt category. Bordering R40 districts
42824	473689 298.000-0003-017.014	126 Lynn Ave	127,616.53	R20	6	In fully developed residential area
33036	473689 204.000-0001-004.000	31 Flanders Rd	776,711.75	CR120	6	CPB Core Preservation Area, Credits to be transferred. CPF target under CPB category.
67815	473689 260.000-0007-030.000	95 Springville Rd	141,519.54	R20	7	
32301	473689 190.000-0003-001.000	32 North Hwy	139,181.42	R15	9	Would require sewage credits to achieve the build out potential of the zone.
46503	473689 346.000-0001-001.000	5 E Rampasture Rd	429,791.77	R40	10	On CPF target list under the Wetlands category
37786	473689 256.000-0001-014.000	25 Bellows Terrace	226,045.60	R20	11	On CPF target list under the category of Village/Hamlet Green/Parks & Recreation
73448	473689 205.000-0001-001.003	130 Old Riverhead Rd	1,365,425.05	CR120	11	In CPB Compatible Growth Area; CPF target under CPB –Critical Resource Area category
38739	473689 263.000-0002-011.000	127 E Montauk Hwy	273,488.20	R20	13	Land is opposite proposed "slip street" in draft Corridor Strategic Plan and some may be needed to achieve the road realignment; On CPF target list and a community preservation priority to preserve greenspace on Mntk. Village/Hamlet Green/Parks & Recreation Hgwy category
73445	473689 173.000-0001-001.003	95 Old Squires Rd	1,586,128.49	CR120	13	Land adjacent to transfer station, red Creek Park and municipal complex at Jackson

Figure II.4-13
Vacant Residential Land With Significant* Subdivision Potential

Parcel ID	Tax Map Number	Address	Parcel Size (SF)	Zoning District	Max. Yield**	Comments
						Avenue. In CPB Compatible Growth Area; CPF target under CPB –Critical Resource Area category
69125	473689 222.000-0002-023.001	Landlocked	375,366.35	R20	18	
35178	473689 221.000-0003-012.001	206 W Montauk Hwy	767,889.83	R40	25	Land is subject of the Tiana Commons PDD application. On CPF target list under the category of Village/Hamlet Green/Parks & Recreation
31979	473689 187.000-0002-078.000	Indian Reservation	1,567,039.34	R60	26	Commonly known as "Westwoods." Property is the subject of litigation involving the Town. On CPF target list under the Trail category
31752	473689 186.000-0002-038.000	Indian Reservation	1,796,248.31	R60	30	
33232	473689 205.000-0003-012.001	125 Old Riverhead Rd	718,335.76	R20	36	

* The term "significant" is used here to refer to the potential of a subdivision yielding five or more lots, thereby triggering the Long Island Workforce Housing Act.
** Maximum yield is simply the lot size divided by the minimum requirement for the zone. Actual yields are likely to be smaller due to space needed for access drives, unbuildable environmentally sensitive areas, setback requirements, etc.

Key areas with redevelopment potential include:

- The traditional hamlet center — as noted in the discussion above on community character, Hampton Bays' older downtown features some mid-century development that is outmoded in both style and functional design. Large parking lots in the front of strip-style shopping centers create large and uninviting gaps in the street wall. Redevelopment is critical to address the community objective of having a vibrant, thriving center that attracts both full-time residents and tourists, and where the hamlet's cultural and recreational activities are concentrated.
- The proposed "New North Main Street" area — this new access road into Good Ground Park will create opportunities for redevelopment of the parcels on the north side of Montauk Highway between Springville and Cemetery Roads.
- Obsolete motels and cottage court transient units — redevelopment of these facilities is necessary to make them commercially viable, and in some cases to upgrade them from the substandard rental housing into which they've devolved. However, trends have seen these facilities redeveloped into condominium housing rather than updated resort accommodations, giving rise to a number of concerns which are being addressed in a separate Town-wide report on such conversions. These concerns include impacts from the increased intensity of the use to ground and surface waters, traffic, area schools and community character. Since many of these facilities are located along the hamlet's shoreline, the conversion to private residences from uses open to the (paying) public also results in a lost of waterfront access. Recommendations of the Town's draft Motel-to-Condo Conversion Study are presented in Section III.1.B.

4.E.iii.1 Property Reclamation

In addition to the potential for property that is currently developed to be redeveloped, there is also the possibility of reclamation — an alternative route that brings developed property back to its natural state. An example of reclamation, and a precedent in the hamlet of Hampton Bays, is the case of the Hampton Frontiers cottages property on Montauk Highway adjacent to and just east of Munn's Pond County Park. Once a cottage court for overnight guests, the outmoded resort use was torn down and the property managed so that it returned to woodland.

Hampton Frontiers was a particularly good target for reclamation because of its location adjacent to a large block of open space and near

the mouth of Tiana Bay. It was a good candidate because of the relatively undeveloped condition of the property, as opposed to a site that's extensively paved over.

The Town's CPF target acquisition list includes some developed properties, but does not identify specific properties for reclamation.

4.E.iv) Potentially Significant Redevelopment Areas and Sites

4.E.iv.1 Canoe Place Inn

This property has local historic significance which was discussed earlier in this chapter under the heading of Historic Resources. On March 20, 2006, the Town Board received a Petition for a Change of Zone from the existing Resort and Waterfront Business (RWB) classification to a Maritime Planned Development District (MPDD) in order to develop the "Residences at Canoe Place." Additional required information was received by the Town on August 18 and August 28, 2006. The proposed project involves merging two adjacent developed properties and removing all existing structures on site for the purpose of constructing a four-story private residence club with 75 two and three bedroom fractional ownership units and associated recreational facilities with total proposed building area of 161,115 square feet. The subject parcels encompass 5.65 acres of land and are located on the northwest corner of Montauk Highway and Newton Road, identified as Suffolk County Tax Map Parcels 900-207-05-03 and 900-207-05-04. The Town Board assumed lead agency on October 24, 2006 and issued a positive declaration under SEQRA on November 14, 2006. The Final Scope was adopted on February 27, 2007 and the applicant submitted a preliminary Draft Environmental Impact Statement in July, 2007.

The potential adoption of a Planned Development District at this site has raised serious concerns in the community about the loss of the building and the impacts of additional residential density from the 320 people that are proposed to be in residence at this site 300 out of 365 days per year. There is also considerable disappointment that the proposed use does not preserve the building, which has historic and architectural interest, or include a component that would allow public access, such as a restaurant, catering hall or day spa. As already noted, the Canoe Place Inn has a deep history in the community and many area residents maintain fond memories of past celebrations.

Positive comments about the potential development include the fact that it would be removing a nuisance use from the neighborhood, namely the seasonal nightclub use, and would encourage tax ratables and further spending in the community by the private residents of the site.

The draft *Hampton Bays Corridor Strategic Plan* features a list of community goals to guide the Town Board in its review of the application. Newspaper reports suggest the developers are revising the project to address some community concerns but no formal update of the application has been made because of the development moratorium placed on the corridor.

4.E.iv.2 "Tiana Commons"

This is the site of the other significant rezoning proposal pending in the hamlet, which is discussed in the draft *Corridor Strategy*. 'Tiana Commons' is a proposed mixed use planned development district (MUPDD) for a two-parcel site immediately to the west of Stop & Shop. The project is significant as it would occupy the last major vacant property in the area, totaling 19.5 acres, with frontage on both Montauk Highway and Bellows Pond Road. While much of the site is currently vacant and wooded, the smaller parcel, with access on Bellows Pond Road, is occupied by a non-conforming junk yard.

Although the site is on the Town's priority list for Community Preservation Fund acquisition, the 1999 Comprehensive Plan Update recommends it for PDD development, stating: *In the area west of the Stern's* [now Macy's] *shopping center, use PDD designation to allow more flexible and cohesive development.* However, that plan goes on to call for restrictions on the type of development that should go there:

- *Limit new retail development in the PDD to a square footage no greater than that now possible under the existing zoning.*
- *Prohibit Shopping Center Business (SCB) and VB retail uses, unless it can be shown that there will be no (or negligible) negative impact on the existing hamlet center.*
- *Require on and off-site landscape and access improvements.*

Other relevant recommendations from the Comp Plan include:

- *Discourage large-scale commercial development outside of the [Hampton Bays hamlet] center, though modest expansion of existing developments could occur in connection with access and design improvements.*
- *Allow mixed-use development of a variety of scales, in connection with either preservation of the existing residential and historic scale of development, and/or the provision of access and design improvements.*

The draft Corridor Strategy does not evaluate the existing PDD application for the site. It does suggest a range of appropriate uses for the location, desired design features for potential development and needed public benefits to be considered by the Town Board.

4.E.iv.3 Hampton Bays Diner

The diner is an iconic land use at a strategic gateway location in the hamlet. Some residents note that its approach signals their arrival home. Because it is a private business, the long term long term viability is not guaranteed. Consequently, there are community concerns about potential redevelopment of the site. The increasing presence of franchise and chain retail in the area threatens the local quality of the gateway.

4.E.iv.4 Westwoods

The area commonly known as Westwoods comprises two parcels covering nearly 80 acres of vacant woodland wedged between Sunrise Highway and the Shinnecock Bay shoreline in the northeastern part of the hamlet, bisected by Newtown Road. Currently zoned R60, the property is owned by the Shinnecock Indian Nation. It is noted here because the site is a large open space resource the community would like to see protected. However, because of pending litigation the DGEIS will not formulate recommendations concerning the property.

4.E.iv.5 Resort Waterfront Business Districts

The hamlets' land zoned Resort Waterfront Business (RWB) is of community concern for a variety of reasons, including but not limited to:

- Impacts to the shoreline from adjacent development
- The vulnerability of adjacent surface waters to pollution from shoreline development
- The desire to maintain scenic values of the waterfront, as well as public access
- The potential for some waterfront business uses to become a nuisance to surrounding residences (e.g. bars, restaurants)

Such concerns are not limited to Hampton Bays but are relevant to RWB land town-wide. They are being addressed in separate Town-wide initiatives that remained in progress at the time this DGEIS was prepared.

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

Part II: EXISTING CONDITIONS

5. Environmental Conditions

5.A Topography

The hamlet's topography is illustrated on Map 16, Topography.

Surface geology in the Hampton Bays area consists primarily of rolling, moderately sloping glacial moraine and gently sloping outwash deposits. On the south side of Shinnecock Bay, along the south shore, is a Holocene-age barrier island which is generally flat and contains an assemblage of steeply sloping coastal dunes, tidal marshes, and ocean and back-barrier beaches. Topography on the moraine in Shinnecock Hills and throughout the Montauk Highway corridor, north of the hamlet's central business district up through Squiretown, Red Creek Park, Sears Bellows Park, and into the Flanders community, can be described as rolling, variable, and in some places chaotic, including numerous small hills sometimes referred to as "knobs" and topographic depressions or "kettles". South of Montauk Highway and generally west of Wakeman Road, surficial geologic deposits transform to glacial outwash plains that stretch southward to Shinnecock Bay. Topography is generally flat to gently sloping on the outwash plains in this area and there are many north-to-south oriented drainage ways and tidal creeks.

Elevations in the corridor study area vary but generally range between mean sea level (msl) along the bay shoreline to approximately 125 feet above msl in the areas north and northwest of the intersection of Old Riverhead Road and Montauk Highway. Outside the corridor, they reach to roughly 140 feet above msl in the Squiretown section. Coastal bluffs exist along the north shore in Squiretown and Shinnecock Hills that reaching heights of 50 to 70 feet.

5.B Soils

Soil Associations are defined by the Soil Survey of Suffolk County, New York as: "A group of soils geographically associated in a characteristic repeating pattern." The Soil Survey of Suffolk County, New York (1972) identified and mapped two primary soil associations on the Hampton Bays mainland and in the corridor and moratorium study areas. A third soil association exists on the Ponquogue/Tiana Beach barrier.

Map 17, Soils, shows soil mapping units in the described soil associations. Each association contains smaller soil mapping units or subunits, which have varying properties and characteristics. Soil associations identified in the Hampton Bays Corridor Strategic Plan Study Area, the moratorium areas, and the greater community are as follows:

1) "Plymouth-Carver association, nearly level and undulating". This soil association contains soils that are deep, excessively drained, coarse-textured, and associated with glacial outwash plains. Due to the coarse-textured nature of these soils, they are often found to be excessively well drained or droughty and have low fertility which can adversely affect the establishment of lawns and landscaping. The rapid percolation rates of these soils can sometimes make groundwater vulnerable to on-site wastewater disposal depending on depth to groundwater, discharge levels, and system siting and design. Aside from issues relating to soil texture, this association has few restrictions to development.

   This soil association is found generally along both sides of Montauk Highway beginning approximately half-way between Sunrise Highway (SR 27) and Montauk Highway (CR 80) from the western end of the study area (Jones Road) to roughly Canoe Place Road, and extends south, to the mainland shoreline of the Hamlet.

2) "Plymouth-Carver association, rolling and hilly", which is described as containing soils that are deep, excessively drained, and coarse-textured, and associated with glacial moraines (i.e. in this case the Ronkonkoma Moraine). The coarse-textured soils comprising this association exhibit rapid permeability, are commonly droughty, and have little to very little natural fertility. Steep topography often associated with this soil association can affect the establishment of lawns and landscape plantings and limit or complicate housing construction. Areas near shorelines or which otherwise have shallow depths to groundwater in conjunction with rapid soil percolation rates can be susceptible to contamination from septic systems depending on system siting and design (USDA, 1975).

   In the study area, this soil association is found east of Canoe Place Road between the Shinnecock Bay and Great Peconic Bay shorelines, and west of Canoe Place Road, from approximately half-way between Montauk Highway and Sunrise Highway, north to the Great Peconic Bay.

3) "Dune land-tidal marsh-beaches association. This association is described as sand dunes, tidal marshes, and beaches of the barrier beach and south shore. The groundwater level is at or near the surface throughout the year and these areas may be subject to flooding during unusually high tides or large storm events. Stormwater control and wastewater disposal can be problematic in these areas depending on specific on-site conditions (e.g., soils and elevations) and system designs and siting (USDA, 1972).

In the study area this soil association is found on the Ponquogue/Tiana Beach barrier island. The barrier is for the most part undeveloped with the exception of some dense but geographically limited commercial development at the northeast end of the barrier west of the inlet in the hamlet, an ocean beach pavilion, and some paved beach parking and fishing access areas.

5.C Surface Waters

Hampton Bays is a community surrounded by water, and which also contains several significant inland water bodies. These include:

- Tiana Creek and Bay
- Great Peconic Bay
- Shinnecock Bay
- The Shinnecock Canal
- Shinnecock Inlet
- The Atlantic Ocean
- Munn's Pond
- Squires Pond
- Red Creek Pond
- Wehrman Pond
- Penny Pond
- Smith Creek
- Wells Creek
- Penny Pond (Creek)
- Foster Avenue Canal
- Cormorant Cove

The hamlet's surface waters are delineated in Map 18, Surface Waters and Wetlands. Significant water bodies are further described below.

5.C.1 Class "SA" Waters — Tiana, Shinnecock & Great Peconic Bays

The hamlet of Hampton Bays is bounded by three bays, with associated tidal creeks and ponds. These are:

- The 700-acre Tiana Bay and its tidal tributaries, located south of Munn's Pond, Montauk Highway, and the Long Island Railroad, between East Tiana and West Tiana Roads. The eastern shore and a portion of the north shore of this water body are bulkheaded while the western shore is not. A small canal or eastern arm of the creek/bay is located to the east of Tiana Creek and Hyler Drive. The canal is bulkheaded along its length. Land use in this area and along the shore of this water body consists primarily of private residential land and a commercial use between the canal and East Tiana Road. A

small canal (Murphys Cove) also exists along the portion of the west shore of Tiana Bay in the Hamlet study area between the Romana Drive loop.

- Shinnecock Bay, including Shinnecock Inlet, encompassing 7,800 acres. Shinnecock Bay abuts the eastern portion of the barrier beach, the hamlet's Ponquogue area, and the southern portion of the Shinnecock Canal as well as the southern shoreline of the easternmost portion of Hampton Bays, adjacent to Shinnecock Hills. Several areas along the Bay are bulkheaded, including both sides of the Shinnecock Canal and shoreline at the Bay's several marinas.
- The Great Peconic Bay borders the northern shoreline of Hampton Bays and also feeds into the Shinnecock Canal. The Bay and its minor coves encompass 18,820 acres. Meschutt Beach County Park is on Great Peconic Bay, and most of the shoreline appears in its natural state. The western portion of Great Peconic Bay shoreline in Hampton Bays is relatively less developed than the hamlet's coastline on Tiana and Shinnecock Bays

All three bays are given a water "best use" classification of SA by the NYSDEC "New York State Water Quality Report" ("305b Report")[1]. 6 NYCRR Part 701, "Water Quality Standards and Classifications", indicates that the best usages of "SA" saline surface waters are shell fishing for market purposes, primary and secondary contact recreation, and fishing and that the waters shall be suitable for fish, shellfish, and wildlife propagation and survival (NYSDEC, 1991).

DEC indicates that all three of these Bays are affected by priority organic pollutants, specifically PCBs found in migratory fish. The impacts are described as "minor impacts/1," denoting water bodies where less severe water quality impacts are apparent, but where uses are still considered fully supported. These waters correspond to waters listed as having stressed uses (NYSDEC, 2007).

The New York State Department of Health issues health advisories for chemicals in sport fish and game. The 2007-2008 report indicates a fish advisory relating to crab or lobster hepatopancreas or crab or lobster cooking liquid and advises restrictions on American eel, bluefish and striped bass taken from Great Peconic Bay and its tributaries (NYSDOH, 2008).

[1] 2006, 2007

5.C.2 Shinnecock Canal

The NYSDEC 305b Water Quality report divides the canal into two segments: north and south, with the southern segment encompassing 20.0 acres of estuary waters and the northern segment containing 16.7 acres.

Both segments are classified as SC waters and with minor impacts/1 (NYSDEC, 2007). 6 NYCRR Part 701, "Water Quality Standards and Classifications", indicates that the best usages of "SC" saline surface waters is fishing. SC waters must remain suitable for fish, shellfish, and wildlife propagation and survival. The water quality must also be suitable for primary and secondary contact recreation, although other factors may limit the use for these purposes (NYSDEC, 1991).

5.C.3 Munn's Pond/Sears Bellows Ponds

Munn's Pond is a small groundwater fed freshwater pond. It is located on the north side of Montauk Highway opposite Tiana Bay within the 39.9-acre Munn's Pond County Park and the Core Preservation Area of the Central Pine Barrens. The park property contains a small field, park benches, picnic tables, a wildlife rescue center, wetlands, and considerable woodlands. A 10-acre Town-owned woodland is located adjacent to the east, a 273-acre wooded tract of land owned by the State is located adjacent to its west, and the expansive Sears Bellows County Park and Maple Swamp reserve (both outside the study area) abut the property to the north. These properties combined, comprise a very large block of open space that encompasses over 1,600 acres and includes many small freshwater ponds, although the area is crossed by Sunrise Highway. The ponds, including Munn's Pond, its wetlands, and surrounding woodlands provide significant wildlife habitat and natural qualities.

5.C.4 Red Creek Pond and Fourniers Pond

Red Creek Pond is a brackish coastal pond located at the north end of the hamlet east of Hubbard Park and north of Upper Red Creek Road. The pond provides access to Great Peconic Bay through a small inlet and features parking and a dock to provide for public boat launching and mooring. At the northeast end of the coastal pond there is a small connected brackish water body near Gathering Rocks Road known as Fourniers Pond. The underwater lands of both Red Creek Pond and Fourniers Pond are owned by the Town.

5.C.5 Squire Pond

Squire Pond is a brackish coastal pond located north of Newtown Road and east of Squiretown Road in the Squiretown section of the Hamlet.

Like Red Creek Pond, this surface water feature is open to the Great Peconic Bay via a small inlet along the Great Peconic Bay Shoreline.

5.C.6 Wehrman Pond

Wehrman Pond is connected to Red Creek Pond by a small creek, but is located further inland on the west side of Upper Red Creek Road. Based on its location, associated wetland vegetation, and NYSDEC wetlands inventory maps, the pond is in a freshwater system.

5.C.7 Duckwood Road Pond

The unnamed "Duckwood Road Pond" is located north of Red Creek Road and west of Duckwood Road. This water body is relatively small and narrow. Two aerators have been installed within the pond. Prevalent vegetation includes phragmities, red maple, swamp azalea. A few groundsel bush were noted in the area, which is usually indicative of brackish conditions.

5.C.8 South Shore Creeks (Smith Creek, Wells Creek, Penny Pond/Creek, Foster Avenue Canal)

There are three tidal creeks and a small canal along the south shore of the mainland in the Rampasture/Ponquogue sections of the Hamlet. These features are, from west to east, Smith Creek, Wells Creek, Penny Pond/Creek, and the Foster Avenue canal.

5.C.9 Atlantic Ocean and Shinnecock Inlet

The Atlantic Ocean is south of the Tiana Beach/Ponquogue barrier. The Ocean and Ocean Beaches within the Hamlet serves as a great recreational resource for locals and visitors alike including swimming and boating and serves as an economic resource and facility for transportation. It also supports a wide diversity of wildlife including fish and shore birds.

5.D Tidal and Freshwater Wetlands

Tiana Bay and Tiana Creek are both identified as NYSDEC regulated tidal wetlands. However, most of the shoreline of the creek, with the exception of the western banks and a portion of the northern bank in the study area is bulkheaded.

The Smith, Wells, and Penny Pond creeks and the Foster Avenue Canal are all bulkheaded. However, there are some very limited fringing (waterside) tidal wetlands, associated with these features. The creeks and canal specifically contain some small and sparse high marsh and intertidal marsh vegetation, as well as some coastal shoals, bars, mudflats, and littoral zones. A small tidal

wetland exists along the west shore of Smith Creek in the Rampasture section of the Hamlet. This area includes both high marsh and intertidal marshlands and is surrounded by a vacant 9.9-acre parcel which is identified as a wetlands priority acquisition site under the Town's 2005 Community Preservation Project Plan. The Shinnecock Canal is completely bulkheaded and there are no adjacent wetlands associated with it.

In regard to the Great Peconic Bay, areas containing wetlands include Red Creek Pond, Wehrman Pond, and Squire Pond. There is a relatively large tidal wetland surrounding Red Creek Pond, particularly along the north shore. NYSDEC tidal wetlands maps indicate that this system contains intertidal marsh, high marsh or salt meadow, and coastal shoals, bars, and mud flats. Wehrman Pond, the inland reach of Squire Pond, on the west side of Upper Red Creek Road is a freshwater system with fringing freshwater wetlands. The pond and wetlands drain to the north into Red Creek Pond.

Munn's Pond and its fringing pine barrens shrub swamp is classified as a NYSDEC freshwater wetland. This wetland is located within an open space preserve that provides protection to this system. However, Montauk Highway passes over this system and directly or indirectly discharges stormwater runoff to the system.

Tidal wetlands also exist around Squire Pond. Wetland features around the pond include high marsh, intertidal marsh, and coastal shoals, bars, and mudflats.

Finally there are three small isolated freshwater wetlands in the Squiretown area north of Old Squires Road. Each of these wetlands are located within either Town or County open space.

5.D.1 Wetlands Protection Regulation

The Town of Southampton maintains its own regulations and permitting system for protecting wetlands from development impacts, with provisions that are generally more restrictive than that of the State or County. Section 325-9 of the Town Code imposes, where practical, minimum buffer zones on vacant property containing wetlands of 100 feet for lawns, fertilizers, pesticides, herbicides, fungicides or similar treatments, landscaping or other clearing or disturbance of natural vegetation; 125 feet for structures, and 150 feet for wastewater disposal and/or sanitary systems. On previously developed properties, these requirements are reduced to 75 feet for landscaping features and activities and 100 feet for structures. Where it can be demonstrated that the imposed minimums are insufficient protection due to site-specific features, these standards may be increased by the permitting authority.

5.E Estuarine Systems

The hamlet of Hampton Bays hosts portions of two important estuarine systems, the Long Island South Shore Estuary Preserve (SSER) and the Peconic Estuary. Both systems have been studied and are the subjects of comprehensive management plans completed for them in 2001.

5.E.1 The Long Island South Shore Estuary Reserve (SSER)

The conservation and management of several of Hampton Bays water resources is guided in large part by the *Long Island South Shore Estuary Reserve (SSER) Comprehensive Management Plan* (South Shore Estuary Reserve Council, 2001). The State adopted the Plan pursuant to the Long Island South Shore Estuary Reserve Act of 1993. It sets forth actions deemed necessary to preserve the estuary, which stretches from the Queens-Nassau County border to the middle of the Town of Southampton, and covers the water and land between the barrier islands of Long Island's south shore and the inland limits of the watersheds on the south shore of the mainland of Long Island (Long Island South Shore Estuary Reserve Council, 2001). The reserve was created to protect the valuable ecological resources of the estuary, which besides holding intrinsic scenic and ecological value, also provide commercial and recreational opportunities. Hampton Bays water bodies in the SSER include Tiana Bay and Creek and Shinnecock Bay.

As part of the Long Island South Shore Estuary Reserve Comprehensive Land Use Plan, the South Shore Estuary Reserve Council has asked the municipalities within the reserve, including the Town of Southampton, to use their regulatory powers to reduce the amount of nutrient loading into the water of the estuary. Its recommendations include:

1. identifying opportunities and developing schedules to protect lands that provide significant pollutant abatement functions;
2. designing and undertaking projects that retrofit existing storm sewer and other conveyance systems to remove pollutants carried by stormwater;
3. adopting nonpoint source pollution best management practices; and
4. increasing education and outreach to modify resident and user behavior."

5.E.2 Peconic Estuary

The Peconic Estuary shoreline serves as the northern boundary of the hamlet extending from Shinnecock Hills to the Red Creek section of

Town. Two small coastal embayments within the hamlet associated with the estuary include Red Creek Pond and Squires Pond.

The Peconic Estuary has been identified as one of 28 estuaries of national significance that is threatened by pollution, development, or overuse and which is valued enough to be managed through a comprehensive management plan (PEP, 2001). Because of its significance and the clear need to protect this vital natural resource for current and future generations, the SCDHS prepared the 2001 "Peconic Estuary Program" (PEP) "Comprehensive Conservation and Management Plan" (CCMP).

Protection and management of the Peconic Estuary is guided largely by the goals, findings, and recommendations of the 2001 CCMP. It includes numerous strategies for controlling brown tide in the estuary; managing nutrient bacterial and toxic loads; protecting habitat, living resources, and critical lands; and administering public education and outreach programs. In order to protect the resources of the estuary, future redevelopment or revitalization plans and projects within the corridor plan study area and Hamlet should be consistent with the strategies set forth in the CCMP.

No specific recommendations for the Shinnecock Canal or its adjacent uplands were identified from a review of the CCMP. However, the plan does contain various guidelines regarding the prevention of pollution of water bodies that should be considered upon development such as controlling wastewater, stormwater, erosion, and sedimentation; nutrient, pathogen, and toxic materials inputs; and protecting waterfront properties, habitats, living resources, water-based economic interests and recreational pursuits.

5.F Flood Zones

Identifying flood prone areas is an important factor in determining the suitability, physical constraints, and potential environmental effects of future development. It provides a basis from which to determine appropriate strategies to protect structures from flood damage, and natural resources, such as ponds and wetlands, from environmental degradation. Properly siting buildings, constructing them at suitable base elevations, and floodproofing are common considerations relating to development. The protection of life, property, and natural resources can promoted through erosion, sedimentation and stormwater controls and negotiated acquisitions of floodprone sites for open space or parklands.

Flood hazard areas are determined by the Federal Emergency Management Agency (FEMA) through the publication of its Flood Insurance Rate Maps (FIRMS). A FIRM is the official map of a community on which FEMA has delineated both the special hazard areas and the applicable risk premium zones.

FIRM maps are used in both hazard management planning and in setting insurance rates and requirements.

Map 19 shows the FEMA flood zones in Hampton Bays. Special Flood Hazard Area (SFHA) are those areas that will be inundated by a flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. SFHAs in Hampton Bays are Zone A, Zone AE and Zone VE, defined by FEMA as follows:

- **A** Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage.
- **AE** The base floodplain where base flood elevations are provided. Base flood elevations indicate the elevation to which water is expected to rise within the zone during the 100-year storm.
- **VE** Coastal areas with a 1% or greater chance of flooding and an additional hazard associated with storm waves. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Mandatory flood insurance requirements apply.

Unshaded areas on the map are considered Zone X, determined to be outside the 500-year flood level and therefore constituting a minimal flood hazard. Portions of the map shown as "0.2 Percent Annual Flood Hazard" represent those falling between the 100 and 500 year flood zones, including the 500-year flood; areas of 100-year flood with average depths of less than one foot or with drainage areas less than one square mile; and areas protected by levees from the 100-year flood. These areas have moderate flood hazard potential with a 0.2-percent-annual-chance of occurring during any year.

Special Flood Hazard Areas in Hampton Bays occur at the shoreline and in upland areas surrounding coastal ponds, creeks and canals. The VE zone appears largely on the waterside of the shoreline and encroaches on properties bordering the Great Peconic Bay. The 0.2 Percent Annual Flood Hazard area commonly fringes the outer (upland) edges of the AE zones. The high risk AE flood zone affects:

- land on the north side of Montauk Highway surrounding Munn's Pond, including Munn's Pond County Park, Town-owned open space to the east of the park, and a developed commercial site located at the northwest corner of Montauk Highway and Bellows Pond Road. Several lots located south of Munn's County Park, between Montauk Highway and the Long Island Railroad, are also at high risk for flooding, including an existing wetland and stormwater drainage area owned by the County and a recently constructed stormwater recharge basin to address flows in the area.

- land around Tiana Creek and Tiana Bay, with base flood elevations of 8 and 9 feet. The creek is bulkheaded along its eastern shore and a portion of its northern shore and the canal leading off the creek to the east is entirely bulkheaded. Potentially affected land uses here are primarily high- and medium-density residential.
- the Shinnecock Canal area, particularly the southern portion and nearby shoreline bordering the Shinnecock Bay. Base flood elevations along the bay shore within the Montauk Highway corridor range from 8 feet to 12 feet. Potentially affected land uses along the bay shoreline include a mix of commercial (waterfront businesses) and medium- and high-density residential.

The area in Hampton Bays most vulnerable to flooding is the Tiana Beach/Ponquogue barrier island which experiences periodic flooding after major storms. Fortunately, the barrier within Hampton Bays is largely undeveloped Town and County parkland, with the exception of four lots totaling approximately 7.5 acres at the northeast end of the barrier. These 7.5 acres are used for long established private land uses. Their structures are located on the bay side of the barrier and are somewhat protected from storm surge and storm related wave action by a row of large dunes on their southern side. Land on the barrier beach north of Dune Road is mainly in the AE zone while VE areas lie to the south and surround the AE.

5.G Coastal Erosion Hazard Areas

Hampton Bays contains a stretch of barrier beach whose Atlantic Ocean shoreline is protected by the Town's Coastal Erosion Hazard Area regulations, which are detailed in Chapter 138 of the Town Code. These regulations require an extra layer of review for any project proposed within the Coastal Erosion Hazard Area boundary established by the New York State Department of Environmental Conservation, and which is shown on Map 18, Surface Waters and Wetlands.

Coastal erosion can cause extensive damage to publicly and privately owned property and to natural resources, as well as endanger human lives. When this occurs, individuals and private businesses suffer significant economic losses, and large public expenditures may also be necessitated for the removal of debris and damaged structures and replacement of essential public facilities and services.

Erosion-related problems often derive from:

- Construction that takes place without considering the potential for damage to property
- activities that destroy natural protective features such as dunes or vegetation, and

- building structures intended for erosion prevention but which may exacerbate erosion conditions on adjacent or nearby property

The regulations contained in Chapter 138 seek to prevent these conditions by requiring permits for any regulated activity within a coastal erosion hazard area and establishing restrictions on activities based on location (e.g. dunes, near shore, beach bluff areas) and standards for issuing, or denying, such permits.

5.G.1 Tiana Beach Coastal Erosion District & Erosion Control Activies

Barrier beach properties in the Tiana Bay area belong to a voluntary self-taxing district for the purpose of funding erosion control activities and beach management restoration. An Erosion Control District advisory committee meets monthly to guide the Town in its use of erosion control funds. Since its establishment in 2005, the District has installed beach fencing along all private oceanfront roads, public beaches and preserved CPF lands. The fencing encourages dune restoration.

Hampton Bay's barrier beaches are surveyed monthly for erosion from storms and flooding, and the Town's Parks and Recreation Department periodically renourishes Town beaches. An agreement with the Army Corps of Engineers will allow the Town to utilized stockpiled material from Shinnecock Canal maintenance dredging for emergency erosion management.

Beach restoration can be costly, particularly in light of the fact that it may not be long lasting. Federal funding through FEMA is often available for restoration after severe storms. However, funding is dependent on a demonstration of the damage incurred. For this reason, the Town has developed a baseline survey of existing beach elevations and dune conditions that will be use in documenting the extent of damage in future emergencies.

5.G.2 Dune Road Reconstruction

The section of Dune Road in Hampton Bays, from the Shinnecock Inlet in the east to the Quogue Village line in the west, is under water during periods of high tide and storm surges. Residents, fishermen, employees and business owners can not reach their property during these periods. Road repairs fail prematurely because of the constant submersion into salt water.

The Town's Highway Department is developing a plan to alleviate these conditions by raising the road approximately 18 inches and widening it from approximately 24 feet to 28 feet. Different concepts are being explored in order to ensure a road elevation will not disrupt the natural

tidal pattern, or result in ponding on private properties. A hamlet-wide public participation process will be conducted to review the elevation concepts.

5.H Geology

Long Island is part of the Atlantic Coastal Plain physiographic province. The community of Hampton Bays and the Hampton Bays Corridor Strategic Plan study area are located on the west end of the south fork of Long Island in the Town of Southampton. The Peconic Bay Estuary Complex is located north of Hampton Bays, and Shinnecock Bay, the Tiana Beach barrier, and the Atlantic Ocean are to the south.

Wells drilled into bedrock have been used by the United States Geological Survey (USGS) to extrapolate the approximate altitude of the basement rock underlying Long Island. Based on these investigations it has been estimated that the basement surface lies between 1,000 and 1,500 feet below mean sea level (bmsl), with depths increasing from northeast to southwest. Smolensky, Buxton, and Shernoff (1989) mapped the estimated surface of bedrock beneath Long Island and suggest that it is roughly 1,450 bmsl beneath the project study area. The bedrock is composed of Paleozoic (circa 250 million years before present) gneiss and schist which correspond to the metamorphic bedrock found in Connecticut (Nemickas and Koszalka, 1982).

Lying unconformably over the bedrock — i.e. as a series of younger strata that do not succeed the underlying older rocks in age or in parallel position, as a result of a long period of erosion or nondeposition — are Cretaceous and Quarternary unconsolidated deposits known as the Raritan Formation. The Raritan Formation is dated to the Cretaceous Period, about 80 to 100 million years ago. It consists of the underlying Lloyd sand member and the overlying Raritan Formation clay member (Nemickas and Koszalka, 1982). The Lloyd sand member is composed primarily of fine-to-coarse sand within a clayey matrix but contains lenses and strata consisting of clay and silt. Lignite has also been identified locally. The Lloyd sand is estimated to be approximately 350 feet thick beneath the site. The Lloyd sand is described as having poor-to-moderate permeability with a mean horizontal conductivity of 40 ft/day. The unit is heterogeneous and has anisotropic (variable) hydraulic conductivities or permeability. The horizontal to vertical ratio of hydraulic conductivity is 10:1 (Smolensky, Buxton, and Shernoff, 1989).

The Raritan clay is a confining unit with a surface altitude of approximately 900 feet bmsl and a thickness of roughly 265 feet beneath the study area. The clay member contains solid and silty clay, with some layers and lenses of sand. Lignite and the mineral pyrite are common (Smolensky, Buxton, and Shernoff, 1989). The permeability of the clay is low-to-very low with an average vertical hydraulic conductivity of about 0.001 ft/day (Smolensky, Buxton, and Shernoff, 1989).

Lying unconformably above the Raritan Formation is the Magothy Formation-Matawan Group. Below the study area, the surface altitude of this Group is approximately 100 feet bmsl and its thickness is roughly 560 feet. This geologic unit is composed primarily of fine-to-coarse sand and gravel with some silt and clay that exhibits moderate-to- high hydraulic conductivities and layers and lenses of silt and clay with low hydraulic conductivity (Krulikas, 1986).

The uppermost geologic unit is known simply as the "Upper Glacial". This unit is composed of unconsolidated Pleistocene glacial deposits, which in the western portion of the study area, beginning several hundred feet north of Montauk Highway and to its south, is primarily glacial outwash and in the eastern and northern sections of the study is glacial till (Shinnecock Hills) with some outwash deposits. Till deposits generally consist of a mixture of fine-to-coarse materials which can range from boulders, cobbles, gravel, sand, silt, and clay which have been directly deposited by a glacier, although boulders are very uncommon in the area. Outwash materials consist primarily of fine-to-very coarse quartzose sand and gravel (Smolensky, Buxton, and Shernoff, 1989). Soils in the area are considered to be excessively drained, however, deeper till deposits often have lower permeability than outwash deposits.

Average horizontal hydraulic conductivity in area till materials is about 135 ft/day, while the conductivity of outwash deposits is roughly twice that (270 ft/day). The estimated thickness of the unit beneath the area is 100 feet bmsl or about 150 to 200 feet below grade depending on the exact location.

5.I Groundwater

5.I.1 Aquifer Descriptions

Long Island has three major aquifers each of which correlates with the three primary unconsolidated geological formations previously described in the geology discussion (bedrock is not considered to contain usable amounts of water and the Raritan clay is not a water bearing unit). In ascending order in a cross section of Long Island geology, the three groundwater reservoirs are the Lloyd, Magothy, and Upper Glacial aquifers.

5.I.2 Depth to Groundwater

Topography within the corridor study area varies from approximately 0 feet above mean sea level (amsl) to approximately 115 feet amsl. Seasonally high (March) groundwater levels within this area range between approximately 0 feet amsl to 10 feet amsl (SCDHS, 2002). Based on a review of USGS/NYSDOT topographic maps (1991) and the 2002 SCDHS water table contour map, depth to groundwater is variable and ranges between 0 feet below ground surface at the shoreline and in areas

containing wetlands or surface waters to a maximum depth of approximately 115 feet below ground surface in the upland areas north and northwest of the intersection of Old Riverhead Road and Montauk Highway.

Depth to groundwater in the greater Hampton Bays community is also quite variable. In general, depth to groundwater ranges from 0 feet amsl along the shores to roughly 135 feet amsl in the Squiretown area.

Due to the size of the corridor study area, variability in topography, irregularity of groundwater levels from seasonal and annual weather fluctuations, and insufficient available data, exact depths to groundwater must be determined on a location by location basis through the use of test-hole data upon development or expansion of buildings and applications for new or expanded septic systems as required by SCDHS.

5.I.3 Groundwater Quantity

The quantity of water within the Upper and Magothy Aquifers is considered to be sufficient to meet the demands of the community well into the future and under current build out potential. Moreover, since wastewater in the community is recharged on-site rather than conveyed to a sewage treatment facility and discharged off-shore as occurs in more urbanized communities, and the fact that there is no farming in the area requiring excessive volumes of irrigation water, most water, with the exception of common site irrigation[2] is recharged entirely back into the groundwater reservoir for replenishment and reuse.

The recharge rate methodology is considered an appropriate method for approximating annual recharge and is certainly appropriate for a generic EIS. The Hampton Bays census designated place is 12 square miles in area. Assuming an average of 48 inches of rainfall per year in Suffolk County, NY, as indicated by the most recent available annual precipitation records compiled by Brookhaven National Laboratory for Suffolk County over several decades and that approximately 50 percent of total rainfall (i.e., 24 inches) that is recharged annually, as indicated by previous USGS studies, a total annual recharge in the hamlet of over 5 billion gallons (not trillion) is expected per year in Hampton Bays (Nemickas, Bronius and Koszalka, Edward J., 1982; Krulikas, Richard K., 1986; Peterson, Davis S., 1987; and Cassella, 2009).

This volume represents only the water that is recharged from precipitation and does not include the existing enormous volume that is already contained within the 600 to 700 foot deep aquifers and the fact that most of what is withdrawn by the community is recharged for reuse.

[2] While irrigation water technically is infiltrated into the site, much is lost through transpiration.

The aquifer is composed of sand and gravel which is the best media for groundwater storage and withdrawal (Unlike places such as Montauk which have limited supply and clay lenses that limit water availability and withdrawal). There are currently eleven points within the Hamlet's 12 square miles where the HBWD withdraws groundwater from and there are uncountable other points on a map and depths from which new wells could draw from in the future.

Unlike communities with sewers that discharge wastewater offshore, all wastewater excluding a portion of irrigation water that evaporates upon application, is recycled and ultimately recharged to replenish the system for future use. Although fresh groundwater in the system is lost to the ocean, bays and sound through underflow, the enormous stores of fresh groundwater in the aquifers that are hundreds of feet thick, as indicated by past USGS studies, including existing groundwater, recharged precipitation and recycled wastewater, is more than sufficient to supply current and future water needs in the Hamlet. Further, there is no agriculture in the area that would use excessively high levels of irrigation water. The point of the assessment is that the amount of water available is enormous and there is no danger of running out of fresh drinking water based on the limited projected buildout potential. The HBWD confirmed in its correspondences with CA that ample water is available to serve the community at buildout.

Water use by HBWD customers increased by 4.2 percent between 2004 and 2005 to a total of 901.4 million gallons and by 5.1 percent between 2005 and 2006, when a total of 950 million gallons of water were consumed.

The HBWD has instituted a plan for conserving its water supply. It also recommends that its customers initiate water conservation efforts on their own by retrofitting plumbing fixtures with flow restrictors, modifying automatic lawn sprinklers to include rain sensors, repairing leaks in the home, installing water conservation fixtures/appliances and being cognizant of excessive water use and water use practices (HBWD, 2007).

5.I.4 Groundwater Divide/General Direction of Groundwater Flow

The 2002 SCDHS water table contour map does not depict contours within the study area thereby making a determination of the location of a groundwater divide and subsurface flow patterns difficult to discern or less precise. However, extrapolation based on available regional groundwater table contours suggest a groundwater divide running generally parallel from east to west through and along or slightly north of Sunrise Highway. This suggests that groundwater flow within and

through the corridor plan study area is generally to the south toward Shinnecock Bay, with a possible southeasterly and southwesterly flow from the west and east, respectively, where the canal and bay meet. Flow north of the divide would, theoretically, be expected to generally trend in a northerly direction. These surface flows are illustrated on Map 20, Hydrology.

Horizontal groundwater flow in the Upper Glacial aquifer has been estimated to have a velocity of one half-foot per day on the south fork of Long Island which equates to roughly 183 feet per year (CPBJPPC, 1996).

5.I.5 Groundwater Quality

The Hampton Bays Water District (HBWD) operates 11 public water supply wells that are distributed throughout the community. A source water assessment conducted by the State and County health departments reveals that most of the District's wells have a high susceptibility to contamination. This conclusion is based on studies of possible risks from potential contamination sources and hydrogeologic conditions. Water from the wells are periodically monitored for more than 135 water quality parameters, including coliform bacteria, turbidity, inorganic contaminants, lead and copper, nitrate, total trihalomethanes and a number of volatile organic contaminants (VOCs) and synthetic organic contaminants (SOCs). Based on the results from past monitoring, however, water quality from the district is considered good to excellent, although some minor localized contamination does exist. Water from these sources is treated by the district to remove contaminants and ensure quality drinking (HBWD, 2006 and 2007).

5.I.6 Salt Water intrusion

Salt water intrusion can sometimes be an issue in coastal communities. This is especially true where there is insufficient depth and capacity in the fresh groundwater reservoir to serve a well(s) and/or pumping from the well(s) induces drawdown of the potable supply and/or upconing of saltwater into the drinking water source. A coastal land use served by a public drinking water supply where the water source is located at an inland location and is drilled to a suitable depth (e.g., within the Upper Glacial Aquifer) is not expected to be affected by salt water intrusion.

On the south fork of Long Island, the Lloyd aquifer is saline but is fresh to the west. On the east end of Long Island, the Magothy can contain fresh water, depending on the height of the water table.[3] Beneath the Hamlet

[3] According to the Gyben-Herzberg principle, within unconfined aquifers, specifically in coastal areas, there is an approximate 40:1 ratio between the elevation of the water table above mean sea level

Center, the Upper Glacial and Magothy contain fresh water that is utilized by the Hampton Bays Water District. The fresh water pinches out at the saltwater interface along the coastline.

Areas of possible concern for salt water intrusion in the Hamlet include primarily the barrier island and possibly the shoreline of the mainland. However, the lens of fresh potable water beneath the community of Hampton Bays including its water district wells is considered to contain a substantial supply of potable drinking water to serve the community. There are no significant agricultural or industrial land uses in the hamlet that would withdraw in unusually large volumes of water or cause significant drawdown.

5.I.7 Local Groundwater Contamination, Plumes, Spill Sites, Leaking Underground Storage Sites

Methyl tertiary butyl ether (MTBE) was legally used as a gasoline blending component in New York State from 1979 (USEPA, 1998) until its statewide ban on January 1, 2004 (USEPA, 2004) (NYSDAM, 2004). The expanding use of MTBE in gasoline during that period (USEPA, 1999) in conjunction with its physical and chemical properties (ITRC, 2005) resulted in significant MTBE impacts to the groundwater resource of Long Island (NYSDEC, 2000).

In February 2002, ground water samples taken during a pesticide impact survey detected high levels of MTBE in the vicinity of Hampton Bays (see photo, below). The source was found to be a piping leak at a retail gasoline station on Montauk Highway, in the vicinity of what is now the Stop n' Shop supermarket. Approximately 3,000 gallons liters of oxygenated gasoline are estimated to have leaked over a period of seven years, resulting in a plume that traveled southwest into Tiana Bay. Several Interim Remedial Measures (IRMs) were instituted by the New York State Department of Environmental Conservation (NYSDEC) beginning in December of that year. Within the first five months, the IRM systems treated approximately 20 million gallons of water, and removed approximately 235 pounds of MTBE and 29 pounds of TBA (tert-butyl alcohol , the degradation product of MBTE) from the aquifer. The project has since become a case study of MBTE remediation[4].

and the corresponding depth of the fresh water lens below mean sea level, assuming the ocean is the source of the salt water.

[4] The Hampton Bays project was used as a demonstration site for a joint NYSDEC -- Interstate Technology and Regulatory Council (ITRC) -- Long Island Groundwater Research Institute (LIGRI) workshop entitled "MTBE and TBA Comprehensive Site Assessment and Successful Groundwater Remediation".

Also in December of 2002, NYDEC instituted a pilot study to better understand the scope of potential MTBE impacts on drinking water source waters (groundwater) from unreported MTBE blended gasoline releases throughout the aquifers supplying the sole source of drinking water to the residents of Nassau and Suffolk Counties. Petroleum bulk storage inspections and groundwater sampling for MTBE were performed at 52 gasoline retail stations on Long Island (just under 5% of the Nassau-Suffolk total), including one located at 46 Good Ground Road in Hampton Bays (at Springville Road intersection). Selection criteria included no known prior release of oxygenated gasoline, and a situation in a group of two or more stations in a circular well head protection zone up to 1.5 miles in radius of a particularly sensitive first line public drinking water supply well.

Source: NY State Department of Environmental Conservation

Sampling wells were installed at the Hampton Bays site in May of 2004. Study results were released in February of 2008 and reported no contamination found. Overall, the study did find MTBE exceeded the NYSDOH drinking water standard and NYSDEC groundwater standard of 10 µg/L at 34% of sites investigated in Suffolk County. This finding prompted the conclusion that "unknown discharges of MTBE likely have significantly impacted groundwater and drinking water source waters of Long Island" with the recommendation of "further groundwater sampling at active gasoline retail stations near public supply wells" and "continued routine monitoring of all public supply wells for MTBE." The study reported an average cost of $11,400 to investigate groundwater quality at each site in Suffolk County.

5.I.8 Suffolk County Department of Health Services Groundwater Management Zones

The SCDHS has established six groundwater management zones within its jurisdiction. These zones were delineated based on various hydrogeologic and groundwater quality characteristics. Each is governed by maximum development density standards to help protect the integrity of groundwater. When a project proposes to exceed the maximum density standards for its respective groundwater management zone, an advanced alternative septic system or sewage treatment plant and a variance from the SCDHSs Board of Review is required. The use of transferred sanitary rights to achieve higher densities can also be exercised, subject to SCDHS approvals.

Hampton Bays lies within two of the County's six groundwater management zones. Most of the hamlet, and particularly its developed areas, is located in GMZ IV, while GMZ III covers the northwest portion of the hamlet and is largely contiguous with the APOD and the Central Pine Barrens Core Preservation Area. 454,632 acres of the hamlet is located in GMZ IV, while 178,069 are in GMZ III. The Groundwater Management zone boundaries are shown on Map 13.

Groundwater Management Zone III covers an area of deep recharge, where the Upper Glacial and Magothy aquifers have generally good water quality, and the quantity of the supply is sufficient to meet demands well into the future. Groundwater Management Zone III restricts on-site sewage flows to 300 gallons per day (gpd) (i.e. one single family home) for every 40,000 square feet of land area, excluding any surface waters and wetlands, unless an approved sewage treatment plant or alternative wastewater treatment system is provided.

All parts of the hamlet outside Groundwater Management Zone III are in Groundwater Management Zone IV. These include land:

- east of Jones Road, south of the Long Island Railroad and west of West Tiana Road;
- east of West Tiana Road, west of Ponquogue Avenue, and south of Montauk Highway; and
- along both sides of Montauk Highway, east of Ponquogue Avenue and Squiretown Road (SCDHS, 2004)

Groundwater Management Zone IV allows for a maximum individual sewage disposal system flow of 300 gpd/20,000 square feet of dry land unless an approved sewage treatment plant or alternative means of treatment is provided.

5.I.9 Suffolk County Department of Health Services Sanitary Waste Control Standards and Policies

In addition to enforcing the density standards of the County's Groundwater Management Zones, the Suffolk County Health Department also regulates sewage disposal in accordance with the standards and requirements of the Suffolk County Sanitary Code. These regulations include numerous requirements for system siting (e.g., setbacks), construction materials, design, and requisite soil, site, and groundwater conditions. They address both residential and non-residential development.

5.I.10 Town Aquifer Protection Overlay District (APOD)

One of the Town's major groundwater protection initiatives was the creation of its Aquifer Protection Overlay District (APOD), which is shown on Map 13. 2,091 acres of the hamlet lie within the APOD, including 104.78 acres in the Corridor Strategic Plan study area.

Regulations relating to the Town's APO are outlined in Article XIII of the Southampton Town Code. It does this through various techniques and strategies that protect identified water catchment areas, promote groundwater recharge, and conserve the quality of Long Island's sole source aquifer. Objectives of APOD include:

- minimizing disturbance to native vegetation;
- requiring the submission of site disturbance plans to the Town as part of development application reviews;
- promoting the use of native landscaping materials and limiting the proportion of a site utilizing plant materials that may require the use of fertilizers, herbicides, and pesticides or require irrigation; and
- prohibiting the siting of new landfills within APO boundaries.

The APOD restricts clearing to a maximum of 50 percent for nonresidential lots and multi-family developments, and as follows for residential lots or tracts:

Lot Size (square feet)	Percentage of Site
1 to 15,000	75%
15,001 to 30,000	60%
30,001 to 60,000	50%
60,001 to 90,000	35%
90,001 to 140,000	25%
140,001 to 200,000	20%
200,001 or greater	15%

The APOD also includes standards that restrict the establishment of fertilizer dependent vegetation on more than 15 percent of a property and promotes the use of native, well-adapted, plant species for landscaping and vegetative restoration in order to avoid the necessity for irrigation and applications of fertilizer and pesticides. Section 330-69.1, "Waste disposal areas", of the Southampton Town Code also prohibits locating new public or private sewage or waste materials disposal areas in the district.

In addition to the APOD regulations, the Town has zoned most areas in the district for low density, single-family residential development in order to promote the protection of groundwater and foster open space cluster developments, which can help to protect open space, groundwater, and other environmental resources. Moreover, § 157-10 B. (1) of the Southampton Town Code classifies the APOD as critical areas of environmental concern and § 617.14(g)(4) of SEQRA requires that the potential impacts of a Type I or Unlisted action within a state or locally designated critical environmental area must be evaluated.

5.I.11 Long Island Comprehensive Waste Treatment Management Plan (208 Study)

The "Long Island Comprehensive Waste Treatment Management Plan" (208 Study) was initiated pursuant to §208 of the Federal Water Pollution Control Act in order to assist in achieving the national goal of attaining a level of water quality that provides for the protection and propagation of

fish, shellfish, and wildlife and supports recreational activities both in and out of the water. Long Island's study was completed in 1978 by the Long Island Regional Planning Board (LIRPB) after extensive investigation into area surface and groundwater conditions. The study focused on both point and nonpoint source pollution and included numerous recommendations for waste management, stormwater control, and the protection of groundwater and surface water in the bi-county area.

The 208 study set the groundwork for the establishment of eight hydrogeologic zones which were based on groundwater flow patterns, area water quality, and the designation of Long Island's drinking water source as a sole-source aquifer (LIRPB 1996). Investigations were conducted for each hydrogeologic zone as well as various surface waters through modeling, field surveys, and systems monitoring.

The Plan's recommendations are for the most part non-structural in nature and focus on establishing, perpetuating, and expanding the use of best management practices. Some of the recommendations of the 208 study are to:

- Control stormwater runoff to reduce the volume and velocity and the consequent erosive and transport capabilities of these discharges. It was recommended that surface runoff be intercepted and discharged as close to the source as possible. Best management practices should also be employed during land clearance, building construction, and site restoration to avoid increased runoff and sediment transport from the site.
- Reduce the use of fertilizers, which are one of the largest sources of nitrogen applied to the land surface. Public education should be employed to limit, or possibly eliminate, the use and application of fertilizer products. Application rates should be modified, the use of fast-acting inorganic products should be curtailed, and the planting of low-maintenance lawns should be promoted.
- Reduce and control animal wastes in order to minimize impacts to surface waters.
- Conduct further research and monitor the Plan's effectiveness. (NSRPB, 1978)

The 208 Study is a regional plan which has served as the basis for many water resources protection activities on Long Island. These include the *Long Island Special Groundwater Protection Area Plan* (1992), the *Central Pine Barrens Comprehensive Land Use Plan* (1996), the Town's Aquifer Protection and Central Pine Barrens overlay districts, and many SCDHS policies.

5.I.12 Central Suffolk Special Groundwater Protection Area

The "Long Island Special Groundwater Protection Area Plan" (SGPA) was written by the Long Island Regional Planning Board in 1992 in response to growing concern over the future quality and quantity of drinking water in Long Island's sole source aquifer. At that time, with an increasing understanding of environmental and public health issues, it was becoming increasingly apparent that the continued availability and quality of area groundwater would be dependent on the proper protection and management of water supply wells, as well as the control of land development. The Plan was prepared for the purpose of creating a comprehensive management strategy for the region's fresh water resources, taking into account local population and water usage trends. Computer modeling was used to calculate future water need versus supply estimates.

A portion of the Hampton Bays Corridor Strategic Plan Study Area and the Hampton Bays community is within the Central Suffolk Special Groundwater Protection Area (South). This area, which is illustrated in Map 21, includes all land located both north of Montauk Highway (CR 80) and west of Riverhead-Hampton Bays Road (SR 24) and generally, land that is north of Sunrise Highway, west of Squiretown Road, south of Red Creek Road, and east of Riverhead-Hampton Bays Road. Much of this land corresponds with other protective zones or districts including the central Pine Barrens Core Preservation Area, the County's more restrictive Groundwater Management Zone IV, and the Town's Aquifer protection Overlay District. However, the SPGA does extend somewhat further east than these other designations and covers some developed areas in the CR120 and R60 zones, with a small portion of the R20. The SPGA also covers commercial land along and on the north side of Montauk Highway between Tiana Bay and Route 24. This area includes the Macy's shopping Center, Stop 'n Shop Supermarket, McDonald's and the site of the Tiana Commons PDD application.

The SGPA is designated as a "critical environmental area" or CEA. CEAs have a special status under the NY State Environmental Quality Review Act (SEQRA) — potential impacts to them are one of the criteria to be used when a lead agency is making a determination of significance.

The 1992 SGPA Plan provides general recommendations throughout sometimes referring to specific locations and areas. Recommendations include rezonings and conversion of certain obsolete and intensive land uses, clustering future development, use of sewage treatment facilities, and public land acquisition. However, no specific recommendations are directed toward the land within the Hampton Bays Corridor Strategic Plan Study Area.

5.I.13 Wastewater Development Density Issues

The potential impacts of development density on groundwater is a major concern of public agencies, local government and community members. The Suffolk County Department of Health Services (SCDHS) is primarily responsible for regulating, approving, and enforcing regulations associated with wastewater disposal systems. However, the New York State Department of Environmental Conservation (NYSDEC) also has jurisdiction over the issuance of effluent discharge permits for advanced alternative septic systems or sewage treatment plants.

The County regulates development density through requirements associated with the Groundwater Management Zones described above. For the most part, the minimum lot area requirements of the Town's zoning districts are consistent with the County Health Department requirements. However, since zoning predates the establishment of the Groundwater Management Zones and their associated development restrictions, some inconsistencies do occur, the most obvious being the existence of the Town's R15 district which has a minimum lot area of 15,000 sf, 75% of the GMZ III standard. Most of the R15 district is built out. New homes may be built on lots smaller than the GMZ minimum area requirement provided that sanitary credits are transferred to the property from within the same school district. The transfer of sanitary credits is not required for pre-existing nonconforming held in single and separate ownership prior to 1981.

It should also be noted that the minimum lot size requirements for other Town zoning districts meet or exceed the GMZ standard. GMZ IV, for example, contains mostly CR200, CR120 and OSC properties, resulting in a density far below the one home per 40,000sf standard for that zone. As reported in Chapter II.3 on existing conditions in Housing, the hamlet has an average density of 1.02 housing units per acre. This meets the GMZ III standard and is half as dense as what is permitted in the predominant GMZ IV zone.

5.J Ecological Resources

5.J.1 Long island Central Pine Barrens & the *Central Pine Barrens Comprehensive Land Use Plan*

As has been mentioned, the Long Island Central Pine Barrens is a significant ecological resource in Hampton Bays. The Pine Barrens occupy a considerable portion of the hamlet, as shown in Map 22, and they account for much of the preserved land in the hamlet. There are approximately 863 acres of Core Preservation Area in the hamlet and

approximately 1,236 acres of Compatible Growth Area. Together, this amounts to 31 percent of the total hamlet area.

The portion of Central Pine Barrens within the corridor plan study area is generally consistent with the part that is within the Town's APOD which includes land located north of Montauk Highway, south of Sunrise Highway, and west of Riverhead – Hampton Bays Road (SR 24). Outside of this area, several parcels have been designated as receiving areas for the transfer of Central Pine Barrens (CBP) development credits; these have been detailed in the previous existing conditions chapter on Land Use.

The *Central Pine Barrens Comprehensive Land Use Plan* addresses various environmental resources including ecology and wildlife. Ecological Protections set forth by the Plan include restrictions on the clearing of natural vegetation, preservation of open space, transfer of development rights or pine barrens credits, protection of surface waters and wetlands, stormwater and shallow groundwater flow controls to prevent affects on the Peconic Estuary and aquatic and shoreline habitats, and promotion of clustering to protect and maintain large unfragmented wildlife habitat. Specific requirements of the Plan affecting the future of development in Hampton Bays are discussed elsewhere in this DGEIS. Most relevant are those related to the transfer of Central Pine Barren Credits (CBPs) and the need for the Town to provide as-of-right landing areas to receive those credits (Residential Receiving Areas for Density, or RRADs). In order to provide the flexibility needed for the rights transfer program to succeed, the hamlet should maintain RRAD acreage sufficient to absorb three times as many potentially available CBP credits. Transfers of

development credits related to the preservation of land in the Central Pine Barrens Core Preservation Area may be responsible for the redistribution of residential density in the hamlet.

The goals and purpose for establishing and protecting the Central Pine Barrens are provided in New York State Environmental Conservation Law § 57-0121(2) and the "Central Pine Barrens Comprehensive Land Use Plan". Specific goals for the Central Pine Barrens Comprehensive Land Use Plan and the Compatible Growth Area are as follows:

- Central Pine Barrens Comprehensive Land Use Plan

  (a) protect, preserve and enhance the functional integrity of the Pine Barrens ecosystem and the significant natural resources, including plant and animal populations and communities, thereof;

  (b) protect the quality of surface water and groundwater;

  (c) discourage piecemeal and scattered development;

  (d) promote active and passive recreational and environmental educational uses that are consistent with the land use plan; and

  (e) accommodate development, in a manner consistent with the long term integrity of the Pine Barrens ecosystem and to ensure that the pattern of development is compact, efficient and orderly. (CPBJPPC, 1996)

- Central Pine Barrens Compatible Growth Area

  (a) preserve and maintain the essential character of the existing Pine Barrens environment, including plant and animal species indigenous thereto and habitats therefore;

  (b) protect the quality of surface and groundwaters;

  (c) discourage piecemeal and scattered development;

  (d) encourage appropriate patterns of compatible residential, commercial, agricultural, and industrial development in order to accommodate regional growth influences in an orderly way while protecting the Pine Barrens environment from the individual and cumulative adverse impacts thereof;

  (e) accommodate a portion of development redirected from the preservation area. Such development may be redirected across municipal boundaries; and

  (f) allow appropriate growth consistent with the natural resource goals pursuant to this article. (CPBJPPC, 1996)

- Central Pine Barrens Core Preservation Area

  (a) preserving the Pine Barrens area in their natural state thereby insuring the continuation of Pine Barrens environments which contain the unique and significant ecologic, hydrogeologic and other resources representative of such environments;

  (b) promoting compatible agricultural, horticultural and open space recreational uses within the framework of maintaining a Pine Barrens environment and minimizing the impact of such activities thereon;

  (c) prohibiting or redirecting new construction or development;

  (d) accommodating specific Pine Barrens management practices, such as prescribed burning, necessary to maintain the special ecology of the preservation area;

  (e) protecting and preserving the quality of surface and groundwaters; and

  (f) coordinating and providing for the acquisition of private land interests as appropriate and consistent with available funds.

5.J.2 Ecological Communities and Habitats

The Hamlet of Hampton Bays contains numerous diverse ecological communities. Much of the Montauk Highway corridor has been cleared of native plant life and developed for business or residential purposes and many existing natural areas have been disturbed and fragmented by development. However, several ecological community types have been identified. The following descriptions of ecological communities are based on Town GIS mapping and Edinger, et al. 2002. Cashin Associates PC also conducted sample field investigations at several locations.

The hamlet's ecological communities are shown on Map 23. Detailed descriptions of each community, including canopy, shrub and ground layer species, characteristic birds and global and state rarity rankings are given in the Attachments section. The rarity rankings for the ecological communities found in Hampton Bays are for the most part "demonstrably secure" or "apparently secure." Tidal creeks and pine barrens shrub swamp communities, both found in the vicinity of Tiana Bay, are less secure in New York State, with an S3 classification, defined as having between 21 and 100 occurrences. The coastal plains pond community found at Munn's Ponds is apparently secure globally but relatively rare in New York State, with "typically 6 to 20 occurrences, few remaining individuals, acres, or miles of stream, or factors demonstrably making it very vulnerable in New York State."

5.J.2.i Terrestrial System — Forested Uplands

- Pitch Pine-Oak Forest

  Areas of pitch pine-oak forest are scattered throughout the hamlet on vacant and low density developed sites. This is the major native community that primarily exists in dry upland areas that have not been cleared or otherwise disturbed by development. Large tracts of pitch pine-oak forest exist at the site of north of Montauk Highway and west of the Stop & Shop supermarket, which is the subject of the Tiana Commons PDD application; west of Good Ground Cemetery and east of the cemetery at the Town's Good Ground Park; along the south side of Sunrise Highway; south of Old Riverhead Road and east of Squiretown Road; on property located at the northeast corner of Montauk Highway and Bittersweet Road; and in smaller blocks throughout residentially developed areas. A block of pitch pine-oak forest encompassing approximately 5.5 acres was cleared to make room for the Stop & Shop supermarket located west of the Macy's (Kimco) property.

It appears to be the intent of the Transitional Overlay Zone proposed in the draft Hampton Bays Corridor Strategic Plan to augment and/or restore the pitch pine-oak forest community as a continuous buffer along Montauk Highway in the areas outside the traditional hamlet center.

- Successional Southern Hardwoods

  Successional southern hardwood communities have been identified and mapped as occurring near the intersection of Montauk Highway and Squiretown Road; in an area south of Montauk Highway opposite the intersection of Montauk Highway and Bittersweet Road behind a row of businesses; and in a swath located west of the Shinnecock Canal and south of the long Island Railroad.

5.J.2.ii Terrestrial System — Open Uplands

- Successional Old Field

  Successional old fields have been identified in a small area located north of Montauk Highway and west of Squiretown Road behind the Main Street development; south of the Long Island Railroad and east of the Cora Court cul-de-sac; and at the northeast corner of the intersection of Montauk Highway and Bittersweet Road east of the Capital One Bank. This last mentioned site is on the Town's CPF priority acquisition list and has also been cited by community members as a preservation target in order to maintain the stretch of natural, wooded area it provides along Montauk Highway. The property contains the successional old field community in the center, where it had once been cleared; its perimeter is comprised of the pitch pine-oak community.

- Maritime Beach

  Maritime beach occurs along a portion of the Shinnecock Bay shoreline adjacent to and south of Montauk Highway opposite South Valley Road within the corridor plan study area.

5.J.2.iii Estuarine System — Estuarine Subtidal

The tidal Creek ecological community can be found at Tiana Creek, Smith Creek, Wells Creek and Penny Pond Creek.

5.J.2.iv Estuarine System — Estuarine Intertidal

The Brackish Tidal Marsh community exists along the east and west sides of the head of Tiana Bay.

5.J.2.v Palustrine System — Forested Mineral Soil Wetlands

- Red Maple Hardwood Swamp

  Red maple hardwood swamps exist south of Munn's Pond between Montauk Highway and the Long Island Railroad; along the northwest side of Tiana Creek; in a small area at the northeast side of the head of Tiana Bay, and nearby but outside of the study area on the southeast side of the head of Tiana Bay.

5.J.2.vi Palustrine Cultural

The reedgrass marsh community is found near a red maple hardwood swamp near the northeast side of the head of Tiana Bay.

5.J.2.vii Open Mineral Soil Wetlands

- Shrub Swamp - Pine Barrens Shrub Swamp

  A pine barrens shrub swamp community was identified west of a tidal marsh southwest of the head of Tiana Bay.

- Coastal Plain Ponds (Munn's Pond)

  Munn's Pond is actually the remnants of the upper freshwater portion or headwaters of Tiana Creek which is obstructed by Montauk Highway and the Long Island Railroad. Munn's Pond most resembles a coast plain pond.

5.J.3 New York State Department of State Significant Coastal Fish and Wildlife Habitat

In addition to the ecological communities described above, the New York State Department of State has identified and delineated a "Significant Coastal Fish and Wildlife Habitat" area that includes all of the water resources between the southern shoreline of the Hampton Bays mainland and the barrier beach. The boundaries of this significant habitat are shown in Map 24.

Shinnecock Bay is a significant feature along the southern mainland shore of Hampton Bays which extends from the Incorporated Village of Quogue in the west to the Shinnecock Indian Reservation and the Incorporated Village of Southampton to the east. The bay can be described as a large, protected, shallow coastal bay or estuary which encompasses approximately 9,000 acres of open water and some small areas containing mud flats and salt marshes. Depths within the bay are typically less than 10 feet below the mean water level and tidal fluctuations are estimated to average about 0.7 feet (NYSDOS, 2008).

The bay is used for boating, recreational fishing, and shell fishing. It is one of Long Island's most important waterfowl wintering areas with an average annual population of more than 3,500 birds including: scaup, brant, black ducks, red-breasted mergansers, buffleheads, and common goldeneye. Mallards, Canada Geese, oldsquaw and canvasback occur in smaller numbers (NYSDOS, 2008). Least terns (endangered), common tern (threatened), and harbor seals also occur in the area.

The bay is also a productive system when it comes to marine finfish, shellfish, and other wildlife. A survey conducted by NYSDOS in 1981 revealed a total of 51 fish species. The bay provides nursery and feeding areas for bluefish, winter flounder, summer flounder, scup, weakfish, tomcod, blue claw crab, and forage fish species including Atlantic silverside, menhaden, striped killifish, pipefish, and sticklebacks. The Shinnecock inlet is considered a major corridor for fish migration. Hard clams, soft clams, bay scallops and bank mussels inhabit the bay waters, most of which are certified for shell fishing (NYSDOS, 2008).

5.J.4 Threatened and Endangered Species and Rare Ecological Communities

A letter was sent to the New York State Department of Environmental Conservation Natural Heritage Program (NHP) to investigate known and document occurrences of threatened and endangered flora and fauna within the corridor plan study area. The NHP, by letter dated, June 13, 2008, indicated the known presence of one special concern moth and one endangered vascular plant in the general area. The moth species is classified as "special concern" in the State of New York. The species has an "S2-imperiled" ranking in the State and a "G5T3 – vulnerable" ranking, globally. The last reported sighting of the species in the area was in 1984, although unreported sightings may have occurred. The species' habitat consists of scrub oak and tree oak forests and the area of the sighting is outside but near to the study area boundaries in an area containing wholly or primarily preserved land.

The vascular plant is described by the NYSDEC Natural Heritage Program as an "endangered" species. It ranks as "S1 – critically imperiled" in New York State and "G5 – demonstrably secure", globally. The sighting of this species was outside but adjacent to the study area on preserved land. Habitat for this endangered plant is coastal plain pond shores.

In addition to the above, the Natural Heritage Program report indicates two historic sightings of "endangered" and "threatened" vascular plants.

The endangered vascular plant was last reported in 1928 in the Shinnecock Hills area along the shore of the bay. The species is ranked

as "S1 – critically imperiled" in the State and "G4G5 – apparently secure", globally. No recent information is available in regard to sightings. The general habitat type is described as wet shore and shore of bay.

The threatened species was last identified in the area in 1894 and no further reports of its existence have been received. The species is ranked as "S2 – Imperiled" in the State and "G5 – demonstrably secure", globally. No recent sightings have been reported. The plant was identified in the Shinnecock Hills area in sandy soil (NYSDEC NHP, 2008).

5.K Designated Critical Environmental Areas

Local and regional agencies may designate specific geographic areas within their boundaries as "Critical Environmental Areas" (CEAs). State agencies may also designate geographic areas they own, manage or regulate.

To be designated as a CEA, an area must have an exceptional or unique character with respect to public health considerations, natural, agricultural, social, cultural, historic, archaeological, recreational, or educational values, or an inherent ecological, geological or hydrological sensitivity that may be adversely affected by any change.

The potential impact of any Type I or Unlisted Action on the environmental characteristics of a CEA in the relevant area of environmental concern must be evaluated in the determination of significance prepared pursuant to Section 617.7 of SEQR.

There are several local and regionally designated CEAs that exist within the hamlet and study area of the Corridor Strategic Plan that could be affected by future land development and infrastructure improvements. Together they cover much of the hamlet. They are illustrated in Map 22 and listed below.

- **Town Aquifer Protection Overlay District**

  See section 5.H.10 above.

- **Central Suffolk Special Groundwater Protection Area**

  See section 5.H.12 above.

- **NYS Department of Conservation Wetlands**

  See section 5.D above.

- **The Peconic Estuary and its Environs**

  See section 5.E.2 above.

- **Central Pine Barrens and Town Pine Barrens Overlay District**

  The Central Pine Barrens were discussed above in section 5.I.1. There are six large tracts of land within the hamlet designated as Pine Barrens Critical Resource Area:

  - a 10-acre Town-owned property located just outside the corridor plan study area, north of Montauk Highway, east of the County-owned Munn's Pond property, and west of Bellows Pond Road (SCTM No. 900-221-2-10)
  - a 12.8 acre parcel located south of Red Creek Pond which contains a smaller freshwater pond called Wehrman Pond (900-151-1-6)
  - a smaller nearby 3.8-acre parcel owned by the Town and preserved as open space (900-151-1-10.5)
  - a large tract containing several privately owned tax lots and 25.6 acres of Town owned open space (900-151-4-1 through 7 and 900-173-2-1.3 through 1.11)
  - a 40.6-acre privately owned parcel located east of Betina Court and west of Red Creek Road (900-173-2-8.3)
  - two contiguous parcels totaling 67.6-acres located adjacent to the west of the Town's Jackson Avenue Complex (900-173-1-1.3 and 900-205-1-1.3).

  The purpose of the Pine Barrens Critical Resource Area designation is to preserve open space and provide a buffer area adjacent to Munn's Pond (CPBJPPC, 1996).

- **Shinnecock Indian Contact Period Village Fort Critical Environmental Area (CEA)**

  This CEA is located at the extreme eastern end of the hamlet. It is adjacent to the Sugar Loaf Hill Shinnecock Indian Burial Ground CEA.

- **Sears Bellows Addition Critical Environmental Area**

  This CEA encompasses a large tract of land south of Red Creek Road, east of Penny Pond and Hildreth Road, north of Old Squires Road, and west of Sheridan Road. The CEA is located south of Wehrman Pond but includes a stream that serves as the headwaters to the pond.

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

Part II: EXISTING CONDITIONS

6. Community Facilities

6.A. Jackson Avenue Municipal Complex

A discussion of community facilities with respect to Hampton Bays must begin with mention of the Jackson Avenue Municipal Complex, which houses the headquarters for many of the Town's service providers. The complex is located outside of the hamlet center, just west of Red Creek Park. Its location is shown on Map 25, Community Facilities, and it contains the following:

- Police
  - Headquarters, 19,600 square feet
  - Police Central Maintenance Garage, 3,350 square feet
  - Police Impoundment Area
- Public Safety/Fire Marshal's Office[1], 3,400 square feet
  - Fire Training Facility, 3,200 square feet
  - Office of Emergency Management
- Public Works
  - Highway Maintenance Offices, 2000 square feet
  - Highway Repair Shop, 5,700 square feet
  - Highway Maintenance Barn, 4,950 square feet
  - Street Lighting Shop, 980 square feet
  - Salt and Sand Storage Area, 4,300 square feet
- Parks and Recreation
  - Multi-Use Building, 3,900 square feet
  - Parks and Recreation Maintenance Area, 3,150 square feet
  - Parks and Recreation Shop, 1,920 square feet

[1]This building had been the site of the Senior Citizens Nutrition Center up until 2005.

    - Parks and Recreation Storage, 2,065 square feet
    - Parks and Recreation Storage Barn, 2,660 square feet
- Bay Constables
    - Bay Constable Marine Maintenance and Parts, 1,850 square feet
    - Bay Constable Marine Maintenance and Storage, 2,250 square feet
    - Bay Constable Marine Maintenance, Office and Storage, 1,390 square feet
- Solid Waste
    - Solid Waste Transfer Station
    - Closed landfill and brush disposal and composting area
    - Composting Area
- Animal Shelter
- Communications Towers
- Miscellaneous
    - Gasoline Pumps and Associated Underground Storage Tanks
    - Restrooms
    - Covered Picnic Area
    - Parking Lots

The Town's 1999 Comprehensive Plan update recommended consolidating the Town's public safety offices at the Jackson Avenue complex, and that recommendation is being implemented over time. In 2005, the Town's Department of Fire Protection was moved to the site, and a long term master plan for the 30-acre Jackson Avenue site was prepared in 2006. In 2008, the Town installed of two single-story modular buildings totaling 13,200 square feet on a 1.3 acre parcel located within the complex. The buildings were provided to accommodate Town Justice Court and provide space for the Domestic Violence and District Attorney's offices. 76 parking spaces including 3 handicap spaces were added. The buildings are served by on-site septic systems and storm gutters, and dry wells are provided to collect and recharge roof runoff. Stormwater catch basins and leaching pools are also provided to control stormwater generated from the parking area and to prevent puddling or flooding of the property and the Jackson Avenue right-of-way.

6.B. Police

The Southampton Town Police headquarters is located in Hampton Bays at the northeast corner of the intersection of Jackson Avenue and Old Riverhead Road;

this is in the Town's Jackson Avenue Municipal Facility. The police force has a jurisdiction over 128 square miles within the Town.

Police facilities include a 19,600 square foot police headquarters, maintenance garage, fleet fueling area, and impoundment yard. The Town's Juvenile Aid Bureau took up residency in the headquarters several years ago. By the end of 2008, the Department had 104 full-time police officers including the Chief of Police, 6 Bay Constables (who are Peace Officers) and 44 full-time civilian employees (Public Safety Dispatchers, Data Entry personnel, Clerk/Typists, and Police Aides). In addition, there was one part-time Bay Constable and two part-time civilian employees (Clerk and Janitor). To handle the seasonal spike in crimes and traffic accidents, the police force hires 30-40 part-time workers during the summer. During the summer of 2008, the police hired 19 seasonal police officers and 19 Traffic Control Officers (Southampton Town Police Dept., 2008 and Molloy, 2009). All officers attend a 1,200-hour state-certified police academy program followed by an additional 12 weeks of in-field training.

The Hampton Bays (HB) area is covered by Bravo units (B-31, B-32, etc.) backed up by an Alpha Unit (A-22) and a Charlie Unit (C-40 or C-41). It is also served by foot patrols during the summer season (May 15th through September 15th) as well as Traffic Control Units. The Bravo 32 car is the primary enforcement unit for the hamlet.

According to the Town police department, Hampton Bays is by far the most demanding hamlet. (Southampton Town Police Department, 2008 and Molloy, 2009). This is likely due to the concentration of the Town's population, and particularly its full-time, year round population , in the hamlet. Actual calls to the police department from Hampton Bays is proportionate with its population: in 2008, the total number of calls for service for the entire town was 53,820, of which 11,283 or 21 percent, came from the Hampton Bays community. The hamlet's share of the Town's population is approximately 22 percent.

Patrols in Hampton Bays consist primarily of marked vehicle patrols with a smaller number of undercover surveillance patrols, foot patrols and traffic control unit patrols. In 2008 there were a total of 118 police vehicles in the fleet, including marked and unmarked vehicles, emergency and undercover vehicles, and tow and flatbed trucks (Southampton Town Police Dept., 2008 and Molloy, 2009).

6.C. Fire

Hampton Bays is served by the Hampton Bays Volunteer Fire Department, which operates a fire station located at 69 West Montauk Highway in the center of the hamlet business district. It is centrally located within the corridor with access on and off of Montauk Highway and Good Ground Road, a location that facilitates rapid response time to emergencies in the *Hampton Bays Corridor*

Strategic Plan Study Area. A new fire station (Station 1) was recently constructed along the west side of the south end of Ponquogue Avenue, facilitating service into the hamlet's moset densely developed residential section.

In addition to its fire suppression responsibilities, the Fire Department responds to calls for water rescues, confined space incidents, hazardous material releases, vehicular accidents, gas main breaks, utility emergencies, and other non-fire emergencies.

The Town's Public Safety Office, including its Fire Marshal and Code Enforcement offices, is located at the Jackson Avenue Complex in Hampton Bays. The Fire Marshall's office is a relatively new addition to the site. Relocating the office to the Jackson Avenue Complex was an important step toward consolidating similar, complementary services such as the Fire Marshal and the other offices of the Town's Public Safety Division that are currently housed at this location.

Figure II.6-1 below presents the taxes levied to support the Fire District over the past five years. Revenues have nearly doubled over the last five years, while the rate levied has risen by 25%. The table that follows, Figure II.6-2, compares the tax rate for the Hampton bays Fire District with other fire districts in the Town. Hampton Bays is the highest, and the district also raises substantially more funds than all the other districts.

Figure II.6-1
Tax Rates & Levies for
the Hampton Bays Fire District, 2004-2009

Tax Year	Taxable Valuation	Tax Rate Per $1000	Taxes Levied
2004-05	$2,741,457,369	0.6691	$1,834,309
2005-06	$2,776,858,237	0.7967	$2,212,323
2006-07	$2,956,088,061	0.6997	$2,068,375
2007-08	$4,066,369,322	0.7707	$3,133,951
2008-09	$4,212,845,900	0.8360	$3,521,939
% difference, 2004-2008	54%	25%	92%

Source: Town of Southampton Tax Rate Sheets

Figure II.6-2
Comparison of 2008-2009 Tax Rates & Levies for Fire Districts in the Town of Southampton

Fire District	Taxable Valuation	Tax Rate	Taxes Raised
Hampton Bays	$4,212,845,900.00	0.8360	$3,521,939.17
Flanders	$648,841,640.00	0.6043	$392,095.00
East Quogue	$2,186,532,684.00	0.5649	$1,235,172.31
North Sea	$3,269,083,419.00	0.3687	$1,205,311.06
Eastport	$1,771,278,427.00	0.3632	$643,328.32
Westhampton Beach	$5,222,352,248.00	0.2832	$1,478,970.16
Southampton	$5,963,851,846.00	0.2560	$1,526,746.07
Bridgehampton	$11,473,364,742.00	0.1004	$1,151,925.82
Riverhead	$264,388,081.00	0.0079	$2,088.67

Source: Town of Southampton Tax Rate Sheets

6.D. Ambulance

The Hampton Bays Volunteer Ambulance Corps was established in 1998. Ambulance services are provided 24 hours a day, 7 days a week. The Ambulance Corps consists of approximately 70 volunteers, including emergency medical technicians (EMTs), EMT-Critical Care, and EMT-Paramedics. A full-time paramedic was added roughly two years ago to serve the district between the hours of 6:00 a.m. and 8:00 p.m.

Issues affecting operations include staffing, employers who are less willing to allow volunteers to leave work to respond to EMS alarms, and the need for some volunteers to work longer hours or find second jobs during the economic downturn, thereby reducing their availability. At the same time, mutual aid requests have dropped to less than one percent. The Corps continues to expand its retention and recruitment efforts to meet increasing demand and to date has been successful in this regard. Further development and implementation of new ideas is slated for the coming year to meet recruitment and retention goals (Capuano, 2009).

The total number of calls has been steadily rising over the years with more than 1,500 calls expected by the end of 2009. A wide variety of medical and emergency trauma services are provided each year and geriatric calls are on the rise. The Corps provides basic life support as well as advanced life support services. A new ambulance headquarters was constructed along the south side of the railroad tracks, south of Good Ground Road in Hampton Bays during the spring of 2004. It is centrally located within the Hampton Bays community

allowing for quick response times. Corps vehicles include 4 ambulances, 3 first response vehicles and 3 4x4 chief's vehicles (Capuano, 2009).

Figure II.6-3 below shows the tax rates and levies by the Ambulance District over the five-year period between 2004 and 2008. Tax rates and revenues fluctuated. Currently, the rate is 2% lower than the rate five year ago, while taxes collected have increased by half.

Figure II.6-3
Tax Rates & Levies for
the Hampton Bays Ambulance District, 2004-2009

Tax Year	Taxable Valuation	Tax Rate Per $1000	Taxes Levied
2004-05	$ 2,753,946,522	0.2108	$ 580,532
2005-06	$ 2,779,392,913	0.2304	$ 640,372
2006-07	$ 3,964,228,499	0.1314	$ 520,900
2007-08	$ 4,063,901,876	0.1706	$ 693,302
2008-09	$ 4,209,964,000	0.2072	$ 872,305
% difference, 2004-2008	53%	-2%	50%

Source: Town of Southampton Tax Rate Sheets

6.D.i)Emergency Vehicle Preemption System (EVP)

In 2007, the Town of Southampton installed an Emergency Vehicle Preemption System (EVP) in the traffic signals in Hampton Bays. This was the first phase of what is envisioned to be an eventual rollout of the program to all traffic signals in the Town. The EVP system allows emergency service vehicles that are equipped with special emitters to activate a device within the traffic signal which will speed up the cycle of the traffic signal. Speeding up the signal cycle causes the signal to change from red to green more quickly. The benefit is that the emergency vehicle can get through the intersection more quickly, saving time during an emergency.

The system's functioning depends upon both installation of devices in the traffic signals and the presence of the signal emitters in the emergency services vehicles. To date, the Hampton Bays Fire Department has equipped their vehicles with the emitters needed; the ambulance squad has not.

6.E. Emergency Management

Emergency Management is handled by the Town's Office of Public Safety, which is within the Department of Fire Protection. It is housed in the Jackson Avenue Municipal Complex described above.

The Office of Emergency Management (OEM) conducts ongoing planning and hands-on exercises in emergency management, both internally and with other agencies such as Suffolk County, the New York State Emergency Management Office (NYSEMO), the Federal Emergency Management Agency (FEMA) and the Department of Defense. In 2008, the Town participated in two multi-agency drills which focused on the sheltering of displaced citizens, including their pets and the ability to remove debris and restore traffic flow. The OEM also publishes a guide to assist residents in preparing for hurricane emergencies and a disaster preparedness guide for small businesses.

Hurricane evacuation zones are shown on Map 26. They include all of the barrier beach, all of the hamlet's coastline, and significant sections of residential neighborhoods in the hamlet's southernmost region, particularly south of Bay Avenue. Development around the canal, Squire Pond and Red Creek Pond is also sensitive.

The main evacuation routes are Ponquogue Avenue coming up from the south, and Sunrise Highway moving east-west. The Hampton Bays Middle School, at 88 Argonne Road, is the designated Red Cross evacuation shelter. According to the Suffolk County DMA 2000 Hazard Mitigation Plan, the school does not have back up power. Most of the Hampton Bays commercial corridor is not in a hurricane sensitive zone, though exceptions include the canal area (and the Canoe Place Inn site) and land surrounding the mouth of Tiana Bay.

6.F. Public Water

6.F.i)Hampton Bays Water District

Public water for most of Hampton Bays is provided by the Hampton Bays Water District (HBWD), a local utility with rates determined by the Southampton Town Board in their capacity as Commissioners of the District. The Water District pumps, treats, stores and distributes potable water for commercial and domestic use and fire protection. It also maintains the District's fire hydrants, monitors water quality through random water sampling and testing by a private laboratory, maintains electrical generators at well sites to ensure continued service during power outages, and publishes an annual water quality report. The district has 12 full-time employees and 2 part-time employees. Citations in this narrative refer to the HBWD's annual reports for recent years and written and telephone correspondence from the Superintendent of the Hampton Bays Water District.

Map 27 shows the boundaries of the Water District, along with the location of wells, existing and planned water mains, and fire hydrants. The District does not currently serve development in the northwest section of the hamlet, in the vicinity of Red Creek Pond and north of Old Squires Road. However, a system of mains is planned for the area, which is also shown on the map. Service is also limited in, and future mains planned for, the extreme eastern end of the hamlet moving into Shinnecock Hills.

6.F.ii) Water Sources & Quality

The District currently has 5 wellfields and 11 active wells, which draw from both the Upper Glacial and Magothy Aquifers. According to the HBWD, water quality is good to excellent and the supply is in compliance with all Federal, State, and County requirements. However, there have been incidents of localized contamination, which have been treated (HBWD, 2006, 2007, 2008).

The HBWD treats all of its water. This treatment includes application of sodium hydroxide to adjust pH to protect plumbing, an iron sequestering product which is used to address aesthetic issues (water color) and prevent the staining of laundry and fixtures, and disinfection with calcium hypochlorite to eliminate possible pathogens (HBWD, 2007, 2008).

The HBWD's water supply is tested periodically throughout the year for more than 135 different water quality parameters including coliform bacteria, turbidity, inorganic contaminants, lead and copper, nitrates, volatile organic compounds, synthetic organic compounds, and total trihalomethanes (HBWD, 2007). Contaminants detected in 2006 included: MTBE (gasoline additive), Tetrachloroethene (dry cleaning agent), xylene (paint byproduct), toluene (paint byproduct), and total trihalomethane (disinfection byproduct).

In 2007, the New York State Department of Health (NYSDOH) in conjunction with SCDHS conducted a source water assessment of the district's wells. The purposes of the assessment were to determine: 1) the potential susceptibility of the district's wells to contamination based on existing potential pollution sources within the wells' contributing areas; and 2) the sensitivity of the wells to contamination based on the likelihood that a contaminant that is released within the wells' source water area will then travel through the aquifer system and affect the water to be withdrawn (CDM, 2003). Sensitivity is determined based on the hydrogeologic conditions surrounding the well and within its contributing area and the characteristics of the pollutant of concern.

The source water assessment rated most of the wells as having a high susceptibility to industrial solvents and nitrates. The elevated susceptibility to nitrates is due primarily to point sources of permitted discharge facilities and to unsewered residential land use and activities. Potential sources of

contaminants include plumbing corrosion, fertilizer runoff, leachate from septic tanks, and industrial discharges of dry cleaning agents, disinfectant byproducts, and gasoline additives. It should be noted that a high susceptibility does not mean that contamination has or will occur but that conditions are such that groundwater near wellfields could be affected by area land uses and activities.

Although located down-groundwater gradient, the removal and clean-up of the junk yard located off of Bellows Pond Road will help to reduce threats to the nearby Bellows Pond Road wellfield.

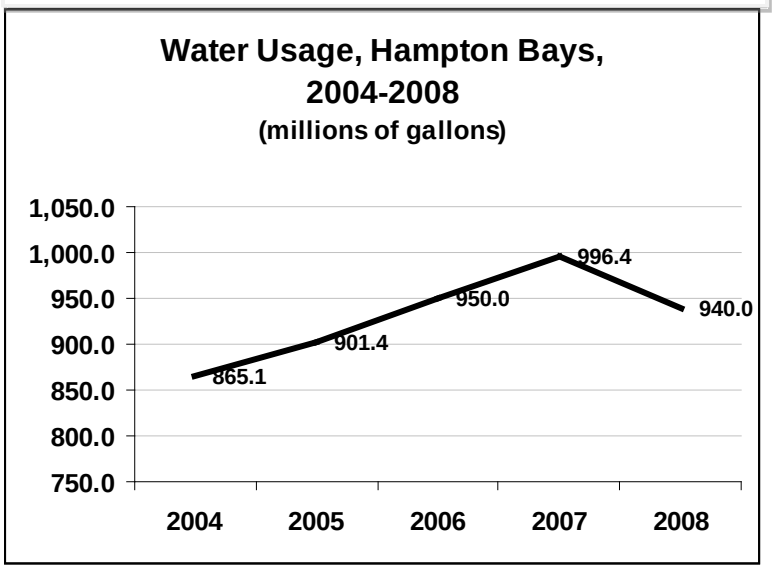
6.F.iii) Water Consumption

The HBWD serves both residential and consumer customers. Approximately 96% of water usage is billed to residential customers, a figure that has remained consistent over the past several years.

Water consumption is generally increasing due to a combination of population growth and household use. In 2005, the district served 14,400 people. In 2006, this rose to 15,025, an increase of 625 persons or 4.3 percent. During the same years, average per capita water consumption was 60,093.3 and 60,698.8 gallons respectively. The HBDW encourages water conservation in its annual newsletter, but does not have an active program to educate consumers or promote the use of low-flow fixtures.

Overall consumption (both residential and commercial) rose steadily from 2004 through 2007, falling in 2008. In its annual reports, the HBWD attributed the 2004-2005 increase largely to hot dry weather, and the subsequent year's increase to a combination of population growth and use of automatic irrigation systems. The 2008 drop was believed due to inclement weather which reduced the need for landscaping irrigation.

Figure II.6-4



6.F.iv) Water Fees

Water usage is metered and billed according to a rate schedule determined by the Southampton Town Board in their capacity as Water Commissioners of the Water District. Rates vary according to meter size. Water is billed in cubic feet. The average residential rate for both 2005 and 2006 was $1.122 per 100 cubic feet. This dropped to $1.025 in 2007.

The District is also supported by tax levies. Rates and amounts collected over the past five years are shown in Figure II.6-5 below. As with other community services discussed here, tax rates and fluctuated. 2008-09 rates are 9% below where they were in 2004-05, while revenues are 35% higher.

Figure II.6-5
Tax Rates & Levies for
the Hampton Bays Water District, 2004-2009

Tax Year	Taxable Valuation	Tax Rate Per $1000	Taxes Levied
2004-05	$ 2,872,379,147	0.2823	$ 810,873
2005-06	$ 2,901,628,831	0.2504	$ 726,568
2006-07	$ 4,010,327,938	0.1699	$ 681,355
2007-08	$ 4,094,830,500	0.1722	$ 705,130
2008-09	$ 4,249,700,900	0.2583	$ 1,097,698
% difference, 2004-2008	48%	-9%	35%

Source: Town of Southampton Tax Rate Sheets

6.F.v) Capacity & Capital Needs

The district currently has a water storage capacity of 1.5 million gallons (King, 2009). 2009 consumption is expected to be over 900 million gallons, 60 % of capacity.

The Hampton Bays Census Designated Place (CDP) is 12 square miles in area. Assuming an average of 48 inches of rainfall per year in Suffolk County, NY, and that approximately 50 percent of total rainfall (i.e., 24 inches) is recharged annually, a total recharge of over 5 trillion gallons is expected per year in Hampton Bays (Nemickas, Bronius and Koszalka, Edward J.. 1982; Krulikas, Richard K. 1986; Peterson, Davis S., 1987; and Cassella, 2009). Unlike communities with sewers that discharge wastewater off shore, all wastewater including a portion of irrigation water that evaporates upon application, is recycled and ultimately recharged to replenish the system for future use. Although fresh groundwater in the system is lost to the hamlet's surrounding bays and the Atlantic Ocean through underflow, the enormous store of fresh groundwater in the aquifers that are hundreds of feet thick, including existing groundwater, recharged precipitation and recycled

wastewater, is more than sufficient to supply current and future water needs in the hamlet.

The Hampton Bays Water District Master Plan 1998-2017, created in January 1998 by Kalogeras & Grosser Consulting Engineers, P.C., recommended that sometime before 2010, a new plant, (NO. 5-1) should be acquired to satisfy peak demand days and those beyond 2017. Well NO. 5-1 was completed in 2007 on West Montauk Highway. The District has also made improvements to security at all plant sites. Upcoming capital plans include further study to assess the need for a 16-inch or larger diameter water main along Montauk Highway (King, 2009) and system extensions as shown on Map 27.

6.G. Wastewater

6.G.i) Wastewater Management and Facilities

The study area is not served by a municipal sewage treatment facility. Land uses rely on individual on-site septic systems. While alternative wastewater treatment systems or package sewage treatment works may be used, none are currently known to operate within the corridor plan study area.

A marine/vessel pump-out facility is provided from April through November at the northeast end of the canal, just outside the study area at Shinnecock Canal County Park to serve vessel activity in the area.

6.G.ii) Protections for Surface & Groundwater

Local, County and State regulations to protect surface and groundwater resources from potential wastewater contamination include:

- Special review provisions — all projects within 1,500 feet of a public water supply well or projects within 300 feet of regulated wetlands or surface waters undergo a separate site review
- Site plan review requirements for the examination of subsoil conditions and depth to groundwater
- Requirements for Suffolk County Health Department (SCHD) approval prior to the issuance of a building permit (§330-29)
- Suffolk County Health Department (SCHD) permits required for:
    - all new construction and additions and for changes in use of existing buildings and renovation which may affect sanitary waste flows;
    - construction and discharge to wastewater treatment works;
    - operation of an on-site sewage treatment system.
- Requirements for an SPDES permit issued by the New York State Department of Environmental Conservation for all discharges of

sanitary waste to groundwater where design flows are 1,000 gallons per day or greater. To place this requirement in perspective, the design flow of a single family home is 300 gpd.

6.G.iii) Use and Transfer of Sanitary Flow Credits

It is the goal of the Town of Southampton to provide housing opportunities that are available to a range of income levels that maintain the harmony of the hamlets, and to protect the health, safety and welfare of the community.

A property owner may request assistance from the Town of Southampton for the transfer of sewage credits from property owned by the Town. In exchange for the transfer of sewage credits, the property owner agrees to restrict the use to an affordable housing unit pursuant to the provisions of Chapter 216 the Town Code.

The Planning Division has considered the transfer of sewage credits and finds that this action is a Type II as set forth in 6 NYCRR Part 617, and requires no further environmental review pursuant to the State Environmental Quality Review Act.

6.G.iv) Wastewater Management in Motel/ Condo Conversions

Condominiums and Town House projects differ in that condominiums and co-ops remain as a single parcel while a Town House project or Homeowner's Association (HOA) become subdivisions of land that includes common areas. For purposes of sewage disposal both are handled alike in that projects with a design sewage flow less than population density equivalent utilize conventional subsurface sewage disposal systems provided that the projects otherwise comply with these standards. Projects with design sewage flow larger than population density equivalent require a community sewerage system and acceptance by the Suffolk County Sewer Agency although such community sewerage system may be located in the commonly owned area of the project. Projects with a design sewage flow rate of 30,000 gpd or greater for which conventional subsurface sewage disposal systems are acceptable shall design separate disposal system clusters or individual disposal systems to be located at the discretion of the Department

6.G.v) Potential Need/Use of Sewer District or Treatment Facility

Sewage disposal systems constructed in Suffolk County shall conform to standards approved by the Commissioner of the Suffolk county Department of Health Services. A population density equivalent estimate must be made in order to determine the type of sewage disposal system required for a project. The population density equivalent is compared to the sewage design flow. If the project's design flow is less than the population density

equivalent, then conventional subsurface sewage disposal systems may be acceptable. If the project design sewage flow rate exceeds the population density equivalent, an on-lot sewage treatment system as applicable is required.

6.H. Parks, Recreation and Open Space

At the geographic center of the Town and containing the largest concentration of the Town's population, Hampton Bays also contains a significant share of its park and recreational lands and facilities. The Town Office of Parks and Recreation is located in the hamlet, on Newtown Road, adjacent to the planned Shinnecock Canal Park, and its maintenance facilities are located in the Town's Jackson Avenue municipal complex. Park and Recreation areas are shown in Map 28.

6.H.i) Parks within Hampton Bays Corridor Strategic Plan Study Area

The most significant piece of parkland in the *Hampton Bays Corridor Strategic Plan* study area is the 38-acre tract of woodland formerly known as the "Rosko" property and which is now planned for development into Good Ground Park. Good Ground Park was purchased by the Town with Community Preservation Funds, and consequently has restrictions on how it may be used. Current plans are for the park to be used for passive enjoyment, and to include a network of walking trails through its woods. The new park is prominently located at the center of the hamlet, with easy access from the heart of its traditional business district.

A parking area serving Good Ground Park has been established on Squiretown Road, a short distance off the Squiretown/Ponquoque intersection with Montauk Highway that is generally considered the hamlet's "crossroads." The draft *Corridor Strategic Plan* proposes a new road into the park from this parking area that would run in an east-west direction parallel to Montauk Highway and be dubbed "New North Main Street." Directly north of the new road would be Good Ground Park, while private properties lining its southern side would have opportunities for new development on what it currently the rear of lots fronting on Montauk Highway. The plan proposes that location-specific site planning standards be established for the New North Main Street properties that would situate new uses to front onto the park, with an sufficiently wide sidewalk to allow for outdoor café uses. Pedestrian walkways to connect the area with Montauk Highway would also be required.

Access to Good Ground Park from Montauk Highway will also be available from a pocket park built in 2006 just seven buildings west of the Squiretown/Ponquoque intersection, on the west side of "JT's Place" restaurant. This 1.9-acre Main Street Green was acquired by the Town in 1995 and officially dedicated in December of 2006. It's design features a nine-column, semi-circular pergola, decorative walkway, a low stone wall supporting two traditional-style lanterns, lawn area and shrubbery, and park benches adjacent to the street. Acquisition and improvements were paid for through Community Preservation Funds, Town funds, a "Downtown Revitalization" grant awarded to the Hampton Bays Chamber of Commerce from the Suffolk County Department of Economic Development and Workforce Housing, and a Suffolk County omnibus grant from County Legislator, Jay Schneiderman (Southampton Press, 2006).

In addition to the planned Good Ground Park, a second major park acquisition in the corridor is a maritime-themed park for a 3.0-acre parcel adjacent to the Shinnecock Canal on the northwest side of the Montuak Highway canal crossing. Like Good Ground, this park was purchased with CPF funding and is subject to the same restrictions regarding use and development. Current plans call for outdoor interpretive exhibits. Consideration is also being given to relocating the historic Canoe Place Chapel to the site.

Other park and open space land within the corridor includes, but is not limited to:

- A 9.8-acre parcel of open space adjacent to and directly east of Munn's Pond County Park, with frontage on Montauk Highway;
- A "gateway" parcel on the northeast corner of the Route 24/Montauk Highway intersection;

- A parcel directly south of Friendly's restaurant, which would front on the proposed extension to Good Ground Road;
- Cemetery land to the west of Good Ground Park with access from Cemetery Road; and
- Meschutt Beach County Park and Shinnecock Canal Marina, both at the northeast end of the Shinnecock Canal.

There is a 6.3-acre parcel of privately owned vacant land with substantial road from on Montauk Highway east of Bittersweet South Extension. This has been targeted by the community as a priority open space acquisition because of its potential to maintain greenspace along the corridor.

6.H.ii) Park and Open Space Land Outside the *Hampton Bays Corridor Strategic Plan* Study Area

In addition to the open space and park lands in the corridor, discussed above, the hamlet hosts the following major facilities:

- Red Creek Park. This 45-acre active park is considered the jewel in the Town's park and recreation system. It contains a wide range of field and facilities that attract users from all over Town, including 5 ball fields, 2 lighted championship softball fields, lighted championship Little League field, lighted hockey rink, skate park, 2 volleyball courts, 2 basketball courts, 6 tennis courts, a soccer/football field, 2 playgrounds, walking trails, restrooms, an indoor activity center and an outdoor picnic pavilion. The Southampton Town Animal Shelter and Adoption Center is also located at the Park.
- Foster Avenue Park, a 7-acre neighborhood park serving the dense, Ponquoque area of the hamlet with a children's playground and picnic area.
- Squiretown Park, a 64.3-acre property located at Squires West Landing Road and Red Creek Road, on the northeast shoreline of the hamlet with significant frontage on Peconic Bay. Acquired by the Town in 2006 through the Community Preservation Fund, the property is subject to development restrictions. However, the site was a former Girl Scout camp and contains a lodge building now used to support a variety of recreational programs.
- Munn's Pond County Park, located adjacent to the northwestern boundary of the Hampton Bays Corridor Strategic Plan Study Area.
- Henry's Hollow preserve, 267 acre's of Central Pine Barrens acquired by the State in 1997 to support groundwater protection, located just west of Munn's County Park.

- The 15-acre Stuyvesant Wainwright Refuge, owned by the Nature Conservancy and located near the hamlet's northernmost tip.
- The Ponquogue Bridge Fishing Pier.
- The Barrier Beaches, hosting the Shinnecock County Park East, Shinnecock County Park West, Warner's Island Park and a variety of Town beaches including Ponquogue Beach, Tiana Beach and Sand Beach. Tiana Beach features an activity center used for recreational programming and which is also available to residents wishing to host events at the location.
- Active recreational facilities in the Hampton Bays Schools, available for public use in summer and after school hours. These include a variety of fields and courts for baseball (3), softball (3), field hockey, football, track and tennis (4).

6.H.iii) Hamlet Park and Recreational Needs Identified in the 2003 Town *Recreation Plan*

In the early part of the decade the Town conducted a comprehensive assessment of its park and recreation needs. The resulting study, the 2003 *Recreation Plan* looked at existing facilities in the Town's hamlets, compared their size and amenities to national standards for park and recreation Levels of Service (LOS), and developed term targets for meeting them.

While the Town is part of a region known nationally and internationally for its beaches and resort amenities, the study found that basic local needs for active parkland, with facilities for engaging in ballgames, tennis and other sports, fell short of the national standard of 10 acres of active parkland per 1,000 people. At the time the study was conducted, the Town's LOS was an average of 1.85 per 1,000 people, with the hamlet of Hampton Bays faring better with an LOS of 2.5. Only Westhampton and Sag Harbor had higher LOS numbers, at 2.7 and 4.7 respectively.

The study recommended that short term goals for Hampton Bays would be to add one pocket park (between ¼ and 5 acres), one neighborhood park (between 5 and 29 acres) and one community park (30+ acres), with two community sized parks are a long term goal. Since then, four new parks have been acquired, two pocket sized (Main Street Green and Shinnecock Canal Park), and two community-scaled (the 34.3-acre Squiretown Park and the 38-acre Good Ground Park).

The new park acquisitions do much to distribute park and open space land to different parts of the hamlet, since preserved lands are greatly concentrated in the hamlet's western end where there are Central Pine Barrens and other critical resource areas. However, in addition to park acreage, the study cited the need for additional recreation facilities such as sport courts and

playgrounds. With the exception of the Lodge at Squiretown Park, the new recreation lands are oriented toward passive recreation. The 2003 Recreation Plan noted the following potential opportunities for the development of active recreation facilities:

- Development of walking or fitness trails on the 10-acre Town-owned (formerly Butz) parcel, which abuts the train station and central business district and has three acres leased to the Hampton Bays Ambulance District. Other suggested municipal uses were a Medivac helicopter landing area that could double as a concert area when not in use.
- Active recreation on the 10-acre site next to Munn's Pond County Park (Hampton Frontiers).
- Public meeting space and playground at Good Ground Park.

In addition to new active recreation facilities, the Plan also recommended:

- Enhancement of the Resort-Waterfront business area along the Shinnecock Canal with additional marina facilities and other water-based recreation. Passive recreation such as dock fishing and visitor-oriented activities such as the once-planned maritime museum (now outdoor interpretive exhibits) were also noted.
- An ocean-side restaurant at Tiana Beach. In 2005 the Town purchased the former Summers Beach Pavilion, expanding facilities at Tiana.
- Promotion of eco-tourism in conjunction with passive water-based recreation, such as kayaking, wind surfing and surfing.

6.H.iv)Park District Fees

Figure II.6-6 below shows the tax rates and levies for the Hampton Bays park district for the five year period from 2004-05 to 2008-09. They are modest compared with other special taxing districts. They have, however, increased more sharply than any other district — rates have more than doubled, while the taxes collected more than quadrupled in the last half decade.

Figure II.6-6
Tax Rates & Levies for
the Hampton Bays Park District, 2004-2009

Tax Year	Taxable Valuation	Tax Rate Per $1000	Taxes Levied
2004-05	$ 2,738,122,657	0.0055	$ 15,060
2005-06	$ 2,770,870,008	0.0145	$ 40,178
2006-07	$ 3,953,575,561	0.0092	$ 36,373
2007-08	$ 4,064,060,722	0.0173	$ 70,308
2008-09	$ 4,210,122,300	0.0192	$ 80,834
% difference, 2004-2008	54%	249%	437%

Source: Town of Southampton Tax Rate Sheets

6.I. Public Works

As with parks and recreation, the Town's Public Works department is headquartered in Hampton Bays. The Superintendent's office is located in the Town's Jackson Avenue facility, along with three of its five divisions — Highway, Drainage and Street Lighting. Engineering is located in Town Hall and Waste Management is headquartered in North Sea, although as noted below the Department maintains a transfer station in Hampton Bays.

6.I.i) Drainage/Stormwater Management

In 2008, the Town established a Stormwater Management Division to comply with State and Federal regulations concerning stormwater discharges and implement a Stormwater Management Plan. As part of its stormwater management program, the Town is evaluating sites for installation of manufactured stormwater filtering systems. This involves pollutant tests to ascertain the types and levels of pollutants being discharged prior to installing filtering systems, so as to best identify the appropriate system and to be able to evaluate its effectiveness over time. The Town is also exploring other stormwater management options, such as the use of flow barriers for placement at sites experiencing severe runoff causing local road flooding, water circulation systems to aerate lakes and ponds, and increased use of best management practices such as buffers.

The New York State Department of Environmental Conservation has placed a priority on addressing pollutants in the Peconic Estuary and this has consequently been made a priority of the Town's stormwater management program. The northern portion of Hampton Bays drains into the Peconic, and there are several storm drain outfalls into the Bay in the Shinnecock Canal area and further east. Map 20, Hydrology, shows the locations of stormwater outfalls, conveyance systems and drywells.

In addition to structural approaches to stormwater management, the Town is considering property acquisition of land for stormwater retention as well as the purchase of properties with chronic flooding problems where structures can be demolished. The hamlet already contains 25 stormwater recharge areas. These are listed in the table below, and also show in Map 20.

Public education is also a strong component of the Town's stormwater management program. The new Stormwater Management Division has produced an annual newsletter issued to Town residents with their tax bills, a direct mailing to landscape designers and contractors to promote stormwater best management practices, and conducts workshops on an ongoing basis. These efforts have resulted in a sharp increase in reports of stormwater discharges, drainage issues and related inquiries.

Figure II.6-7
Stormwater Recharge Areas in Hampton Bays

Parcel ID	DSBL	Size (in SF)	Size (in acres)	Address
33376	900 - 207 - 1 - 21.7	3758.14	0.1	Reserve Area
35609	900 - 226 - 4 - 18	12827.05	0.3	15 Old Riverhead Rd
38666	900 - 262 - 1 - 42	33449.70	0.8	Landlocked
31783	900 - 187 - 1 - 22	9531.77	0.2	The Crescent
29376	900 - 151 - 3 - 94	84035.16	1.8	41 Red Creek Cir
39066	900 - 264 - 5 - 24	36922.31	0.8	Recharge Area
39125	900 - 265 - 2 - 1.22	25474.23	0.6	Recharge Area
33367	900 - 207 - 1 - 17	10558.45	0.2	Eleanor St
33350	900 - 206 - 2 - 25	39419.27	0.8	25 Stuart Ct
70637	900 - 255 - 1 - 1.3	22527.17	0.5	East Tiana Rd
38851	900 - 264 - 1 - 21	21514.23	0.5	Recharge Area
33218	900 - 205 - 2 - 113	16242.03	0.4	Recharge Area
33102	900 - 205 - 2 - 3.18	56578.01	1.2	26 Squires Blvd
29371	900 - 151 - 3 - 89	55245.57	1.2	Recharge Area
33316	900 - 205 - 4 - 37	114417.60	2.5	Recharge Area
38735	900 - 263 - 2 - 7	10086.59	0.2	8 Arbor Ln
35682	900 - 228 - 1 - 6.20	20045.94	0.5	Recharge Area
33379	900 - 207 - 1 - 22	16391.14	0.4	Holzman Dr
38710	900 - 263 - 1 - 16	6568.39	0.2	12 Ardmore Ct
35650	900 - 227 - 1 - 7.38	50860.08	1.2	Recharge Area
31976	900 - 187 - 2 - 77.54	40480.37	0.8	Recharge Area
33377	900 - 207 - 1 - 21.8	2779.81	0.1	Recharge Area
29373	900 - 151 - 3 - 91	106501.58	2.4	Recharge Area
38803	900 - 263 - 4 - 20	6922.66	0.2	3 Francis Ct
42395	900 - 296 - 3 - 9	65732.02	1.5	35 Harvard Dr
33039	900 - 204 - 1 - 10	117917.40	2.7	Recharge Area
40035	900 - 270 - 4 - 1.30	38668.19	0.8	Recharge Area
44851	900 - 322 - 4 - 1.18	49531.53	1.1	Recharge Area
42306	900 - 295 - 5 - 53	20838.22	0.5	Drainage Area
35242	900 - 222 - 1 - 15	91220.48	2.0	Landlocked
35649	900 - 227 - 1 - 7.37	79262.71	1.7	Recharge Area

6.I.ii) Solid Waste Management

The present method of solid waste disposal and management in the Town of Southampton includes mandatory recycling of certain materials, and participation in the "Pay-Per-Bag" program. All waste handled by the Town is delivered to the disposal centers by the respective residents and small businesses. Disposal centers are located off of Jackson Avenue, Hampton Bays; Old Country Road, Westhampton; Majors Path, North Sea; and Sag Harbor and Bridgehampton Turnpike, Sag Harbor. The Hampton Bays transfer station, which is the facility primarily used by hamlet residents, and is therefore the primary focus of this investigation, accepts brush and waste oil as well as solid waste. The North Sea disposal center also accepts bulk items such as scrap metal, construction material, yard waste, and household hazardous waste.

The Town does not provide curbside collection of solid waste. Rather, private collection service companies collect approximately one-half of the residential waste stream and the entire waste stream generated by commercial, industrial, non-hazardous institutions, and farms. Such large-volume generators must arrange privately to haul trash and recyclables to receiving centers located outside the Town. The remaining half of Town residents generating solid wate self-haul garbage and recyclables to Town facilities. Non-recycled garbage (including bulk items) is transported to a transfer station in the Town of Babylon, and later hauled off of Long Island for disposal. This arrangement was made through an inter-municipal agreement between the Town of Babylon and the Town of Southampton. The recyclable items are transported to regional receiving centers. Depending on the status of the recycling markets, the Town may receive payment for the individual recyclable materials.

In 2002, the Town implemented a yard-waste recycling program at three of its four recycling centers. Through this program, the Town processes the brush and leaves received at the stations to produce commercial grade compost and mulch products. These materials are offered for sale to the public, including local farms and commercial landscapers.

The Town currently recycles approximately 50 percent of the waste handled by its facilities. Residents who wish to participate in the self-hauler program must use official Town Garbage Bags for all non-recyclable trash, and source separate all recyclables. All non-recyclable items that do not fit in the Town Garbage Bags may be disposed for an additional fee. There is no charge for the proper disposal of recyclables, as defined by Town Code.

In addition to the four Recycling Centers, the Town also administers public education programs to encourage sound solid waste disposal practices within the Town. The Town has also completed a "Business Plan" for its Division of Waste Management (Cashin Associates, 2006). The study involves three

primary components which include: 1) development of a strategy for long-term disposal of the Town's solid waste; 2) analysis of the Division of Waste Management operations and its costs and revenues; and 3) a list of findings and recommendations.

Recyclable materials and solid waste are collected at the Jackson Avenue transfer station in Hampton Bays and are shipped to off-site facilities for recycling or disposal. Brush is collected and disposed at the Jackson Avenue site.

6.I.iii) Highway

The Highway division of Public Works is responsible for Town-owned roads and the landscaping that surrounds them. It should be noted only a portion of roads in Hampton Bays belong to the Town; others are under the jurisdiction of the State, County, and the Town Trustees. Montauk Highway, whose corridor is the focus of the *Hampton Bays Corridor Strategic Plan,* is maintained by Suffolk County DPW[2].

There are nearly 143 miles of roads in Hampton Bays; only little more than half (57%) are owned by the Town. Figure II.6-8, below breaks out the length of roads by jurisdiction; their distribution is shown on Map 29.

Figure II.6-8
Hampton Bays Roads

Road Ownership	Length (in miles)	% of Total Hampton Bays Roads	% of Roads in Category Townwide
Town Road	81.58	57%	19%
Private Road	27.52	19%	19%
State Road	13.49	9%	22%
County Road	8.10	6%	11%
Unidentified	7.89	6%	3%
Trustee Road	3.98	3%	12%
New	0.26	0%	5%
Village Road	0.12	0%	0%
Paper	0.02	0%	NA
Total	142.96		

Source: Town of Southampton GIS

Maintenance activities performed by the Town's Highway division include pothole repair, resurfacing, drainage, snow and ice removal, street lights, maintenance of highway equipment, leaf removal and signs. The Department also processes permits for any construction work performed in a Town-

[2] East of Knoll Road in Shinnecock Hills, the road is maintained by the Town.

owned right-of-way, and it conducts an Adopt-a-Highway Program to assist in litter clean up.

Coordination of road improvements with other jurisdictions (i.e. NYSDOT, SCDPW) is performed both by Highway and by the Intermodal Transportation Division of the Department of Land Management.

6.J. Tiana Erosion Control District

An Erosion Control District (ECD) was established for the Tiana area in 2005 as a means of providing funding to assist with recovery costs related to coastal erosion and storm events. All Hampton Bay's property located on the barrier beach is included in the district. Erosion Control Districts are established by the Town Board pursuant to Town Law Article 12.

Beach erosion poses a perpetual threat to private and public property, necessitating costly emergency beach nourishment and capital improvements. Dune Road is a major focus of concern, as frequent road flooding has caused inconvenience and property damage to homeowners in the area, and also impairs the only access to beaches in the western part of Town. For this reason, addressing the flooding on Dune Road has become an important priority for the Town, which ranked it number one in a request for Federal Transportation Equity Act funds. A plan to raise the road by one foot is estimated to cost $7 million, 80% of which would be covered by the federal grant, if approved.

The Town Board acts as the Commission for the Tiana ECD. Staff support is provided by the Department of Land Management's Environmental Division, and an Advisory Committee guides the Commission's work and provides administrative oversight of finances involved. To date, taxes for the District have been levied for just two of the four years it has been in existence, as shown below in Figure II.6-9.

Figure II.6-9
Tax Rates & Levies for
the Tiana Coastal Erosion District, 2004-2009

Taxable Valuation	Taxable Valuation	Taxable Valuation	Taxable Valuation
2005-06	110,016,938	0.909	$ 100,005
2006-07	207,441,262	0	$ 0
2007-08	209,246,693	0.239	$ 50,010
2008-09	na	0	0

Source: Town of Southampton Tax Rate Sheets

6.K. Public Schools

Most of the hamlet of Hampton Bays is served by the Hampton Bays Union Free School District, which celebrated its 100th anniversary in 2008. The school district boundaries are shown in Map 1, Study Area and Related Boundaries. Areas within the hamlet boundary but outside the Hampton Bays School District are:

- a small portion of the hamlet, at its extreme eastern end, roughly east of Oakhurst Road, which is in the Tuckahoe Common School District
- a small portion of the hamlet at its southwestern end, roughly south of Broad Hollow Road, which is in the East Quogue School District;
- the northernmost portion of the hamlet, north of Old Squiretown Road and a few parcels to the west of Squiretown Road, which is in the Riverhead School District. This area roughly corresponds to the part of the hamlet not currently served by the Hampton Bays Water District. It is, however, part of the Hampton Bays Census Designated Place and served by the Hampton Bays Fire and Ambulance Districts.

The following information on public schools in Hampton Bays focuses on the Hampton Bays Union Free School District because it covers the vast majority of the hamlet, including all of the *Corridor Strategic Plan* study area, and those portions of the hamlet in other districts are minor components of those districts. Moreover, those portions of the hamlet in the East Quogue and Tuckahoe school districts are largely built out; future development of the hamlet is unlikely to affect those districts.

6.K.i) The Hampton Bays Union Free School District

The district encompasses a total land area of 10.88 square miles within Hampton Bays including the West Tiana, Tiana, Springville, Ponquogue, Canoe Place, and portions of the Squiretown and Shinnecock Hills neighborhoods. It administers three schools:

1) *Hampton Bays Elementary School.* Located at 72 Ponquogue Avenue, this school had served students in grades K-6 until the recent completion of the Middle School (see below). It now serves children in grades K-4 and is rated to have a capacity of 640 students.

2) *Hampton Bays Middle School*. Opened in 2008, this school is located at 70 Ponquogue Avenue, adjacent to the elementary school. It serves children in grades 5 through 8 and is rated to have a capacity of 800 students. The school was constructed as a model of "green development" and is LEED (Leadership in Energy and Environmental Design) certified to have been constructed in conformance with established environmentally friendly, energy efficient, and sustainable development practices.

3) *Hampton Bays Secondary School.* Located at 86 East Argonne Road, this school served students in grades 7 through 12 until completion of the Middle School. It now serves students in grades 9-12 and, like the elementary school, is rated to have a capacity of 640 students.

In 2009, the District had a dropout rate of 2.2%. It graduated 82% with Regents Diplomas and 39% with Advanced Diplomas. Nearly one fourth (24.4%) of students received reduced or free lunch, and 12% had limited English skills. This last statistic is consistent with demographic changes to the hamlet reported in Chapter II.2 on Population.

Based on standardized test data, GreatSchools.net rates the performance of the Hampton Bays Union Free School District as a 6 on a scale of 1 to 10, where 10 is best. This was the same rating given to the Tuckahoe Common School District. The Southampton Union Free School District and the Riverhead Central School District were each rated 5, East Quogue Union Free School District was a 7 and Quogue Union Free School District a 10.

6.K.ii) Student Enrollment

Total student capacity of the three schools is 2,080. Enrollment for 2009-10 is 1,998, roughly 96% of the total capacity rating. However, in looking at individual schools, it appears that enrollment at the elementary school was 120% of capacity, while enrollments at the middle and high schools were 73% and 91% of capacity respectively.

Figure II.6-10 below provides total enrollment figures for the past five academic years. After a period of holding steady, enrollment spiked in 2008-2009 by 12 percent. The school district anticipates continued enrollment growth at the pace of approximately 2% annually.

Figure II.6-10
Student Enrollment
Hampton Bays Union Free School District, 2004-2009

School Year	Total Enrollment	Percent Change from Previous Year
2004-05	1,769	
2005-06	1,761	-0.45%
2006-07	1,755	-0.34%
2007-08	1,783	1.60%
2008-09	1,998	12.06%

Source: Hampton Bays Union Free School District

The enrollment figures reported above do not correspond with the local rate of residential development. Other factors in Hampton Bays influence enrollment:

- Since Hampton Bays is, in part, a resort community, the type of residential activity varies. Several housing markets exist in the community, including both primary and secondary residences and retirement homes.
- New growth in school district enrollment is fueled in part by a trend toward larger family sizes.
- School district performance, combined with the recent economic downturn, may be attracting families who might otherwise have utilized private schools.

6.K.iii) Education Spending

The District reports currently employing 153 teachers, which, using the enrollment figure of 1998, puts the teacher/student ratio at one teacher to 13.1 students. This number has been creeping up over the last few years, as shown in Figure II.6-11 below.

Figure II.6-11
Tax Levies & Spending
Hampton Bays Union Free School District, 2004-2009

School Year	K-12 Enrollment	Teacher-Student Ratio	Taxable Valuation	Tax Rate Per $1000	Local Taxes Levied	Local Per Pupil Spending[1]
2004-05	1,769	01:10.7	$2,323,303,786	9.2908	$ 21,585,351	$12,202
2005-06	1,761	01:11.4	$2,346,055,653	10.4581	$ 24,535,285	$13,933
2006-07	1,755	01:12.2	$3,330,906,636	8.0180	$ 26,707,209	$15,218
2007-08	1,783	01:12.2	$3,427,108,606	8.4768	$ 29,050,914	$16,293
2008-09	1,998	01:13.1	$3,596,560,668	8.7779	$ 31,570,250	$15,801

[1] Per Pupil Spending figures based on local tax levy only; actual spending is higher when State and Federal funds are factored in; Sources: NYSC (2008) and NYSED (2008, 2007, 2006, 2005, and 2004), Town of Southampton Tax Rate Sheets

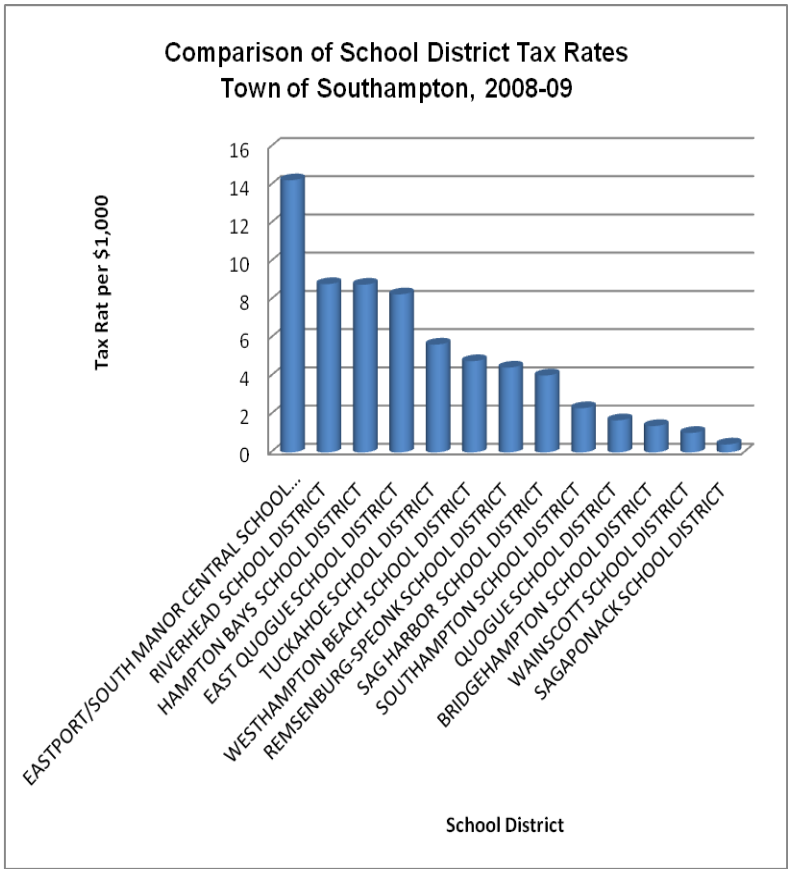
The District reports current (2008-09) per pupil spending is $21,331.33. This is substantially higher than the figure obtained by simply dividing the District's local tax levy by the number of students because it includes State and Federal funds. Figure II.6-11 also reports the local per pupil expenditures. These have risen steadily, with a small dip in 2008-09 owing to increases in non-local funding.

Pupil spending in Hampton Bays is substantially lower than other districts in Town which have a correspondingly higher proportion of luxury vacation homes, providing an influx of revenue without sending children to the schools.

Tax rates for the district have fluctuated over the past five years, rising, falling and rising again. However, since the taxable valuation of properties in the district have steadily risen, revenues collected have also increased consistently over time.

Rates for the Hampton Bays Union Free School District are relatively high, the third highest among all the school districts in the Town, as illustrated in Figure II.6-12 below. They are likely to increase as a result of a reduction in PILOTS (Payments in Lieu of Taxes) awarded to the District; it received $1.88 million in PILOTs in 2009, but will qualify for only $670,122 in 2010 under a revised plan for calculating PILOT valuations. The Town can allocate up to 10 percent of its Community Preservation Fund revenue for PILOTs to offset the tax impact on school and fire districts when land is preserved and taken off the tax rolls. How much each district can receive is based on how the value of the preserved land in those districts is calculated. PILOT payments to the Hampton Bays School District began in 2008. The CPF program has a sunset date of 2030. While the program may be extended, it is not a certainty and there has been discussion of weaning school districts off the PILOT payments prior to the sunset year.

Figure II.6-12



As noted above, the District recently completed a major new capital project in the new LEED-certified middle school. Upcoming capital projects include plans to renovate a high school classroom for physics instruction and the addition of a new playing field near the elementary school (James, 2009).

6.L. Library

Hampton Bays Public Library is located at the southwest corner of Ponquogue Avenue and Argonne Road, south and just outside of the hamlet center. It has a staff of 50 with a full-time equivalent of 22 and is open Monday through Thursday from 10:00 a.m. to 9:00 p.m.; Friday 10:00 a.m. to 7:00 p.m.; Saturday 10:00 a.m. to 5 p.m. and Sunday 1:00 p.m. to 5:00 p.m.

An additional 7,000 to 10,000 square feet was put on to the library in December of 2002 bringing its total space to 20,000 square feet (Firestone, 2009). The library parking lot was also expanded in 2002 increasing the total number of spaces to 65 — 61 standard and 4 handicap sized. The parking lot sometimes reaches capacity during peak summer hours.

The library property has no room for further expansion but is nevertheless considered to have sufficient capacity to accommodate demand without major improvements over the next ten years (Firestone, 2009). The library receives approximately 163,000 visits per year and has a book check-out rate of 153,000 per year (Firestone, 2009). In addition to children's and adult fiction and non-fiction books, music CDs, Books-On-Tape, newspapers, periodicals, and movies, the library offers computer and Internet service, programs and events including lectures and workshops, virtual reference collection databases, and community meeting rooms (HBPL, 2008).

Tax rates for the Library District over the past five years have fluctuated in a similar pattern to that of the school district and, like the school district, they are the third highest in the Town.

Figure II.6-13
Tax Levies for the Hampton Bays Library District, 2004-2009

Tax Year	Taxable Valuation	Tax Rate Per $1000	Taxes Levied
2004-05	$ 2,526,099,121	0.4004	$ 1,011,450
2005-06	$ 2,551,558,713	0.4405	$ 1,123,962
2006-07	$ 3,618,673,510	0.3584	$ 1,296,933
2007-08	$ 3,699,822,745	0.3680	$ 1,361,535
2008-09	$ 3,853,777,213	0.3759	$ 1,448,635

Source: Town of Southampton Tax Rate Sheet

6.M. Human Services

The Town of Southampton's Department of Human Services provides a variety of facilities and services to targeted segments of the Town's population including seniors, youth, veterans and the disabled.

6.M.i)Senior Services

The Town opened a Senior Center at 25 Ponquogue Avenue in Hampton Bays on December 16, 2004. The state-of-the art facility is one of three Senior Centers in the Town, the other two being in Flanders and Bridgehampton. It includes a Senior Nutrition Center and Adult Day Care. In addition, there is a Town Clerk Annex/Records Storage Center to serve residents in the western portion of the Town. Meeting rooms are available when not in use by senior programs.

The Town currently leases space for the Senior Center from a private owner, and shares the building with a bank. Consideration to relocating the Center to a property owned by the Town has been considered, and was the subject of a meeting of the Advisory Committee for this DGEIS. While an ownership position could be better for the Town financially, the Committee consensus was that the current location of the Senior Center is ideal. The Ponquogue Avenue site it is in the heart of the traditional business district, and within walking distance of several senior housing developments, as well as Suffolk County transit stops and the LIRR station. The handout used to facilitate discussion concerning the Senior Center and the subsequent memo to the Town Supervisor summarizing the discussion are included in the Attachments section.

6.M.ii)Youth Services

Drop-in centers are the equivalent of senior centers for middle and high-school students. There are two in the Town of Southampton, one in the Flanders-Riverside area and the other in the Village of Southampton. There are no specialized youth facilities in Hampton Bays outside of what is provided by the school district.

6.N. Health Services

Although there are no hospitals in Hampton bays, the hamlet does contain a number of health clinics and medical offices including Stony Brook University Hospital Outpatient Services and Prime Care, both located along the stretch of Montauk Highway east of Terrace Road and west of West Tiana Road; the Hampton Atrium professional and medical office complex located at the northeast corner of Riverhead-Hampton Bays Road (SR 24) and Montauk Highway; a chiropractic office and the Hampton Medical Center, both located east of Friendly's Restaurant along Montauk Highway in the traditional hamlet center business district; and a dentist and podiatrist both occupying the Hampton Bays Professional Office at the northeast corner of Montauk Highway and Cemetery Road.

Medical uses have been well accepted by the community and are an example of a desired commercial use, particularly for areas outside the traditional commercial center since they would not compete with established retail and may even strengthen the downtown by drawing potential customers into the community. Medical uses are also supported because they are typically well maintained, landscaped and generally viewed as attractive. The potential may exist for a "critical mass" of medical uses to establish themselves on Montauk Highway in Hampton Bays in the vicinity of one another, thus benefitting from a commercial synergy. A market analysis of this specific use category would be required to verify and assess the strength of such potential, and identify what the Town and community might do to capitalize on it. The draft *Hampton Bays Corridor Strategic Plan* recommends an economic development study be prepared as a follow up to the planning efforts of the *Corridor Strategic Plan* and DGEIS, and would be the vehicle for addressing this issue.

As noted above, Hampton Bays Ambulance is located south of Good Ground Road and the Long Island Railroad.

6.O. Communications Facilities

The Town of Southampton completed a *Wireless Communications Master Plan* in 2008, which included an inventory of existing facilities and maps of wireless coverage in the Town. Those located in the hamlet of Hampton Bays are shown in Map 30.

The Wireless Plan resulted in a set of recommended policies and strategies for achieving the dual objectives of ensuring full service throughout the Town while minimizing the visual and environmental impacts of wireless communications facilities such as antennas, communication buildings, towers and alternative transmission support structures. Some of these recommendations were implemented through an update to the Town's regulations governing the installation of new wireless facilities, Article XXVII, §330-300. The code amendment established standards and guidelines for their location, siting, design and vegetative screening. In order to limit the proliferation of new communications structures, providers are encourageed to use existing structures including but not limited to, rooftops, utility poles, steeples, and flagpoles. "Stealth" — that is, disguised — structures are also encouraged. Expedited review is provided for applications that demonstrate they are the least intrusive alternative for achieving coverage for the subject area.

The Wireless Communications Master Plan also recommends that preference be given to the use of municipal lands, public and quasi-public spaces for the siting of new communications facilities, provided such installations meet other Town criteria for public safety and aesthetics. The goal of this recommendation is to achieve a public benefit from the leasing fees.

6.O.i)Hampton Bays Wireless Coverage

Figure II.6-13 on the following page list the existing communications facilities in Hampton Bays that are shown in Map 30. All facilities are located on municipal or institutionally-owned property and thereby already comply with one of the Town objectives for siting them. Several are mounted on water towers, fulfilling another locational criteria, that of unobtrusive placement on existing supports. Such potential mounting sites are referred to in the Wireless Master Plan as "vertical assets." Locations of such vertical assets are shown in Map 31. Vertical Assets for Potential Siting of Communications Facilities.

The Wireless master Plan also identified areas of weak coverage in the Town, which providers may choose to address through new facilities. Sprint was the only carrier identified as having reas of weak coverage in Hampton Bays. These were the areas northeast of the intersection of Routes 27 and 24, and the vicinity of East Montauk Highway, just west of the Shinnecock Canal. This latter area includes the site of the planned canal-side maritime heritage park and the Canoe Place Inn.

6.O.ii)WiFi

Free WiFi has been mentioned as a potential tool to contribute to revitalization of the traditional hamlet center business district, attracting patrons to linger in the area at cafes, restaurants and outdoor public spaces. Public WiFi at beaches and parks could also increase the attraction of the hamlet to vacationers and weekend visitors.

Currently, area WiFi service is offered by Cablevision, but is available only to customers of Optimum Online. In 2006, Suffolk and Nassau Counties launched a joint initiative to bring WiFi to all of Long Island. As of this writing, the Town of Babylon is the only LI municipality to have installed WiFi hotspots at its public beaches, marinas and parks. The installations were completed by municipal employees with equipment provided by a federal grant.

Figure II.6-13
Wireless Communications Facilities in Hampton Bays

Antenna Number	Type	Class	Address	Comments	Property ID	Property Owner	Zoning	Land Use
0	USCG	Lattice	29 Lighthouse Rd	Taller Tower With Lights	50256	USCG	R40	Institutional
19	CB	Lattice	244 W. Montauk Hwy		37730	Montauk Highway LLC	HB	Industrial
21	Cellular/ Public Safety	Lattice	110 Old Riverhead Rd		33061	Southampton Town	OSC	Institutional
22	Water Tower/ Cellular	Water Tower	Ponquogue Ave		35399	Southampton Town	R20	Institutional
23	Water Tower/ Cellular	Water Tower	16 Old Riverhead Rd		35651	HB Water District	R40	Utilities
24	USCG	Lattice	29 Lighthouse Rd	This tower has since been demolished	50256	USCG	R40	Institutional
25	UHF/VHF (USCG)	Lattice	29 Lighthouse Rd	Smaller Box Shaped Tower	50256	USCG	R40	Institutional
26	Cellular	Monopole	CR39 & Peconic Rd (NYSDOT)		0	NYSDOT	R60	Transportation
35	Water Tower	Water Tower	60 Bellows Pond Road		33033	HB Water District	CR120	Industrial
58	UHF/VHF	Whips	69 W. Montauk Hwy		68054	Hampton Bays Fire Dept	VB	Institutional

7 . Economic & Fiscal Considerations

Tax rates for special districts serving the hamlet of Hampton Bays are among the highest in the Town, as demonstrated in the cost tables given in the previous section on Community Facilities. These taxes are only part of the total tax bill for Hampton Bays property owners. The full tax bill is discussed below, along with trends in tax rates over the past five years.

7.A. Tax Structure

Taxes in Hampton Bays for the 2008-2009 fiscal year were $12.1501 for every $1,000 of assessed valuation. Of this, $1.6229, or 13.4%, went for Town-wide taxing districts such as Police, Highway, General Town Fund, and State and County taxes. The balance, $10.5272 or 86.6%, went to the hamlet-specific taxing districts discussed in the previous chapter on Community Facilities.

School taxes comprised nearly three-quarters of the total tax bill, $8.779 or 72.2%. The next largest component was a very distant second —the Hampton Bays Fire District at 6.9%. This is followed in significance by Police at 4.6% and general Town taxes at 3.5%.

Figure II.7-1 on the following page details both the Town-wide and hamlet-specific taxing districts and the rates charged for Fiscal Year 2008-2009. Figure II.7-2 shows how these components of the tax bill break down by percentages.

7.B. Five-year Tax Trends – Community Services

Figures II.7-3 and II.7-4 show changes over the past five years in the tax rates and the amount of taxes collected for the various special taxing districts. Because of changes in property values, as well as increases in total valuations resulting from new development, there is not a direct correlation between the two. For some districts, particularly those with small budgets and low tax rates, tax rates were lower at the end of the

Figure II.7-1
2008-2009 Tax Rates for Hampton Bays

Tax District		Tax Rate ($ per $1000 of Assessed Valuation)
Town-wide Taxing Districts	Suffolk County General	0.1804
	NY State Real Prop Tax	0.1151
	General Town	0.4272
	Highway	0.2363
	Highway Road repair	0.0510
	Police	0.5608
	Emergency Dispatching E-911	0.0388
	Zoning	0.0133
Hamlet-specific Taxing Districts	Hampton Bays Union Free School District	8.7779
	Hampton Bays Library	0.3759
	Hampton Bays Fire District	0.8360
	Hampton Bays Lighting District	0.0463
	Hampton Bays Water District	0.2583
	Hampton Bays Ambulance District	0.2072
	Hampton Bays Park District	0.0192
	Hampton Bays Park District Parking	0.0064

Source: 2008-2009 Town of Southampton Tax Rate Sheet

Figure II.7-2
2008-2009 Hampton BaysTax Bill Breakdown

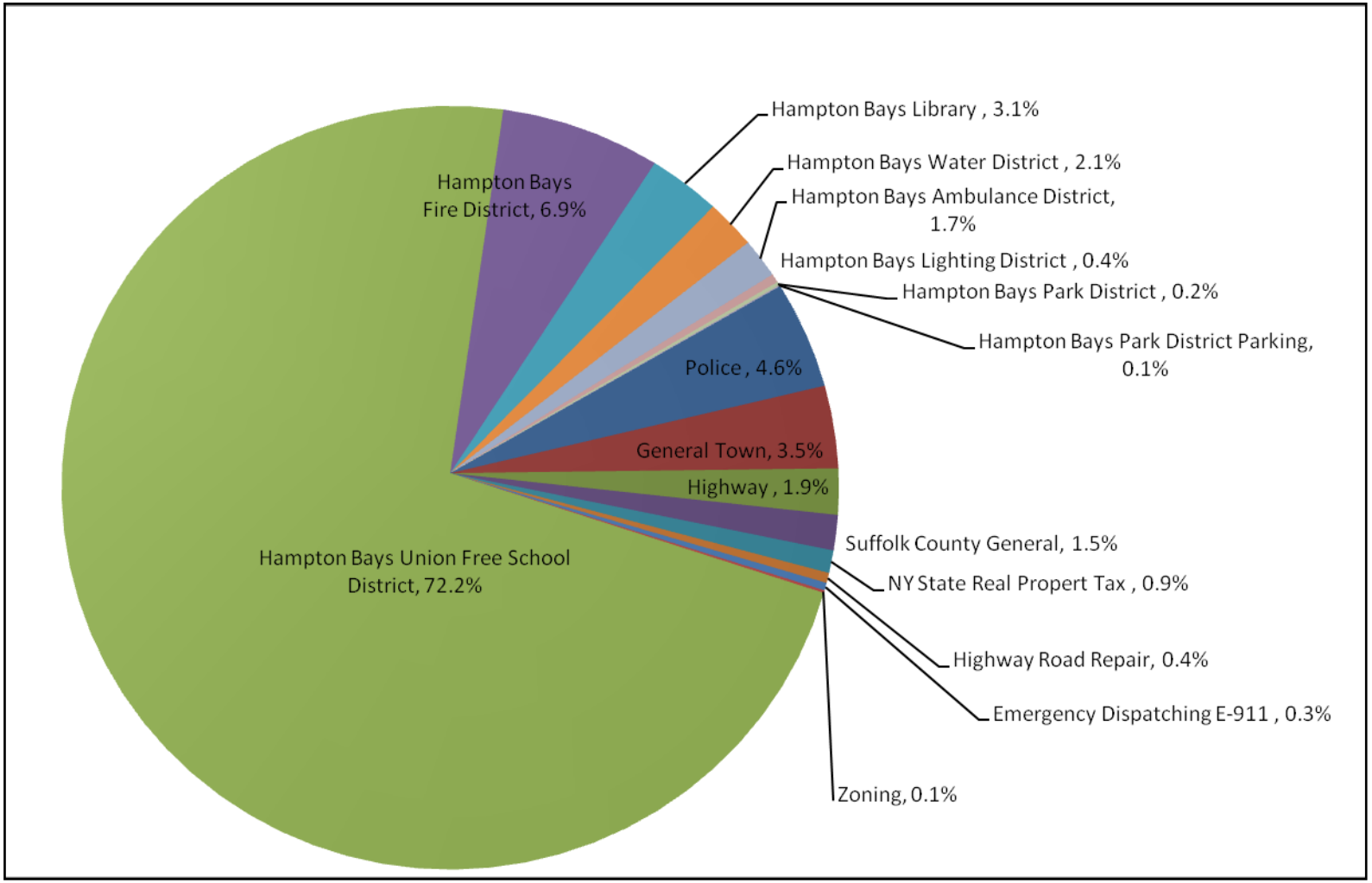


Figure II.7-3
Tax Rates & Taxes Collected, 2004 - 2008
Hampton Bays Special Taxing Districts

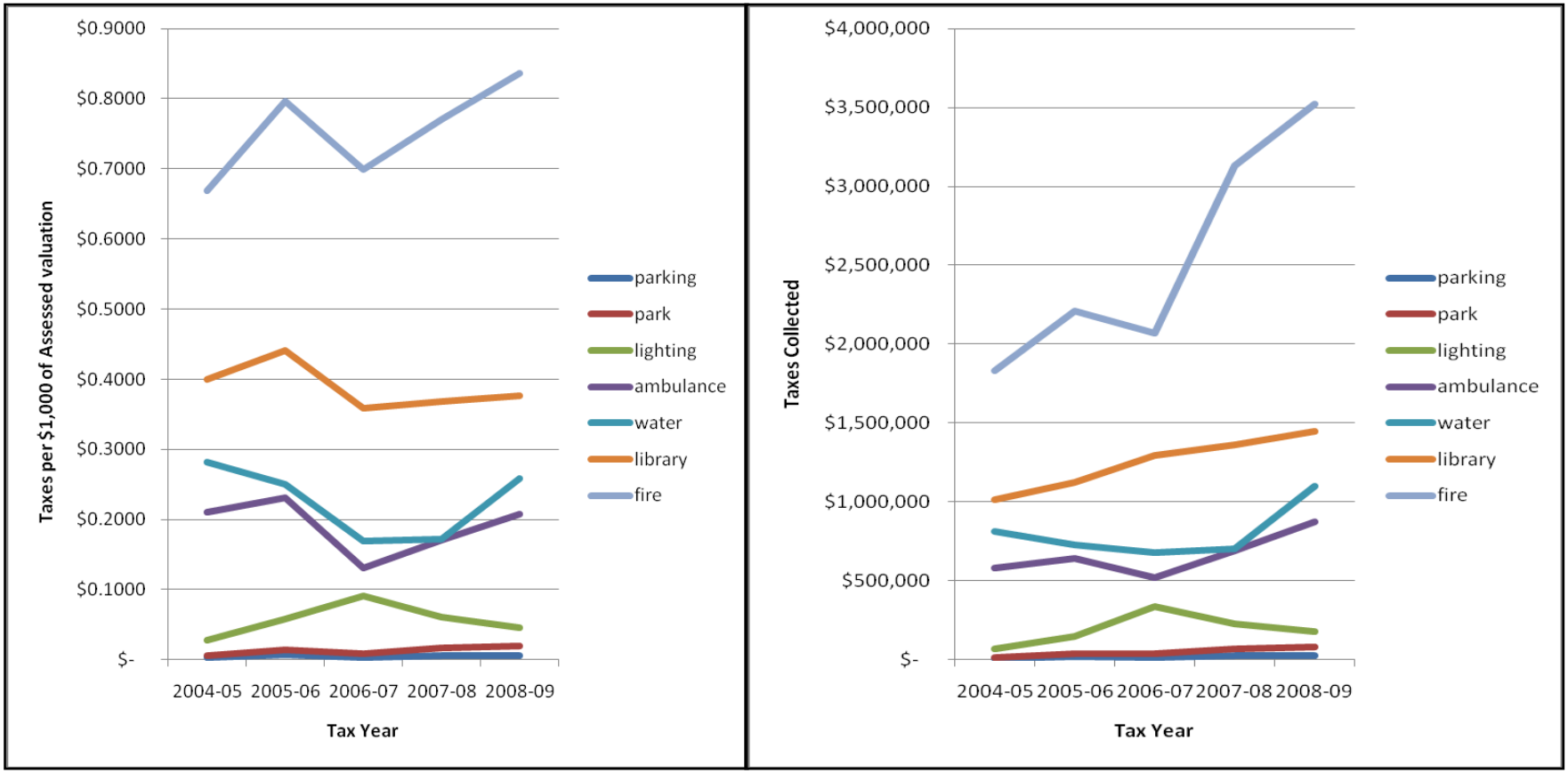
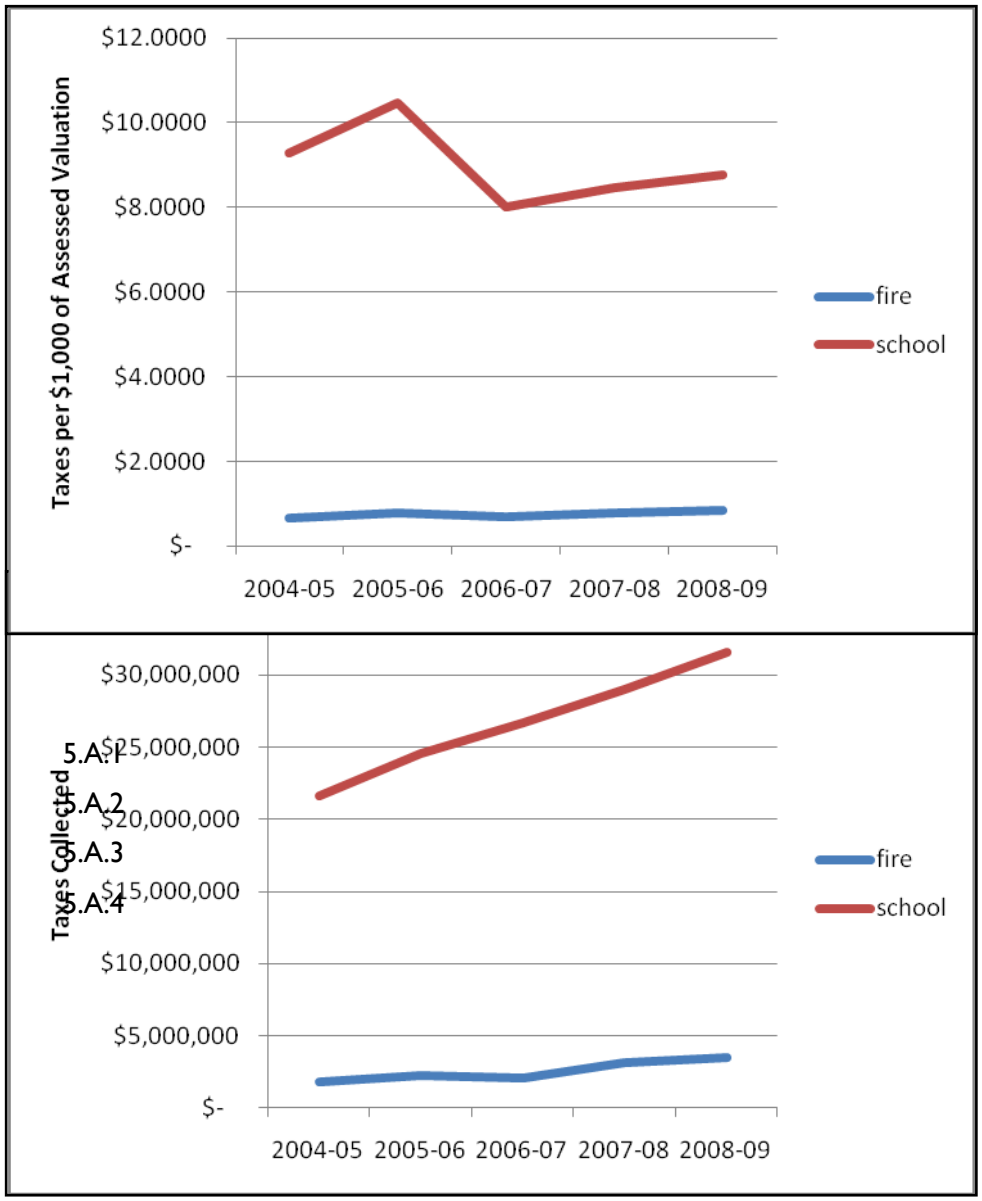


Figure II.7-4
Tax Rates & Taxes Collected, 2004 - 2008
School & Fire Districts



5.A.1
5.A.2
5.A.3
5.A.4

five year period while the overall amount of taxes collected was higher. This is particularly true of the school district.

7.C. School District Assessments

Although tax rates for the Hampton Bays Union Free School District have fluctuated in recent years, the total taxes collected — and school district budgets — have risen steadily, as shown in Figure II.7-5 below. After a near 14% bump for FY 2005-2006, annual increases have been constant at roughly 9% each year. The cumulative increase for the four-year period was nearly 50%. To put this in perspective, a New York State Commission Report on Property Tax Relief issued a recommendation in December of 2008 that school districts cap their budget increases at 4%.

Figure II.7-5
Hampton Bays Union Free School District
Changes in Taxes Collected & Enrollment
2005-2009

School Year	Percent Change in Taxes Collected Over Previous Year	Percent Change in Student Enrollment Over Previous Year
2005-06	13.7%	-0.45%
2006-07	8.9%	-0.34%
2007-08	8.8%	1.60%
2008-09	8.7%	12.06%
Cumulative change 2004-5 to 2008-9	46.3%	12.86%

Sources: Town of Southampton Tax Rate Sheets, Hampton Bays Union Free School District

During the same four year time period, student enrollment in the district fluctuated, with a net increase of nearly 13 percent. On a year to year basis, there appears to be little correlation between enrollment and expenses. However, the new middle school was built during this time period, responding to enrollment increases from previous decades. As seen in chapter II.2 on Demographics (Figure II.2-1), hamlet population grew 55% in the decade between 1990 and 2000, but since then has seen annual increases hovering around one percent.

The school tax burden is a major point of concern for Hampton Bays residents, who view themselves as unfairly burdened with respect to other districts in the Town which have higher proportions of properties in seasonal or vacation use

that provide substantial revenues without using school district services. Because Hampton Bays tends to have more local, full-time residents than other areas of the Town, and because the hamlet's vacation homes are not as highly valued, it is at a strong relative disadvantage. Figure II.7-6 below provides comparative data on education spending for Hampton Bays and other area school districts for the 2005 school year. As noted above, school district spending has increased significantly since then. The district currently reports per student spending at $21,331.

Figure II.7-6
Comparisons in Education Spending, Select Communities

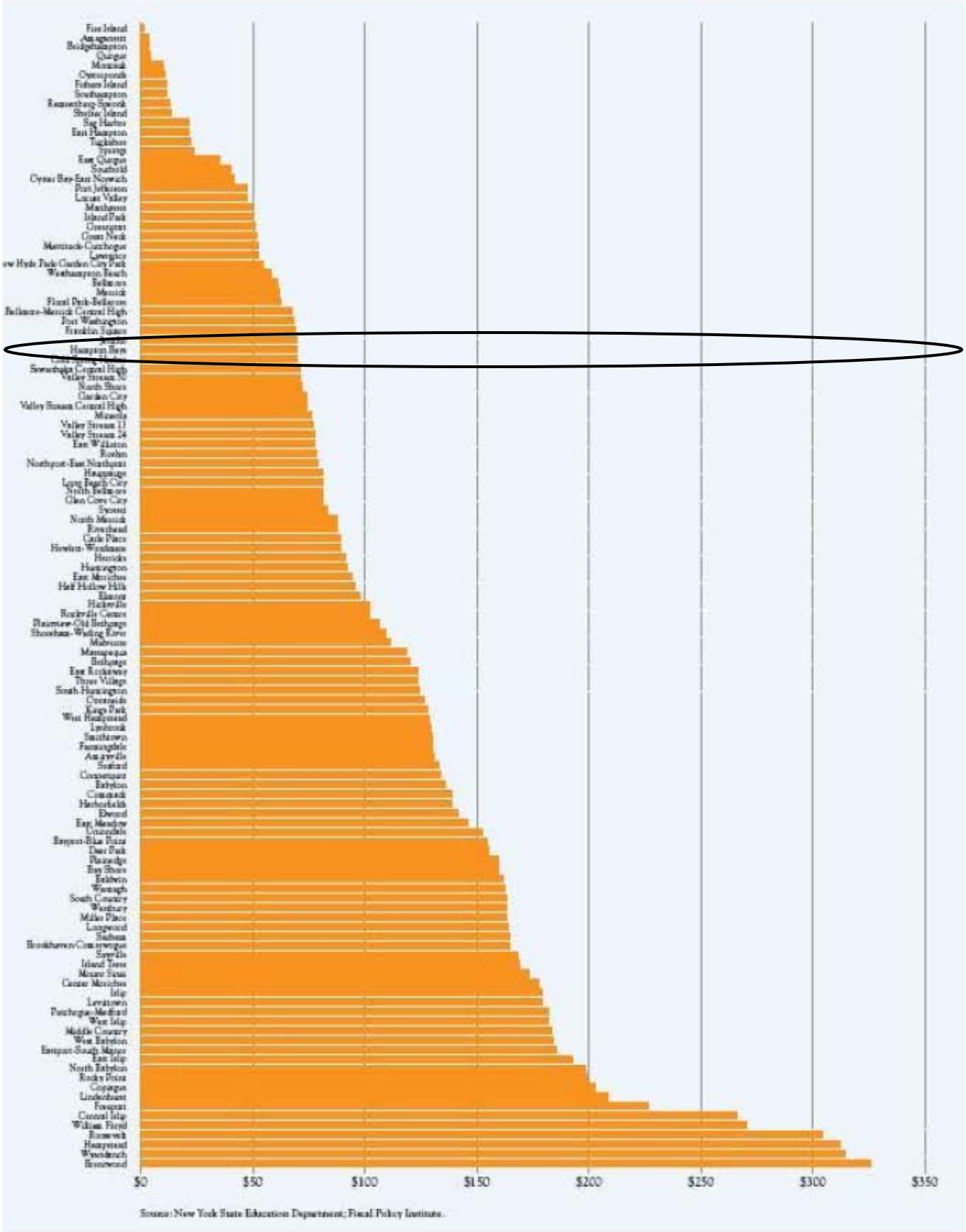
Long Island Ranking	District	General Education Spending	Instruction as Percentage of All Spending	Spending Per Student
1	Bridgehampton	$4,430,289	75.90%	$49,186
5	Southampton	$22,391,412	71.80%	$25,022
8	Quogue	$2,711,322	76.40%	$24,422
15	Sag Harbor	$11,220,273	74.60%	$22,245
23	Remsenburg-Speonk	$3,845,636	78.30%	$20,845
77	Riverhead	$45,636,291	79.20%	$14,993
91	Hampton Bays	$13,914,035	77.50%	$14,274

Source: Long island Newsday, data for 2005 school year from New York State Department of Education

The following page features a graphic comparing, for all of the school districts on Long Island, the amount of property taxes on a $450,000 home required to raise per pupil expenditures by $250. It is worth noting that many of the least-burdened districts at the top of the chart, where a relatively small tax increase would generate the school funds, are located on the east end and particularly in the Town of Southampton. Compared with Bridgehampton, Quogue, East Quogue, Southampton, and Sag Harbor, Hampton Bays appears unduly burdened. However, looked at regionally, the hamlet appears less burdened than most — i.e. more than two thirds — of other Long Island communities.

The effort required to raise revenues for education varies tremendously across Long Island.

Tax on a $450,000 home if district raises expenditures by $250/student



Long Island Index 2009, School Finance on Long Island
Research conducted and report written by Trudi Renwick, Fiscal Policy Institute

7.D. Non- Property Tax Revenue Sources

In addition to property tax revenues, municipal activities in Hampton Bays may be funded by the following:

7.D.i) Park Fees

Section 292-35.B of the Town Code governs the subdivision of land and requires that each new subdivision provide a set of 0.05 acre of land for each new dwelling lot for park creation — either on site or through a cash equivalency. These "payments in lieu of," or park fees, are held by the Town and utilized for new park creation. The Code does not restrict the spending of park fees to the school district from which they are generated but Town custom has used location as a criteria in decisions on park fee spending. Because of this, parks fee have small potential to make a difference in Hampton Bays; the hamlet's limited remaining subdivision potential will in turn limit park fee revenues.

Because Planned Development District (PDD) developments have portions of the Town Code written expressly for each, they can be, and are, more specific with respect to park fees. The code amendment adopting the RTW Residential Planned Development District (RTWRPDD) located on Montauk Highway in the western section of the corridor states: *"Prior to the issuance of the first certificate of occupancy, the developer shall pay a park fee to the Town in the amount of $1,000 per residential unit, excluding the community benefit units reserved for moderate- or middle-income households. All such payments shall be held by the Town in the Park District Fund established for Hampton Bays and exclusively used for the physical improvement and development of neighborhood parks, playgrounds or other lands for public use located within the boundaries of the Hampton Bays school district."* (§330-248.Q(8)(c)) Based on 35 market rate units in the 50-unit development, the hamlet's Park District Fund will receive $35,000.

7.D.ii) Stop and Shop Annual Beautification Revenue

The PDD legislation establishing the Hampton Bays West (HBW) Commercial-Industrial Planned Development District (CIPDD) — aka Stop and Shop — includes the following provision (§330-248.O(1)(h)):

"Beginning not more than 10 business days after the issuance of a certificate of occupancy for the supermarket and for the duration of the supermarket use at the subject premises, the applicant and/or the supermarket operator shall submit, on an annual basis, a monetary sum of $10,000 to the Town Board… All such payments shall be held by the Town in a recreation (Park District) trust fund established for Hampton Bays and exclusively used for the physical improvement and development of neighborhood parks, playgrounds or other lands for public use located within the boundaries of the Hampton Bays Union Free School District."

7.D.iii) PDD Public Benefit Funds

As discussed in the draft Hampton Bays Corridor Strategic Plan, the Town Code detailing regulations governing Planned Development Districts (PDDs), sets forth two conditions for establishing a PDD. Article XXVI, §330-240. C. states that "A planned development district may be established as a receiving site for development rights or Pine Barrens credits" while §330-240. D, the next clause, says a PDD "may be established as a method of providing incentives or bonuses for development providing substantial community benefits or amenities."

In either case, a "payment in lieu of" may be provided to cover the costs of the community benefit. Some community members support the "payment in lieu of" approach as giving the Town complete control over its implementation. This is more important when the benefit is public infrastructure rather than the purchase of development rights, Pine Barren Credits or Open Space. Others are critical of the payment-in-lieu approach, claiming that such payments are typically below the actual costs of the benefit to be provided. This belief has contributed to community opposition to the use of PDDs as a planning tool.

Each PDD legislation specifies the community benefit to be provided by the development and, when a cash payment is involved, the code details how the money may be used. Some PDD regulations limit the use of funds to the purchase of PBCs or TDRs while others are more general, allowing the funds to be used for general open space acquisition. All community benefit payments made in connection with PDDs are required to be used in the school district in which the development is located.

Figure II.7-7 below lists the PDDs that have been approved in Hampton Bays and the community benefit required in the Town Code for each. The Town is in the process of auditing its accounts to confirm the amount and availability of money available from PDDs for open space acquisition in the hamlet, as well as identifying procedures for implementing the acquisition.

PDD legislation typically specifies the quantity of the benefit (e.g. number of PCBs or TDRs), a timetable for delivery (e.g. prior of obtaining a building permit or certificate of occupancy), and the geographic area served. It does not, however, establish a methodology or timetable for utilizing the payments. Hampton Bays residents, anxious to achieve additional preserved open space in their hamlet, have expressed concerns regarding the timely use of PDD payments.

Figure II.7-7
Community Benefits Required of Hampton Bays PDDs

PDD	Benefit
RTW Residential PDD	*"..transfer of two development rights or Pine Barrens credits within the Hampton Bays School District or cash-in-lieu thereof in order to achieve the goals of PDD legislation by offsetting increases in density and providing open space"*
Hampton Bays West Commercial-Industrial PDD (aka Stop and Shop)	*"Concurrent with the issuance of a building permit the applicant shall remit a one-time payment to the Town Board of the monetary sum of $250,000 to be used for open space acquisition, Pine Barren/development right purchase, recreation or similar purposes within the boundaries of the Hampton Bays Union Free School District"*
Hampton Bays Mixed-Use Planned Development District (MUPDD) (aka King Kullen)	*"The applicant… shall transfer nine development rights or Pine Barrens Credits (PBC's) to the subject Planned Development District. At least four development rights or PBC's shall be transferred prior to obtaining a building permit for the 40,000 square foot grocery store…and the remaining five development rights or PBC's shall be transferred prior to the issuance of a certificate of occupancy for the grocery store and/or development of the remaining parcels. In the event that the applicant is unable to facilitate the transfer of all or a portion of the required development rights or PBC'S, the Town Board may require, in lieu thereof, a payment to the Town of a sum, to be determined by the Town Board, representing the fair market value of the required development rights or PBC's or the equivalent amount of land or interests therein. If cash is accepted in lieu of the transfer of development rights, provisions shall be made for such sum to be deposited in a trust fund to be used by the Town Board exclusively for the acquisition of lands or interests therein for open space or recreation purposes within the boundaries of the Hampton Bays School District."* $127,852 was paid to the Town and used as partial payment for open space acquisition.

7.D.iv) Cablevison Franchise Revenue

The franchise agreement between the Town and Cablevision provides for a quartly payment to Town of a percentage of gross revenues "as compensation for use of Public Rights-of-Way." This percentage had been set at 4% and was increased to 5% by Town resolution passed on November 13, 2009. The use of Cablevision revenues is not allocated by geographic area. Much of the revenues are used to support the Town's public access

channel, SEA-TV, with some funds supporting youth programs and senior services. Because Hampton Bays has a disproportionate concentration of the Town's seniors, contains several senior housing developments and hosts one of the town's Senior Centers, increases in Cablevision revenue that are allocated to senior services will have a beneficial affect on the hamlet.

7.D.v) CPF Funds

The Town's Community Preservation Fund is financed by a 2% tax on real property transfers throughout the town, where the buyer pays the tax at the closing table. Funds are used by the Town primarily for open space purchases and, to a limited extent, to make payments-in-lieu-of taxes (PILOTs) to subsidize certain taxing districts for revenues lost as a result of parkland purchases that removed properties from the tax rolls, including state and county land acquisitions.

The use of CPF revenues is not limited to the school district in which the funds are generated, although the Town does consider location in its purchasing decisions. From the implementation of the program in April of 1999 through the end of 2008, the Town collected $12,520,429 from the sale of properties in Hampton Bays — roughly 4% of CPF revenues town-wide, which exceeded $288 million. During that time the Town encumbered $42,999,213 on the purchase of 220 acres in the hamlet — roughly 8% of the acreage preserved town-wide under the program, which was approximately 2,600 acres. The difference in the proportion of CPF revenue generated to the proportion of acreage acquired can be attributed to the hamlet's relatively lower property values, giving the Town greater buyer power in Hampton Bays.

CPF purchases and targeted acquisitions are shown in Map 2 and discussed in Chapter II.4 on Land Development. Major CPF-funded acquisitions in Hampton Bays include the new Good Ground and Maritime parks.

With the downturn in real estate, CPF revenues have declined sharply, dropping from approximately $53 million in 2007 to $30 million in 2008. There has been concern during the past year about the Town's ability to service the debt on its acquisitions. Although some rebound has been seen in recent months, it is expected that the potential of the program for new acquisitions will remain reduced. PILOT payments, which are tied to CPF revenues — the Town may not use more than 10% of the Fund's income — have also dropped accordingly. Payments to the Hampton Bays Union Free School District went from $1,880,940 in 2009 to $670,122 for 2010, a 64% difference. Library District payments have suffered the same two-thirds reduction, going from $80,548 to $27,885.

Although the New York State Law establishing the CPF PILOT Program was ratified at the local level in 2002 by voter referendum, Hampton Bays first

became eligible to receive PILOTs in 2007. At that time, the state law was updated to modify the eligibility criteria although no referendum was taken. The amendments resulted in a lack of clarity in the regulations governing Southampton's calculation of PILOTs and a letter to the Town from the State Comptroller's office asserting that the Riverside School District was allocated more than its fair share and the Hampton Bays School District received $1.7 million less than it should have. The Town is seeking the State legislature to authorize a "forgiveness" provision in 2010 or 2011, allowing the Town to correct its PILOT calculations in the future without penalizing taxpayers in the Riverside district that benefited in 2007.

7.D.vi) Grants

Grants bring in non-property tax revenue, but require Town inputs of staff time to identify and prepare applications and, if and when awarded, to manage the funded projects. In addition, some grants require the Town to cover a portion of the project's costs in matching funds and/or to cover project costs upfront with reimbursement made by the granting agency upon completion of the funded tasks.

Grant applications are typically spearheaded by Town staff in the departments under which the funded project would be managed, although the Town has had designated grant writing staff. Areas in which the Town has received grant funds includes infrastructure (transportation, stormwater management), housing and community development, and planning. Current grant-funded projects affecting Hampton Bays include:

- Community Development Block Grant (CDBG) funding for improvements to the electrical system serving some units in the Hampton Bays Apartments senior housing development.
- NYS Department of State Funding for the Town's Local Waterfront Revitalization Plan (LWRP). Commencing in January, 2011, the LWRP will address planning issues along the shoreline and in the harbors of Hampton Bays within the context of the Town. It will also entail a comprehensive review of local regulations concerning water protection, and water dependant and water-related uses, potentially resulting in legislative amendments.

7.D.vii) Workforce Housing Fund

The Long island Workforce Housing Act requires that subdivisions of five or more units receive a 10% density bonus to be used for the provision of affordable workforce housing. The Town may require the workforce units to be incorporated into the project or allow them to be provided offset or through a payment in lieu of. Such payments are required to be deposited in a Workforce Housing Fund whose use would be restricted to affordable

housing development. If not used within a given time limit, the Act requires the unspent funds to be transferred to the Long Island Housing Partnership. Since the Act was passed in 2008, there have been no subdivisions triggering its implementation.

7.D.viii) Public-Private Partnerships

Public-private partnerships involve both non-profit and for profit private entities in the provision of municipal improvements and community services. They are also used to generate municipal revenue, as when private firms purchase licensing agreements to utilize municipal property in a profit making venture that also serves the community. The Cablevision franchise agreement discussed above is one such example of a public-private partnership in which the Town is paid for the use of the public right-of-way so that a private company can sell a service (cable tv) to the community. That agreement is Town-wide, and the service area includes Hampton Bays as a matter of course. A rather different kind of public-private partnership, and one that is specific to the hamlet, is the Hampton Bays Beautification Association, which provides aesthetic improvements to public spaces through initiatives involving private volunteers, local businesses and local and County governments.

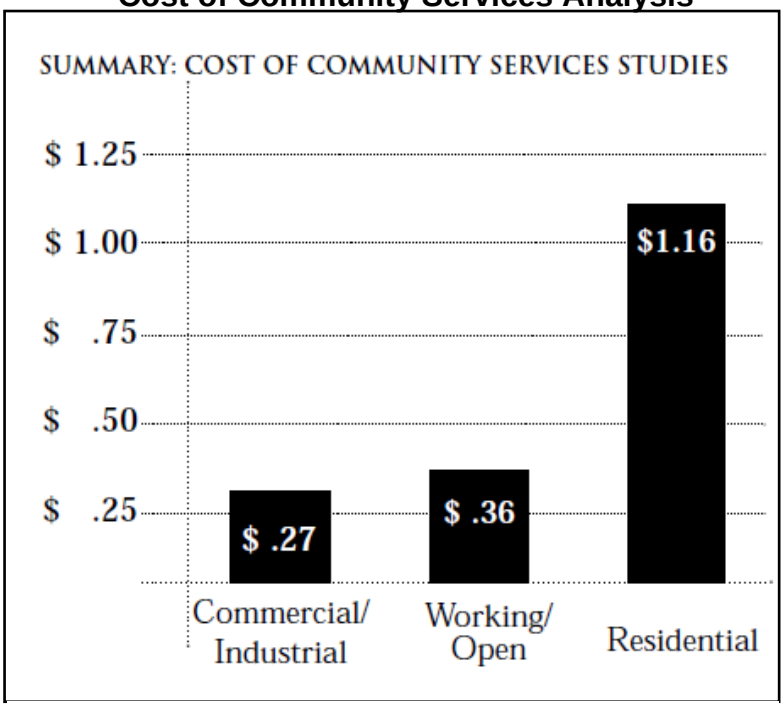
The draft *Hampton Bays Corridor Strategic Plan* suggests that public-private partnerships be considered for planning and coordinating development at key locations in the hamlet such as the canal area and the section of Montauk Highway backing onto Good Ground Park and the proposed new North Main Street. Such public-private partnerships could simply involve coordinated planning, with the Town and area property owners collaborating on a mutually desirable development vision for these locations, resulting in appropriate zoning amendments if needed. It could also involve municipal incentives such as density bonuses, infrastructure improvements or tax abatements.

7.E. Community Issues Concerning Tax Rates and Ability to Pay

As has been noted, there are sharp differences between the tax base resources for Hampton Bays and those areas of the Town that contain some of the most highly valued residential estate properties in the country. Consequently, Hampton Bays residents are disproportionately burdened relative to many of their neighbors elsewhere in Southampton. The severity of the local tax burden and the disparity with other hamlets and villages is at the top of the list of pressing community issues for many residents.

It is generally understood that the taxes from commercial development (i.e. "ratables") generate revenue in excess of the cost to the municipality of providing community services to that property, while residential development typically does not. Figure II-7.8 below illustrates this, showing the results of Costs of Community Services Studies conducted by the American Farmland Trust (AFT). While the actual costs vary from community to community, the AFT study demonstrates a widely applicable trend. However, its applicability to communities like Southampton is questionable, since the local tax bill is in large part driven by education costs and resort and retirement homes contribute revenues without utilizing school system services. The fiscal impacts of those types of residences can be closer to those of commercial development.

Figure II.7-8
American Farmland Trust
Cost of Community Services Analysis



Source: American Farmland Trust, November 2002

The Hampton Bays community is comprised of both vacation and full-time residential development, and is consequentially wary of growth that may bring more children into the school system, such as might be the case should resort units turn over to full time use by young families. But as mentioned in the previous chapter, a recent analysis of district enrollment showed increases outpacing that of new residential development, suggesting that other factors are behind school system growth. There is no apparent direct correlation in Hampton Bays between new homes and new students.

Chapter II.2 on demographics showed that hamlet residents are ill-equipped to bear a disparate tax burden. Median income is lower than what's been reported for the Town-wide average and poverty is increasing, reaching more than 10% in the 2000 U.S. Census. While available income data is out-of-date, recent economic conditions suggest that the upcoming 2010 census will confirm this trend.

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

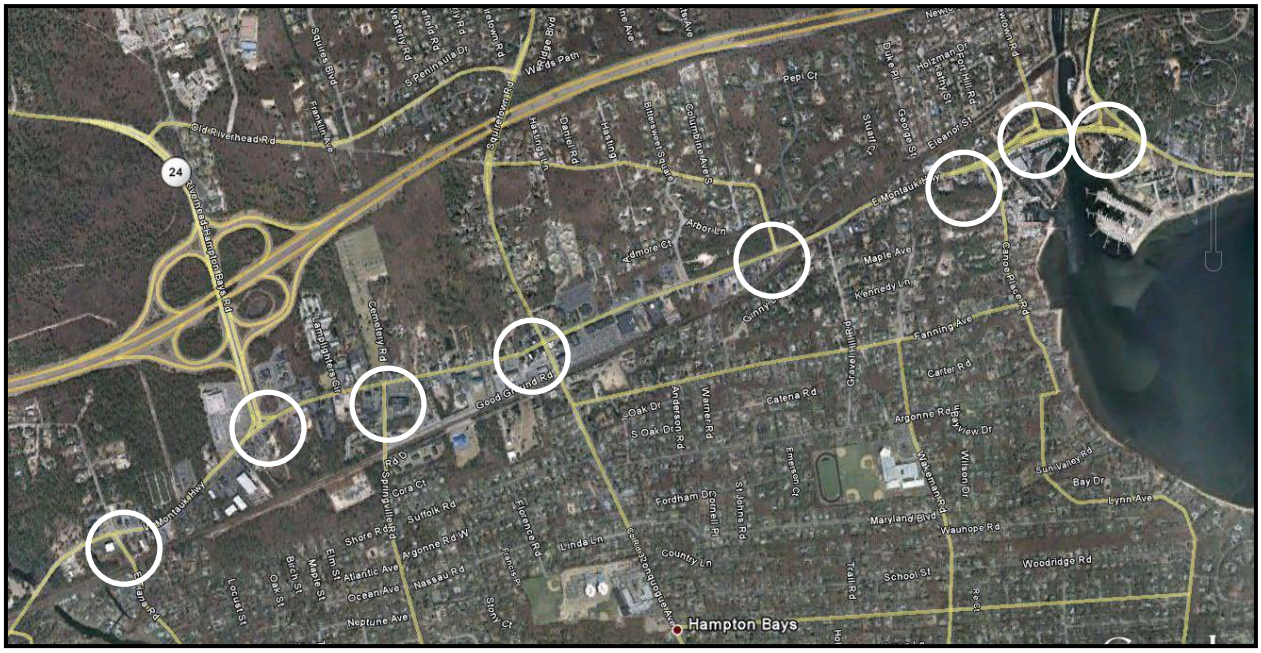
Part II: EXISTING CONDITIONS

8 . Traffic & Transportation

8.A. Areas of Major Concern

Scoping for the DGEIS identified eight intersections of major concern for the community, all of which ate located along the Montauk Highway corridor. These are, moving from west to east:

1. East Tiana Road/Bellows Pond Road/CR80 (Montauk Highway)
2. Riverhead-Hampton Bays Road (SR24, aka Flanders Road)/CR80 (Montauk Highway)
3. Springville Road/Cemetery Road/CR80 (Montauk Highway)
4. Squiretown Road/Ponquogue Avenue/CR80 (Montauk Highway)
5. Old Riverhead Road/CR80 (Montauk Highway)
6. Canoe Place Road/CR80 (Montauk Highway)
7. Newtown Road/CR80 (Montauk Highway)
8. North Shore Road (CR39A)/CR80 (Montauk Highway)



Traffic impact studies commissioned for this environmental review, the results of which are presented in Section IV.7 on Anticipated Impacts and Mitigation. The assessment looks at potential impacts from two perspectives — one focusing on the Montauk Highway corridor that is the study area of the draft *Hampton Bays Corridor Strategic Plan,* the other looking at he impacts of the remaining potential growth throughout the entire hamlet.

8.B. Data Sources

Data used in the traffic analysis was compiled from a variety of sources including NY State and County Departments of Transportation, and original data collection performed by MJM Engineering in November of 2008. Data on traffic volumes for the intersections named was taken from the following previous studies:

- Traffic Impact Study for Stop & Shop Supermarket Vol.1, Montauk Highway (County Road 80), Prepared by: Dunn Engineering Associates, March 2005; Revised, September 2005 (Data utilized for intersections 1, 2, 3)
- Draft Environmental Impact Statement (DEIS) for The Residences at Canoe Place Change of Zone Application Vol. 2; Prepared by Nelson, Pope & Voorhis, LLC., July 2007 (Data utilized for intersections 6, 7, 8)
- Environmental Assessment Southampton Facilities Jackson Avenue Complex Temporary Annex Vol. 2; Prepared by: Cashin Associates, P.C.; June 2008 (Data utilized for intersections 4, 5)

8.C. Roadway Descriptions

8.C.i) CR80 (Montauk Highway)

CR80 (Montauk Highway) is a major east-west arterial under the jurisdiction of the Suffolk County Department of Public Works which extends from Patchogue to Southampton. Through the hamlet of Hampton Bays, CR80 is a two lane road with a shoulder and turn lanes at several of the major intersections. The posted speed limit varies between 35 and 45 miles per hour.

8.C.ii) East Tiana Road/Bellows Pond Road

East Tiana Road/Bellows Pond Road is a north-south two lane Town road with a shoulder. The signalized intersection at Montauk Highway contains left turn lanes on all approaches and a pedestrian crosswalk on the north and east sides of the intersection.

8.C.iii) Riverhead-Hampton Bays Road (SR24)

The Riverhead-Hampton Bays Road (SR24), also in the vicinity of the study area is a four lane divided highway with a shoulder and is under the jurisdiction of the New York State Department of Transportation. The road begins in the north at Exit 71 off of I-495 and terminates at a signalized intersection with CR80 in the south.

8.C.iv) Springville Road/Cemetery Road

Springville Road/Cemetery Road is a two-lane, north-south town road with no shoulders connecting the cemetery in the north and the residences to the south. There is a signalized intersection at CR80 with a northbound double-left phase, and a westbound left turn lane. Eastbound left turn lanes are restricted as indicated by the pavement markings. Pedestrian crosswalks are located along the north and east sides of the intersection.

8.C.v) Squiretown Road/Ponquogue Avenue

Squiretown Road is a two-lane residential north-south town road with no shoulders. Ponquogue Avenue is a two-lane town road with on street parking and a two way left turn lane. The intersection with CR80 is signalized and is under the jurisdiction of the Town of Southampton. Pedestrian crosswalks are on all approaches.

8.C.vi) Old Riverhead Road

Old Riverhead Road is a two-lane residential north-south town road with no shoulders servicing residents north of CR80. The roadway dead-ends at an unsignalized intersection with CR80. There is a striped median along CR80 to the east and a left turn lane for the westbound movement. The LIRR crosses under CR80 300 feet to the east of the intersection. Motorists currently find it difficult to make let turns onto Montauk Highway to travel eastbound due to limited sight distance and speeds of oncoming motorists travelling westbound.

8.C.vii) Canoe Place Road

Canoe Place Road is a two-lane residential north-south town road with shoulders serving residents and waterfront business to the south of CR80. The roadway dead-ends at an unsignalized intersection with CR80. There is a raised median along CR80 in this area.

8.C.viii) Newtown Road/Sunset Avenue

Newtown Road/Sunset Avenue is a north-south two-lane road with shoulders under the jurisdiction of the Suffolk County Department of

Public Works (CR62-unsigned). The intersection with CR80 is unsignalized. Southbound left turns are prohibited. Should say something about motorists who want to go left have to travel west to the Canoe Place Road intersection and do a U-turn

8.C.ix) North Shore Road (CR39A)

North Shore Road (CR39A) is a north-south two-lane road with shoulders under the jurisdiction of the Suffolk County Department of Public Works. At the intersection with CR80 a triangular intersection is formed.

8.D. Traffic Volumes

Traffic Volume is defined as the number of vehicles that pass a point on a highway, or a given lane or direction of a highway, during a specific time interval. Daily volumes are frequently used as the basis for transportation planning. NYSDOT collects, summarizes and interprets information on the traffic traveling the State's highway system, which is used to assess transportation needs, system performance and develop programming recommendations. Information is also used to determine traffic growth and trends, and to create seasonal adjustment factors used in determining estimates of annual average daily traffic (AADT). AADT refers to the average 24-hour traffic volume at a given location over a full 365-day year. The AADT reported by NYSDOT was obtained by the Suffolk County's Depart of Public Works for the following segments of CR80:

- Quogue-Riverhead Road (CR104) to Riverhead-Hampton Bays (SR24) is 10,000 AADT (report dated 7/23/2004)
- Riverhead-Hampton Bays (SR24) to Ponquogue Road is 18,900 AADT (report dated 8/4/2006)
- Ponquogue Road to Newtown Road is 18,900 AADT (report dated 7/23/2004)
- Newtown Road to CR39 is 21,400 AADT (report dated 7/23/2004)

8.E. Accident Data

Accident data for the three year period from December 2003 to December 2006, the most recent available, was obtained from the Suffolk County Department of Public Works. It includes reported traffic accidents that have occurred along CR80 (Montauk Highway) between Jones Road and Peconic Road, including the following intersections and roadway segments:

1. CR80 (Montauk Highway) @ Jones Road
2. CR80 (Montauk Highway) @ Cedar Lane

3. CR80 (Montauk Highway) @ Bellows Pond Road
4. CR80 (Montauk Highway) @ Macy's Shopping Center
5. CR80 (Montauk Highway) @ SR 24
6. CR80 (Montauk Highway) @ Springville Road
7. CR80 (Montauk Highway) @ Squiretown Road
8. CR80 (Montauk Highway) @ Starbucks/Rite Aid access drive
9. CR80 (Montauk Highway) @ Canoe Place
10. CR80 (Montauk Highway) @ CR 39/ North Road
11. CR80 (Montauk Highway) @ Peconic Road

The data, summarized in Figure II.8-1 below, reports a total of 420 accidents for the three-year period, with no fatalities. Just under a third, involved bodily injury, 97, with the balance (323) classed as either property or non-reportable accidents[1]. Review of the accident records does not reveal any patterns indicative of substandard design. More accidents occur during the spring and summer months, when there are more vehicles on the road. Likewise, most accidents occur during the day, when more cars are out.

Some types of accidents do occur more frequently than others, specifically rear end, left turn and right angle accidents. These are noted below, along with typical causes. Additional accident data is given in section V. containing Attachments.

- Rear end accidents were the highest observed, at 35.00%. Probable causes for rear ends at signalized intersections include a large turn volume, slippery surfaces, inadequate roadway lighting, crossing pedestrians, poor traffic control device visibility, and/or inadequate signal timing. Possible measures for preventing rear end collisions include providing a left turn signal phase, prohibiting turns, providing a turning lane, increasing curb radii, adjusting he amber phase to provide an all-red phase, and/or adjust signal timing to allow progression through a set of signalized intersections.
- Left-turn accidents were the second most frequent, at 16.43% of all accidents reported. Probable causes of left turn accidents include large turn volume, restricted site distance, and excessive speed.
- Right angle accidents occur early as oten as left-turn accidents (15.71%). Probable causes include restricted site distance, excessive speed, inadequate roadway lighting or traffic control device visibility, and adequate signal timing. Possible countermeasures include providing adequate channelization, removing site obstruction, installing or

[1] "Non-reportable" accidents are those in which no bodily injury or vehicle towing is involved.

improving warning signs, restricting parking near corner sidewalks or driveways, and providing markings to supplement signs.

Figure II.8-1
Hampton Bays Corridor Accident Summary, 12/03-12/06

MONTH OF YEAR		
WINTER (DEC. – FEB.)	80	19.05%
SPRING (MAR. – MAY.)	107	25.48%
SUMMER (JUN. - AUG.)	143	34.05%
FALL (SEP. - NOV.)	90	21.43%
DAY OF WEEK		
SUNDAY	42	10.00%
MONDAY	53	12.62%
TUESDAY	43	10.24%
WEDNESDAY	70	16.67%
THURSDAY	66	15.71%
FRIDAY	88	20.95%
SATUROADAY	58	13.81%
TIME OF DAY		
6 AM - 10 AM	79	18.81%
10 AM - 4 PM	179	42.62%
4 PM - 7 PM	97	23.10%
7 PM - 12 AM	53	12.62%
12 AM - 6 AM	12	2.86%
WEATHER		
CLEAR	267	63.57%
FOG/SMOKE/SMOG	3	0.71%
MIXED SLEET/HAIL/FREEZING	3	0.71%
OVERCAST	95	22.62%
RAIN	47	11.19%
SNOW	5	1.19%
PAVEMENT		
DRY	349	83.10%
MUDDY	2	0.48%
SNOW/ICE	7	1.67%
WET	62	14.76%

ACCIDENT TYPE		
ANIMAL	5	1.19%
FIXED OBJECT	23	5.48%
HEAD ON	1	0.24%
LEFT TURN OPPOSING	69	16.43%
NON-FIXED OBJECT	16	3.81%
RIGHT TURN OPPOSING	3	0.71%
OVERTAKING	43	10.24%
REAR END	147	35.00%
RIGHT ANGLE	66	15.71%
RTOR	12	2.86%
SIDESWIPE	4	0.95%
BICYCLE	11	2.62%
OTHER	12	2.86%
PEDESTRIAN	7	1.67%
RAN OFF ROADWAY	1	0.24%
SEVERITY		
PROPERTY DAMAGE ONLY	323	76.90%
INJURED	97	23.10%
KILLED	0	0.00%
LIGHT CONDITIONS		
UNLIGHTED ROAD - DARK	12	2.86%
LIGHTED ROAD - DARK	73	17.38%
EVENING	4	0.95%
DAYLIGHT	331	78.81%

8.F. Travel Time and Delay

On November 25, 2008 a travel time and delay study was performed by MJM Engineering during the AM, MID, and PM peak hours utilizing the average vehicle method. Travel time and delay are two of the principal measures of the highway system performance used by traffic engineers, planners and analysts. Data helps determine the efficiency of a route with respect to its ability to carry traffic and identifies problem locations as indicated by delay. It is understood that the summer peak season generates additional traffic to the local roadway network that causes congestion delays throughout the corridor. An off-season time was selected to establish baseline conditions and determine how the roadway operates normally.

The average vehicle method was utilized to measure travel time; running time; distance traveled; and the type, location, duration, and cause of traffic delays along the study route. Travel time is the time taken by a vehicle to traverse a given segment of street or highway. Running time is the time a vehicle is actually in motion while traversing a given segment. The data are recorded as the vehicle traverses the study route. From these data, travel speed and running speed may be calculated. The average car technique was utilized whereby the test vehicle travels according to the driver's judgment of the average speed of the traffic stream. The total trip length was 4.5 miles from Jones Road in the West to Peconic Road in the east. The average running speed was 34 mph with a running time of less than eight minutes. Data was consistent, indicating the segment operates at an acceptable level of service with minimal delays caused by signals and/or congestion. A summary of data collected is included in Section V. containing the Attachments.

8.G. Alternative Transportation Modes

Hampton Bays is served by a variety of alternative modes of transportation. In addition to walking and bicycling, there is rail, public bus, private bus (i.e. jitney) and taxi. The US Census "journey to work" data shows that public transportation is little used. While Hampton Bays residents travel for other purposes and to other destinations than employment, the data may be viewed as somewhat indicative of the use of alternative transportation modes.

Figure II.8-2
Distribution of Commuting Modes, Hampton Bays

COMMUTING TO WORK	#	%
Workers 16 years and over	**5,540**	**100.0**
Car, truck, or van — drove alone	4,362	78.7
Car, truck, or van — carpooled	750	13.5
Public transportation (including taxicab)	129	2.3
Walked	108	1.9
Other means	3	0.1
Worked at home	188	3.4
Mean travel time to work (minutes)	26.3	(X)

Source: 2000 US Census

8.G.i) Long Island Rail Road (LIRR)

The Hampton Bays LIRR station is located at Springville Road and Good Ground Road. The Town's *2004 Transportation Update* to the Comprehensive Plan points out that it is the only LIRR stop located in a hamlet center. As such, it should afford opportunities for "transit oriented development" — that is, development patterns that promote transit as an alternative transportation mode by locating destinations (e.g. employment, shopping, recreation, residences) within walking distance of the transit stop.

Currently, the station is used primarily by seasonal and weekend visitors. With infrequent trains (4-5 per day), the rail road has little utility for full time residents. This is reflected in the weekday passenger station counts conducted by the LIRR in the Spring of 2006, which reported between one and 15 boardings and alightings per day. Those counts do not represent peak ridership, generally on summer Fridays.

Parking at the station also appears to be underutilized. Park and ride data reported in the *Volpe Center East End Transportation Study* (September 2009) showed the station to have 190 spaces in 1999, with a 16% utilization rate. Although the number of spaces dropped to 147[2] by the next survey, taken in 2005, so did use, which was estimated at 14%. Like the passenger counts, the Volpe study emphasizes that the data be treated as illustrative "rather than conclusive."

The *Volpe Center East End Transportation Study* was a multi-year feasibility study of potential transit use on the east end of Long Island conducted by the Volpe National Transportation Systems Center. The initial transit concept under evaluation grew out of the Sustainable East End Development

[2] The Town's *2004 Transportation Update* reports 143 spaces at the train station.

Strategies (SEEDS) process. The final report featured a recommendation for a "Dual Concept Transit Service." On the South Fork, including Hampton Bays, most existing LIRR service and Suffolk County Transit bus service would be replaced by a coordinated rail-bus network. Small shuttle trains would operate on the line between Speonk and Montauk, running roughly every 30 minutes during peak periods and every 60 minutes at other times. This shuttle service would be coordinated with bus routes and "demand-response" services designed to reach people who are not able to use conventional public transportation.

Implementation of the Volpe Study could dramatically transform use of the LIRR station in Hampton Bays, and contribute to the hamlet planning goals of sustainability and hamlet center revitalization. However, it must be acknowledged that the transit concept proposed is as complex as it is visionary, with implementation being long term. Total upfront capital costs are estimated in the range of $117-$148 million, with annual operations and maintenance projected at $44 million.

8.G.ii) Suffolk County Transit (SCT)

Hampton Bays is serviced by three Suffolk County Transit bus routes, as detailed in Figure II.8-3 below.

Figure II.8-3
Suffolk County Bus Service in Hampton Bays

Route Number	Route	Frequency	Total Ridership (2006)
S-92	Orient Point – East Hampton	~30 min (peak); ~1 hour (offpeak)	403,296
10DE	East Quogue to Hampton Bays	>1 hour (5-6 trips / day)	3,797
10E	Hampton Bays local service	>1 hour (7 trips / day)	(included in above)

Source: *Volpe Center East End Transportation Study (2009)*

The S92 is a major regional route, providing service from Orient Point at the eastern end of the North Fork to East Hampton on the South Fork. The Volpe study notes that in recent years, SCT has seen an increase in day laborers using the S92, with trips typically originating on the western end of the North Fork, around Aquebogue and Jamesport and travelers tending to alight at Hampton Bays, Southampton and Bridgehampton. The other routes are local.

All routes connect with the Hampton Bays LIR station, but connections are not coordinated and more than 40% of "connections" involve an hour or more of waiting time.

Bus shelters are present on Montauk Highway. In addition, the "pocket park" in front of the "Hampton Bays Town Center" — aka King Kullen, Starbucks — shopping center appears to be utilized as a shelter, although the pergola is open to the elements.

8.G.iii) Walking

Hampton Bays' hamlet center is served by sidewalks, although width and conditions vary by location. Landscaping and street furniture — e.g. benches, historic lighting — also support a pedestrian-friendly environment. However, the hamlet center also has a number of conditions that potentially deter pedestrian activity:

12. lack of continuity and visual interest along the streetscape. Businesses are fronted by deep parking lots. Residential and institutional uses create gaps that can signal an end to the hamlet center prematurely.
13. Lack of options for pedestrian circulation. With the distance between Springville Road and Ponquogue Road along Montauk Highway being long and unbroken — more than the ¼ mile that is generally considered within "walking distance" — pedestrians literally have nowhere to turn. The distance between Ponquogue Road and the next intersection on Montauk Hiighway moving east is similarly unbroken for more than ¼ mile. The street pattern in the hamlet center is scaled more for cars than pedestrians.

8.G.iv) Bicycling

Most County and State highways within the Town of Southampton provide shoulders in addition to travel lanes, which facilitate bicycle use. Montauk Highway in Hampton Bays is one of the exceptions. The shoulder area is utilized for on-street parking, which forces bicyclists to use the same travel lanes as motor vehicles. This is not recommended, and the draft *Hampton Bays Corridor Strategic Plan* recommends the creation of off-street routes.

Town highway facilities generally do not provide sufficient shoulder width, (minimum four feet, desirable six feet) to accommodate bicycles in dedicated lanes other than in the same travel lanes as motor vehicles. Most town roadways do, however, meet the minimum requirements for shared lanes at 12 feet and a desirable width of 14 feet.

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

Part II: EXISTING CONDITIONS

9 . Energy Consumption, Air Quality

9.A. Energy Consumption

The Town of Southampton was among the first municipalities on Long Island to adopt a Clean Energy Action Plan, which it did in 2005, building on Model Action Plans promoted by Neighborhood Network and Renewable Energy Long Island. Key elements of Southampton's Plan include:

- LIPA energy audits of Town Hall and Town Police Station
- LIPA review of new systems prior to purchase
- LEED (Leadership in Energy and Environmental Design) certified agency hired to assist development of Town Facilities Management Master Plan (i.e. Jackson Avenue Municipal Complex)
- Fuel efficient vehicle purchased as pool vehicle, review of specifications of all new vehicles required to identify potential comparable alternative fuel vehicles

Subsequently, the Town established the Sustainable Southampton Committee, also known as the Green Committee. Its role includes:

- Suggesting programs, policies, and regulations to help reduce the Town's ecological impact
- Advising the Town Board and appointed liaison on environmentally sustainable practices that can be implemented by Town government in its management of Town-owned facities and properties
- Identifying ways to develop green industry and attract green collar jobs
- Advocacy of energy consumption and other sustainability initiatives to Town residents

In 2008 the Committee spearheaded an update to the Town Code concerning energy conservation in new construction of homes and swimming pools (Chapter 123, Articles V and VI). The resulting code amendments require new and substantially renovated homes to comply with the Long Island Power Authority (LIPA) New York Energy Star® labeled home program. Benchmarks are specified that vary with home size. Newly installed swimming pool heaters

must meet minimum energy efficiency requirements established by the United States Department of Energy.

The activities of the Town's Sustainability Committee and Town government with respect to energy conservation measures are, for the most part, developed and implemented at the town-wide level as opposed to being hamlet-specific.

9.B. Air Quality

9.A.i) Analytical Framework

Air resource assessments involve evaluations of existing ambient air quality conditions, the identification of sources and receptors of air pollution, examinations of the severity of anticipated impacts, and when possible, offer recommendations relating to the means for eliminating, mitigating, or offsetting the identified concerns.

Existing ambient air quality conditions can be obtained either by direct air quality testing as part of a project or by obtaining good, existing, contemporary, monitoring data. The scientific literature on air quality assessments and various regulations classify all pollution sources into one of two broad categories: 1) mobile sources, and 2) stationary sources.

Mobile sources are those air pollution sources that are capable of movement from place to place. They include automobiles, trucks, trains, and airplanes and are considered a major source of air pollution. Mobile sources are of specific concern due to their large numbers and ubiquity. Although increasing population in the United States has contributed to the presence of more motor vehicles, air pollution laws have addressed many concerns by establishing vehicle emissions standards which have compelled the development of automobile engines that are more fuel efficient, use catalytic converters which help to bring about more complete combustion, and rely on fuel formulation modifications such as the introduction of unleaded gasoline.

Mobile sources are major contributors of hydrocarbons (HC), carbon monoxide (CO), carbon dioxide (CO2), particulate matter (PM), nitrous oxides (NOX), and sulfur dioxide (SO2). Large trucks and busses that utilize diesel fuel are of greater concern in terms of the generation of airborne PM. Of most concern is PM that is less than 10 micrometers 10µm in diameter. For the purpose of air quality investigations, PM is broken down into two categories: PM10 (inhalable particulate) and PM2.5 (fine particulate) which can both enter the lungs.[1] The size (and weight) of the particle can also affect the length of time it remains in the air, how

[1] PM_{10} refers to particulate that is between 2.5 micrometers (µm) and 10µm in diameter. $PM_{2.5}$ refers to particulate that is 2.5 µm or less in diameter.

far it travels from its source, how deeply the particle goes into the lungs, and the potential health hazards from inhalation. Small particles tend to stay airborne longer, travel farther, go deeper into the lungs, and have worse health effects due to their deep entry into the lungs, and the fact that smaller particles are usually associated with more toxic base materials.

Stationary sources are those air pollution sources that are fixed in place. They can include industries, power plants, and incinerators. The types of air pollutants associated with stationary sources depend on the exact nature of the emission but commonly include CO, PM, SO2, NOX, Ozone O3, lead (Pb), and non-criteria or odorous pollutants (NC).

9.A.ii) Clean Air Act (CAA) and Existing Regulatory Framework for Assessment

The 1963 Clean Air Act (CAA) and its several subsequent amendments is the primary legislation regulating air quality in the United States. The CAA authorizes the Environmental Protection Agency (EPA) to create and enforce national ambient air quality standards (NAAQS). NAAQS include both primary and secondary air standards. Primary standards are those that target the protection of human health. Secondary standards are designed to protect animals, visual/aesthetic qualities, buildings and structures, plants and trees, and the general public welfare. The CAA also requires that all states prepare State Implementation Plans (SIPs) that will assist in achieving conformance with the NAAQS. The Environmental Protection Agency (EPA) has established NAAQS for six criteria pollutants including: O3, particulate matter (PM2.5 and PM10), CO, SO2, NOX, and Pb.

9.A.iii) New York State Ambient Air Quality Standards

The NYSDEC has authority to ensure compliance with the National CAA. The NYSDEC Bureau of Air Quality Surveillance monitors air quality in the State of New York. It tests for the 6 criteria air pollutants and determines whether an area is in attainment of the State standards. There are 8 air quality control regions (AQCR) and 80 air monitoring sites throughout the State. The hamlet of Hampton Bays is located in Region 1 which includes all of Nassau and Suffolk Counties.

9.A.iv) Local Ambient Air Quality Conditions

The overall wind pattern suggests that pollution generated to the west of Hampton Bays can have impacts on local air quality. However, strong sea breezes commonly experienced on the East End should mean that local air quality undergoes significant mixing. This factor, along with a relatively

low number of significant air pollution sources in the area, such as are found in New York City, suggests local air quality is generally better than metropolitan and regional air quality.

In the Town of Southampton, the primary source of air pollution is from mobile sources (i.e., trucks and automobiles) with no known significant stationary sources in the area (factory smokestacks, incinerators, etc.). Heavy construction activities such as gravel operations or large scale construction can sometimes create temporary localized air quality issues including dust and fumes. There are no such known activities in the immediate area with the exception of limited, sporadic, and temporary site-specific construction operations and other limited and minor activities. Although traffic is often heavy on the two major east-to-west roadways (Montauk Highway, Sunrise Highway/C.R. 39) during the summer months, the Town's truck and automobile traffic are not known to have significantly degraded local air quality.

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

Part III: STUDY RECOMMENDATIONS and FUTURE DEVELOPMENT ALTERNATIVES

III.1 Land Use and Zoning Recommendations

Three types of zoning tools are recommended in the draft Hampton Bays Corridor Strategy:

- Application of HO/HC zoning
- Use of Planned Development District designations
- Overlay Zoning to apply area-specific design standards

Each of these three is discussed in depth below.

1.A Rezoning along the Montauk Highway Corridor: Application of HO/HC zoning designations

The Town's 1999 Comprehensive Plan and the 1999 Hamlet Center Study for Hampton Bays both recommended the application of Hamlet Office/ Hamlet Commercial (HO/ HC) zoning designations for selected parcels along the Montauk Highway corridor. At that time, the HO/HC district regulations had not yet been adopted, and were not available for application. Since then, HO and HC zones have been established in Bridgehampton, Noyac, Watermill, and North Sea, and they've been successful in promoting new commercial buildings that have a small-scale, hamlet — or rural — character. (see photos below)

The *Draft Strategic Corridor Study* features parcel-specific recommendations to establish these zoning districts in Hampton Bays, primarily through the rezoning of property currently designated HB (Highway Business) or VB (Village Business). They are listed in Attachment V.3.G, and illustrated in Map 33.

1.A.i) Features of the HO/HC Zoning Designation

The Hamlet Office and Hamlet Commercial district regulations are identical with respect to dimensional and site planning regulations, both promoting new commercial development that is residential in both scale and appearance. General characteristics include:

- Residential look and feel, denoted by such elements as roof pitch, façade materials and color, placement and orientation of entrances and win-

dows, landscaping, and residentially-scaled and compatible fixtures for lighting, outdoor furniture and waste receptacles

- No off street parking or loading in front yards
- Maximum building size of 3,000 or 6,000 sf, the latter permitted only by special exception when defined community benefits are provided (additional open space or the second-story workforce housing)
- Multiple. interconnected buildings are permitted, allowing for larger commercial developments that maintain a small-scale character
- Maximum impervious surface coverage of 60 percent (50% when buildings exceed 3,000 sf), promoting a greener appearance
- Mixed uses —commercial or office with residential — permitted

Figure III.1-1
Dimensional Regulations, VB, HO/HC and HB Districts

	VB	HO/HC	OD	HB
Minimum Lot Size	None	10,000sf	12,000sf	40,000sf
Maximum Lot Coverage	70%	20%	30%	30%
Minimum Lot Width	20 ft	75 ft	100 ft	150 ft
Minimum Front Setback	10 ft	30 ft	30 ft	50 ft
Minimum Side Yard Setback (for one)	none	15 ft	25 ft	20 ft
Maximum Impervious Surface	NA	50-60%	NA	NA

HO/HC districts are intended to function as transitional areas. They moderate the shift between commercial and residential through a type of development that is compatible with both. Additionally, HO/HC development can also function as a transition between different types of commercial areas. This is the use for which its application is proposed along the Montauk Highway corridor in Hampton Bays — improving the transition between the dense, small-scale development of the Village Business (VB) district and the larger-scale commercial development of the Highway Business (HB) district. This middle position is illustrated in the comparison of dimensional regulations given in Figure III.1 above, which shows the scale of HO/HC development falling between VB and HB in terms of lot size, widths and setbacks.

The two buildings above left are being constructed in Water Mill to HO/HC dimensional standards.. Breaking up the massing into two buildings, instead of a single larger one, maintains a more traditional scale. Designed to blend with the adjacent existing structure on the right, the buildings will support commercial uses on the ground floor and contain apartments on the second story. At bottom is a new HO professional office building in Noyac.

1.A.ii) Distinction between HO & HC

Dimension and site planning standards for HO and HC development are the same. What differs between them is the use mix permitted in each district. Hamlet Office uses loosely correspond to those of the Office Business District (OBD), while Hamlet Commercial Uses more closely relate to those in the Village Business (VB) district. More uses are permitted in the HC zone than in HO, either as of right or by special exception, most of which are retail stores (e.g. hardware, variety and general merchandise, groceries and other food stores, clothing, personal furnishings and accessories, etc.), entities providing a service (e.g. beauty or barber shops, watch, clock and jewelry repair, banks and credit agencies, medical and dental laboratories, other health services), or schools (e.g. Correspondence and vocational schools, Other schools and educational services).

1.A.iii) Application of the HO/HC Designation

The proposal to apply the HO/HC zoning district to the Hampton Bays corridor is, in general, based on the desire for new development in the area to be more residential in scale and character. The specific application of the designation — that is, which parcels on the corridor are recommended for HO designation and which are recommended for HC — are based on the following premises:

- **The hamlet center — also referred to as the commercial core, hamlet core or the downtown — is an appropriate place for the density of its current VB zoning designation**. Density is needed here in order to achieve a critical mass of activity, fulfilling the community's goal for a vibrant hamlet center that functions as a destination for residents and visitors alike.

- **The "heart" of Hampton Bays hamlet center is the intersection of Montauk Highway with Ponquogue Avenue and Squiretown Road.** This is the point that divides Montauk Highway into east and west, reinforcing its role as a center point. It is also the one place in the commercial corridor that presents a traditional, walkable, development pattern where buildings are connected and close to the road, sidewalks pass directly in front of shops and restaurants, windows provide visual interest, and there are pedestrian amenities such as benches and planters. Although other, newer retail opportunities exist in the corridor (i.e. Stop 'n Shop, Macy's), this is the traditional center.

- **The hamlet center area is defined within a walkable distance, generally considered to be ¼ mile, or five-minutes.** Hampton Bay's existing development pattern lends itself to a linear interpretation of this

standard, suggesting a narrow core area stretching for ¼ mile in each direction east and west of the Ponquogue/Squiretown intersection.

East of the Ponquogue intersection, the ¼ mile distance reaches to the end of the "Hampton Bays Town Center" PDD, which exhibits features of traditional neighborhood development — i.e. store-fronts that open directly onto the side-walk, a building façade that's broken up to appear as a series of smaller, connected shops. (see photo, right.) Opposite the PDD, Montauk Highway in this area is largely occupied by a church and church-related buildings, all currently zoned HB. A small portion of the VB district extends roughly 250 feet to the east of Ponquogue Avenue, covering 11 relatively small parcels containing smaller, older commercial buildings, some in need of aesthetic upgrades or redevelopment.

West of the Ponquogue/Squiretown intersection, a ¼ mile walk reaches past the existing Fire Station to a point on Montauk Highway currently occupied by Ace Hardware on the south and the legal offices of Maloney & Maloney to the north (see photo at left). All of this land is currently zoned VB, and the VB district extends further west for another 550 feet (< 1/8 mile) to Springville Road, encompassing several shopping centers.

- **Commercial uses, particularly retail, should be concentrated in or close to the hamlet center, as defined above.** While Hampton Bays already has several existing commercial nodes outside the core, including in the Macy's/Stop 'n Shop complex and the Wild by Nature shopping center further west, the traditional core needs reinforcement. Zoning powers can be used to channel redevelopment into the core by restricting the location of retail uses, which are generally permitted in the VB and HC zones, but not in HB, OD or HO.

- **To the extent possible, development on the north and south sides of Montauk Highway should be compatible and consistent in density and form.** Walkable commercial and/or mixed use districts are more successful when there is continuous visual interest and activity on both sides of the street. Uninviting gaps in the streetscape exist on the western side of the hamlet core, particularly in shopping centers

with large parking lots fronting the street. Redevelopment over time can add new uses and bring development forward to front directly on the street. Zoning should be used to support these goals. Streets whose development on either side of the road mirrors each other are assisted by zoning that is the same on both sides of the street.

- **New and redevelopment in the Highway Business (HB) district will be improved by design guidelines and standards.** Such design controls may be enacted through one or more of the following:
  - The Transitional Overlay Zone proposed in the draft *Hampton Bays Corridor Strategic Plan*;
  - Design guidelines and standards presently being completed for adoption and application Town-wide, which address Highway Business uses;
  - Supplementary design guidelines and standards being drafted specifically for the Hampton Bays corridor.

The premises given above, combined with community goals expressed in the hamlet Vision Statement[1], led to the following approaches to the corridor rezoning:

- Maintain the Village Business designation in the hamlet core for ¼ mile east and west of the Ponquogue/Squiretown intersection. Property in this core area currently zoned HB s proposed to be rezoned to VB in order to facilitate village-type redevelopment in this area.
- The Hamlet Commercial designation should be applied to the transition area immediately adjacent to the VB district, and to buffer surrounding residential uses north and south, where needed.
- The Hamlet Office designation should flank the HC zones, creating a continuum of density and uses that moves from the complexity of Village Business, to the more open HC, to HO, whose development is comparable to HC but with a less intensive use mix.
- The Hamlet Office designation should, in general, be applied to parcels currently zoned OD that either are in a transitional section of the corridor and/or border residential areas.
- The Highway Business, HB, designation should be maintained on the fringes of the corridor, to provide for the uses allowed in that zone which are part of the functions of the community (i.e. auto-

[1] The Vision Statement is a part of the draft *Hampton Bays Corridor Strategic Plan.*

motive uses, wholesale business categories, landscaping and horticultural services). Design controls should be applied to promote and preserve the rural characteristics of the corridor, and to buffer surrounding residential.

- Zoning tools and incentives should be developed to support infill development in the hamlet center. There are no proposals that address this need in the draft Corridor Strategic Plan. However, the Plan does recommend a follow-up study of economic development in the hamlet. Infill and redevelopment incentives would be identified as part of that project.

1.B Use of Planned Development District Designations

The draft *Hampton Bays Corridor Strategic Plan* discusses two sites in the Montauk Highway corridor that are the subject of proposals for rezoning to Planned Development Districts. These are the proposed Tiana Commons Mixed Use PDD and the Residences at Canoe Place PDD.

Change of zone applications are the purview of the Town Board, and the approval of PDDs is a discretionary action. Because both Tiana Commons and the Residences at Canoe Place are pending before the Town Board[2], recommendations of the draft *Corridor Strategic Plan* address the Town Board's evaluation of those proposals. There are two general areas of primary concern. One is site specific and involves the types of land uses desired for each of the subject properties. The other is systemic, and has to do with the use of PDD as a growth management tool regardless of the property location.

Some concerns about the PDD application process have already been addressed by the Town Board in code amendments adopted in March 2008. Among these is the establishment of a pre-application process requiring an initial public work session on a PDD proposal, after which the Town Board shall elect whether or not to consider its application. Because both PDD applications currently pending in the Hampton Bays corridor were submitted prior to the March 2008 code amendments, the process is not applicable in these instances.

1.B.i) PDDs as a Land Use Tool

According to the section of the Town Code that regulates the establishment of PDDs, their purpose is to:

"…facilitate increased flexibility to achieve more desirable development through the use of more creative and imaginative design of residential, mixed use, com-

[2] The proposal for a PDD at the Canoe Place Inn has evolved since this DGEIS was prepared, and may continue to do so. Although the specifics have changed, the general comments regarding the site, the approach to development there, and the application of PDD zoning remain relevant.

mercial and industrial areas than is presently achievable under conventional land use techniques and zoning regulations and to preserve, adapt and improve existing open space, land uses and communities, consistent with the recommendations of the Town's Comprehensive Plan."

PDDs may be established "*as a receiving site for development rights or Pine Barrens credits*" (§330-240.C) or "*as a method of providing incentives or bonuses for development providing substantial community benefits or amenities*" (§330-240.D). In light of these provisions, PDDs are sometimes viewed as an exchange in which the applicant or developer receives certain benefits, such as a change in land use or an increase in allowable density, in return for benefits provided to the community such as open space preservation or a piece of infrastructure. This is a narrow view, and does not take into account the general purpose of PDDs noted above, which is to achieve flexibility and optimization in land use. Nonetheless, the public has in recent years focused on the quantifiable and transactional aspects of PDD rezoning embodied in such a view, objecting to perceived imbalances where the benefits received by the community are not commensurate with those awarded to developers. A result of this perception has been increasing concern over, and downright opposition to, the continued use of PDD zoning as a land use tool by the Town.

The draft *Hampton Bays Corridor Strategic Plan* addresses concerns about the use and administration of PDD zoning by recommending that the Town establish clear policies and procedures for identifying and quantifying the public benefits provided. Such policies and procedures would include:

- **Conduct a baseline analysis of applications to**:
  - Determine the land uses and densities permitted as of right on the subject property. Once the as-of-right is established, then the project components that may be viewed as discretionary can be defined and, if possible, quantified, allowing public benefits to be weighed against the identified benefit to the applicant.
  - Identify those project features that would be required through the normal course of planning review on an as of right project, such as cross access provisions, compliance with landscaping and design guidelines, and the mitigation of traffic and environmental impacts. Project components identified as part of the "baseline" would not then be counted as part of the public benefit package provided in exchange for the PDD incentive.
- **Link PDD public benefits to identified goals and needs of the hamlet where the project is located.** Although workforce housing development is a general Town-wide goal and one of the stated "long-term goals which the Town Board wishes to achieve by [its PDD] legisla-

tion,"(§330-240.E[8]) it is not widely considered a public benefit in Hampton Bays, where median housing prices in 2008 were nearly half those of the Town as whole. Instead, the hamlet has growth management and open space preservation at the top of its priority list. Limiting growth to what is currently allowable as-of-right would require that any additional residential density granted to a PDD be offset by the retiring development rights on a quantity of land that would support an equivalent density to what the PDD would achieve over the as-of-right yield. Hamlet open space preservation priorities are detailed in chapter II.4 on Land Development. Preference is given to preserving open space with the greatest public visibility — i.e. on Montauk Highway or the waterfront — with neighborhood-based parcels receiving secondary consideration.

Because public benefits may also be in the form of infrastructure improvements or contributions to meeting other community objectives, the draft *Corridor Strategic Plan* offers these additional potential public benefits for the Town Board to consider:

- development of the "New North Main Street" in the hamlet center.
- completion/construction of planned public parks — Good Ground Park and the canalside Maritime Park. Both these parks are largely envisioned as "passive parks," meaning that any new facilities, and the opportunities for developer contributions, would be limited. However, development of the parks may entail expenses for park design, landscape enhancements, trail and pathway development, parking, signage, seating, lighting, and, in the case of the Maritime Park, outdoor interpretive exhibits.
- reducing the operating costs associated with the Town's current lease arrangement on the Hampton Bays community center building on Ponquogue Avenue in the hamlet center.

- **Improve the calculation and utilization of "cash-in-lieu-of" payments.** "Cash-in-lieu-of" payments are typically made by an applicant when there has been an agreement to utilize Pine Barren Credits, TDRs or other open space purchase to offset granted density increases but there are no suitable PBCs, TDRs or desired open space property available. By accepting a cash payment, the Town can make the purchase(s) at a later date, when there are credits on the market. "Cash-in-lieu-of" funds are also provided when the agreed upon community benefit is an infrastructure project — the payment allows the Town to implement the project, taking control of its timing and quality.

Two issues have arisen with cash-in-lieu-of agreements: 1) is the payment equitable?, and 2) is the cash used by the Town in a timely manner? The draft Corridor Strategic Plan further recommends:

- *"Cash-in-lieu-of amounts should be calculated fairly, based on the density bonus provided. The Town should be able to use the cash to retire development rights on property that would have yielded an equivalent number of units to the density bonus. Market rates should be used, obtained through a process comparable to that of property appraisal — that is, through a review of recent relevant sales.*
- *Cash-in-lieu of funds should be spent in a timely manner to avoid the reduction in buying power that comes as property values increase.*

The task of calculating an equitable public benefit is complicated by such project variables as:

- Whether the developer benefit is a quantitative increase in permissible yield or a qualitative change in permissible use or site plan requirements.
- The economic viability of strictly offsetting density increases with an equivalent number of PBCs or TDRs.
- The value to the community of concentrating density in certain areas while preserving open space in others.
- The value to the community of achieving a certain type of development or redevelopment in a specific location.
- The qualitative value of achieving desired public benefits as well as the quantifiable cost of implementing those benefits.
- The intent to use PDD zoning as an incentive for achieving desired development. If the public benefit requirements are too costly, then PDDs will not fulfill this role.

These considerations prevent the process of determining a public benefit package from being straightforward and readily subjected to a codified formula. Instead guidelines may be developed to support Town Board in its deliberations and bring desired transparency and consistency into the process. Guidelines would include and build on the recommendations from the draft *Corridor Strategic Plan* given above. Additions might include:

- Requiring statements of public benefit to detail how the proposed project meets community goals and objectives as expressed in the Town's Comprehensive Plan and all applicable local strategic plans. For example, in the case of Hampton Bays, projects would be required to show how they contribute to meeting the goals of

the hamlet vision statement included in the *Corridor Strategic Plan.* That is, how the proposed project will contribute to hamlet center revitalization, enhance the hamlet's identity as a historic and seaside community, promote environmental sustainability and watershed protection, and increase safety (particularly traffic safety). At the same time, projects should also be evaluated for ways in which they may depart from or hamper the achievement of community goals.

- For projects where the public benefit will be provided as a "payment-in-lieu-of," requiring the cash value to be established simultaneously with the determination of the benefit and prior to the application approval.
- Incorporating a limited advisory component into the process to provide public input and increase transparency.
- Requiring an economic analysis for each application that would address:
  - The economic benefit to the applicant of the proposed zone changes, incrementally above an as of right project on the subject property.
  - The cost to the applicant of public benefits being considered, with cost calculations verified by appraisals, estimates and other relevant documentation.
  - Fiscal impacts to the Town from the proposed project including costs of community services and anticipated tax revenue. Tax analysis should estimate the differences between as-of-right and the proposed development. This difference may be positive, as would be for the development of commercial tax "ratables" or negative, as in the case of condominium projects where the tax structure yields less revenue than is collected for comparable dwelling units in individual ownership.

1.B.ii) Site-Specific PDD Considerations

Tiana Commons

The proposed Tiana Commons development is located within the Town's Aquifer Protection Overlay District and the Central pine Barrens Overlay District. The site is also classified as a Pine Barrens receiving area and therefore has been previously considered as a place to receive additional development density. Site-specific recommendations in the draft *Corridor Strategic Plan* address several aspects of development, including residential yield, land use, and design. These are summarized below.

- **Density increases should be tied to the retirement of development rights off-site.**
- **As the last viable Residential Receiving Area for Density (RRAD) transferred from the Pine Barrens, the Town should require the applicant to demonstrate a good faith effort from the applicant to obtain and redeem Pine Barren Credits.** Concerns over the process of determining sufficient public benefits, as discussed above, also includes public skepticism regarding what constitutes a good faith effort. Guidelines for determining PDD public benefits could address such skepticism by requiring applicants to document efforts to purchase any PBCs available in the relevant school district or, if no PBC's are registered, outreach to the owner(s) of remaining potential credits. As discussed in Section II.4 on Land Development, the hamlet of Hampton Bays has one remaining parcel in the Pine Barrens with the potential to register 4.81 PBCs.
- **Appropriate land uses for the site include what may be allowed under current zoning (HB on the highway, moderate density residential further back); office complex; live-work units; and industrial business or light industrial.** Additionally, the 1999 Comprehensive Plan Update states that the Town should limit new retail development in the PDD located west of Stern's (Macy's) to a square footage no greater than that now possible under the existing zoning. The HB portion of the site allows for limited types of retail, primarily automotive, home and garden uses.
- **Uses that would potentially compete, and draw business away from, the traditional hamlet center, should not be permitted.** *The Corridor Strategic Plan* recommends economic concerns be addressed through the application and SEQRA review processes. The applicant should be required to demonstrate that proposed uses for the PDD would have no adverse affect on the economic viability of hamlet center businesses. The economic analysis should also address the impact on Town tax revenues of condominium ownership. As noted above, new guidelines for evaluating PDDs and calculating public benefits should require a tax analysis estimating the differences between as-of-right and proposed development.
- **Site planning for a PDD at the location of the proposed Tiana Commons project should include:**
    - development arrayed along a north-south spine road with a landscaped median, flanked by buildings in a traditional streetscape pattern

- cross-access between the Stop 'n Shop development and Bellow Pond Road, with a north-south connection to Montauk Highway

Design considerations not mentioned in the *Strategic Plan* but which should be added, include:

- native landscaping in order to limit the use of fertilizers, pesticides and herbicides, as well as reduce water use for landscape maintenance
- concentrate open space primarily at the rear of the property to protect the nearby wellfield, buffer the development from Sunrise Highway, and create a unified green space with the Stop & Shop site to the east and the wellfield to the west

The Residences at Canoe Place

Site-specific goals for the location of the proposed Residences at Canoe Place PDD cited in the draft *Hampton Bays Corridor Strategic Plan* include:

- **Respect the "legend" of the place, through adaptive reuse of the existing Canoe Place Inn building, use of appropriately historical architectural styles and features on new construction and exhibits commemorating the site's historic significance.** Because the practicability of preserving and reusing the existing building has been an issue of contention, review of the PDD application should include an independent assessment of whether building preservation is structurally feasible and, if so, whether or not preservation would be cost prohibitive. The financial assessment should take into account applicable tax credits and funding for preservation. In addition to questions of engineering and finance, consideration of the building should include site planning aspects.

  Conditions have changed since the Inn was built, and its current orientation, setbacks, etc. may or may not be conducive to the proposed uses. Consideration should also be given to preserving the building but relocating it on site.

- **New uses should allow for continued public access to, and enjoyment of, the site.** Continuation of the site's history of hospitality uses could meet this objective. Options include a restaurant, catering facility, overnight lodgings, conference center, spa, health club, etc.

- **Any new dwelling units should be oriented to a transient, vacationing population rather than adding to the community's resident population, with its associated fiscal impacts.** Potential conversion to full-time residences should be addressed in the project proposal.

- **New construction on the site should maintain a scale proportionate to the property and the surrounding community.**
    - The review process should include a visual impact analysis, illustrating how new construction will be seen from key vantage points including Montauk Highway, the adjacent planned Maritime Park, and surrounding properties.
    - Distribute new bulk in a series of related buildings with varying sizes, based on the traditional scheme of a resort complex with main building, subordinate buildings and outlying cottages.
    - Consider the charrette recommendation of abandoning the adjacent service drive to the south in order to increase the area available to expand the existing landscaping.

The draft *Hampton Bays Corridor Strategic Plan* also recommends that redevelopment at the Canoe Place Inn site be designed with the entire canal area in mind, and further suggests joint site planning with the Town to promote a general cohesiveness with the adjacent public parkland optimize area circulation patterns for both vehicles and pedestrians. That suggestion led to some public concerns that the park will be designed to support the private interests of the CPI property. Coordination can ensure that both the private resort-oriented use and the public park retain distinctive identities while functioning in complementary capacity. It can be beneficial for both the applicant and public, but is not essential to the success of either project.

1.C Overlay Zoning to Apply Area-Specific Design Standards

A third type of zoning proposed in the draft *Corridor Strategic Plan* is the creation and application of a new zoning district, a 'Transitional Overlay Zone (TOZ),' to mediate between traditional Highway Business uses and newer HO/ HC or Village Businesses. Primarily conceived as a design overlay, the draft *Strategic Plan* suggests it could also be used to modify use requirements, prohibiting undesired HB uses — although no specific uses are identified in the draft plan.

Proposed locations for the TOZ overlay are shown in Map 33 and are listed in the Attachments. The area is conceived of as the outer fringes of the Montauk Highway corridor, east and west of the hamlet center. From a design perspective, the key provision of the TOZ is a requirement that properties fronting Montauk Highway feature a wooded buffer in their front yards, comparable to the landscaping at the McDonald's site west of the Route 24 intersec-

tion. A continuous woodland on both sides of Montauk Highway would preserve and enhance the corridor's remaining rural character. The experience of driving along the corridor would perceivably change as one moved from the transition area into the hamlet center proper, with naturalistic landscaping giving way to formally spaced street trees and sidewalks. The contrast would emphasize the beginning and end of the hamlet center, sharpening its identity. Moreover, the proposed TOZ landscaping treatment would prevent the corridor from getting the appearance of a commercial strip.

The *Strategic Plan* proposes the TOZ to be an administrative category, overseen by the Planning Board and Department of Land Management staff. Implementation would require the drafting of appropriate language and submission through the public approvals process for adoption and application.

As part of the public involvement process for the DGEIS, the Advisory Committee discussed some specific design guidelines and standards that could be implemented through the TOZ, along with some applicable to the hamlet as a whole. Because the Town is undertaking initiatives to enact design guidelines and standards at the Town-wide, rather than hamlet, level, the Committee focused on design elements particular to the hamlet, TOZ or other specific area. Standards and guidelines discussed by the Committee are given below.

Note that provisions that are proposed as mandatory standards are distinguished by the words "shall," "must," or "required," while discretionary guidelines are distinguished by words such as "should," "may," "recommend," "consider" or "encourage." Also note that general architectural guidelines and standards, such as those calling for traditional or vernacular design, or prohibiting the use of franchise prototypes, will be addressed at the Town-wide level, as will site planning requirements intended to promote pedestrian-friendly environments.

1.C.i) Potential Hamlet-Specific Design Standards and Guidelines

Landscaping

New and redevelopment shall feature substantial landscaping to:

i. Achieve beautification;
ii. Create attractive and comfortable streetscapes to support pedestrian activity;
iii. Moderate climate — particularly to provide shade in the peak resort season;
iv. Contribute to Hampton Bay's "rural" character;
v. Contribute to biodiversity and wildlife habitat.

- Non-residential development in the "transition areas" flanking the hamlet center (TOZ properties) must feature a wooded setback to provide a country road feeling to the corridor as one enters and leaves the central business district.
    - Wooded setbacks shall be a minimum of 50 feet, unless impeded by existing development or functional design considerations. Where site constraints prevent the project from meeting the 50-foot setback standard, the buffer area shall be provided to the maximum extent feasible. The buffer shall extend the length of the property frontage on Montauk Highway with the exception of access driveways.
    - The buffer area shall consist of a mix of native deciduous and non-deciduous trees, shrubs and groundcover. To the extent feasible and practical, existing vegetation in the buffer area shall be preserved and invasive species removed. If the area is to be planted (as opposed to preserving existing vegetation), planting shall be done in a naturalistic manner. Planting plans shall be reviewed by the Department of Land Management's Environmental Division to ensure sufficient quantity, diversity, placement, and appropriate selection of plant material, and to ensure that sightlines are maintained at ingress and egress points.
    - Garden plantings (e.g. flowering perennials and annuals, non-native species) may be used selectively; for example at the base of signs or to mark entrance and exit driveways.
    - Development projects that must comply with this standard are those on property fronting Montauk Highway between Jones Road and Bellows Pond Road west of the hamlet center and those fronting on

Montauk Highway between Gravel Hill Road and Maidstone Lane on the east, with the exception of properties in the canal area, between Canoe Place Road and North Shore Road.

- New and redevelopment projects in the hamlet center, defined here as non-residential property on or in the vicinity of Montauk Highway between Springville Road and Bittersweet South Extension, must include street trees, planted or maintained to the Town standard for subdivisions (§292-42).
    - Street trees shall be planted and/or maintained on both sides of Montauk Highway, and shall be located in a buffer strip located between the sidewalk and the road. The buffer strip shall be planted with grass or groundcover in order to provide a green appearance and allow for stormwater infiltration (see photos below). Buffer areas currently paved in red brick, which is buckling, deteriorating and weed infested, shall be replaced.

Mature street trees on both sides of Montauk Highway create a canopy over the roadway, and are a dominant feature of the hamlet's visual character. The uniform treatment, with the trees set in grass-planned buffer strips, provides a coherent look to the area, overcoming disparities in architectural styles.

- Window boxes, free-standing planters, hanging planters, trellises and the like should be used to contribute a lush appearance to properties. This particularly applies to properties with limited space for planting in front and/or

side yards, such as those in the hamlet center area between Flanders Road and Gravel Hill Road, and older properties elsewhere that are set close to the road and do not meet setback standards.

- Development gateways should be utilized as opportunities for substantial planting treatments that include a mix of shrubs, groundcovers and flower annuals and/or perennial plants. Plantings should anchor gateway signage.

Different uses of hedge plantings and formally pruned shrubs in Hampton Bays.

- Lawn ornaments, statuary and retail and/or wholesale merchandise are prohibited in front and side yards with the following exceptions:
  - Retail stores in the hamlet center — the commercial district between Cemetery Road and Gravel Hill Road — may display merchandise outdoors during business hours only, provided the display does not interfere with pedestrian circulation on the sidewalk and vehicular circulation in parking areas and driveways. Outdoor merchandise display is encouraged to add visual interest to the hamlet center and enliven the area with shoppers.
  - Antiques stores elsewhere in the hamlet (i.e. outside of the hamlet center area) may also display merchandise out of doors, provided it does not occupy more than 15% of the yard area used, and that items are displayed in a landscaped environment.
  - Public art approved by the Town's Architectural Review Committee as to appropriate content and scale.
  - Artifacts that reflect the hamlet's maritime history, approved by the Town's Architectural Review Committee as to appropriate content and scale.
- Landscape plans shall feature trees located to provide shade to walkways and parking areas.

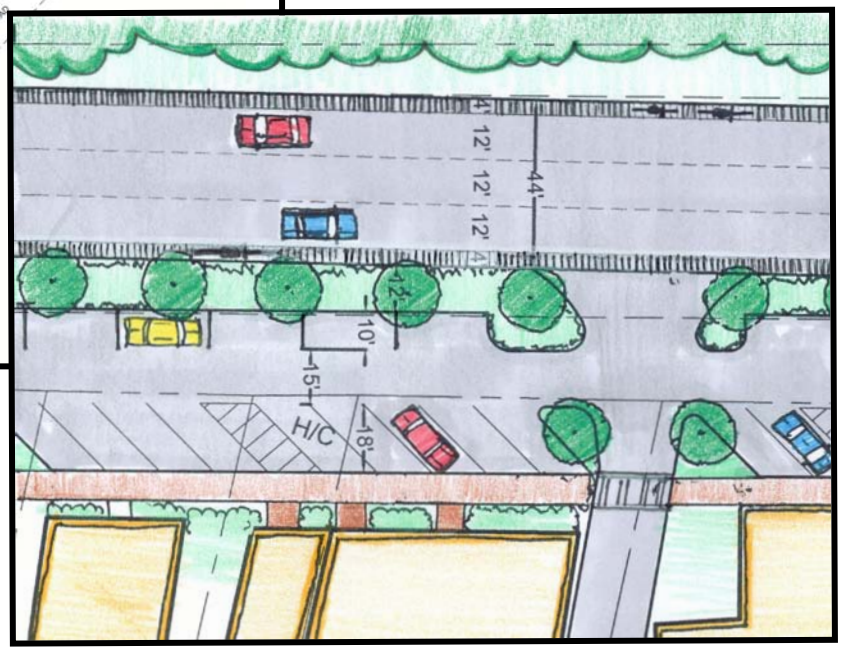
IMPLEMENTATION:

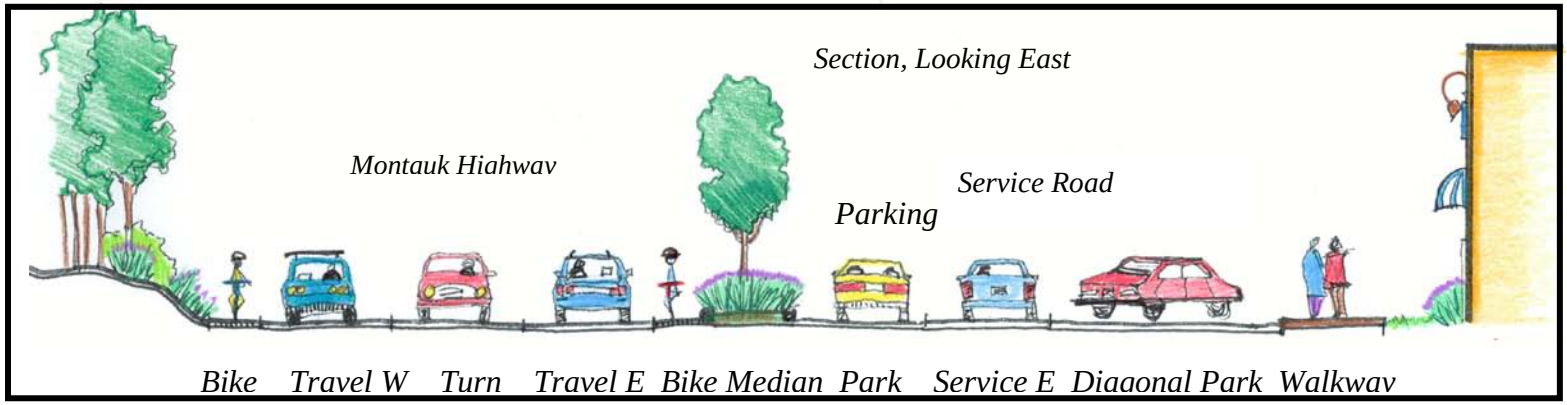
- Landscape plans submitted through the site plan review process will be evaluated for conformity to these guidelines and standards.

Site Planning in the Bittersweet South Extension Area

Redevelopment of property located on the south side of Montauk Highway immediately west of the rail overpass and east of Bittersweet South Extension, should contribute to the renovation of the area into a slip street in order to improve vehicular and pedestrian circulation, and provide beautification opportunities.

- Property owners in this area are encouraged to provide a voluntary easement to the Town to allow their front yards to be used for creation of a one-way service lane or "slip-street", a landscaped island with trees, parallel parking for large trucks, angled parking for cars and a pedestrian walkway between the angled parking and buildings, as recommended in the Hampton Bays Corridor Strategic Plan and illustrated below.



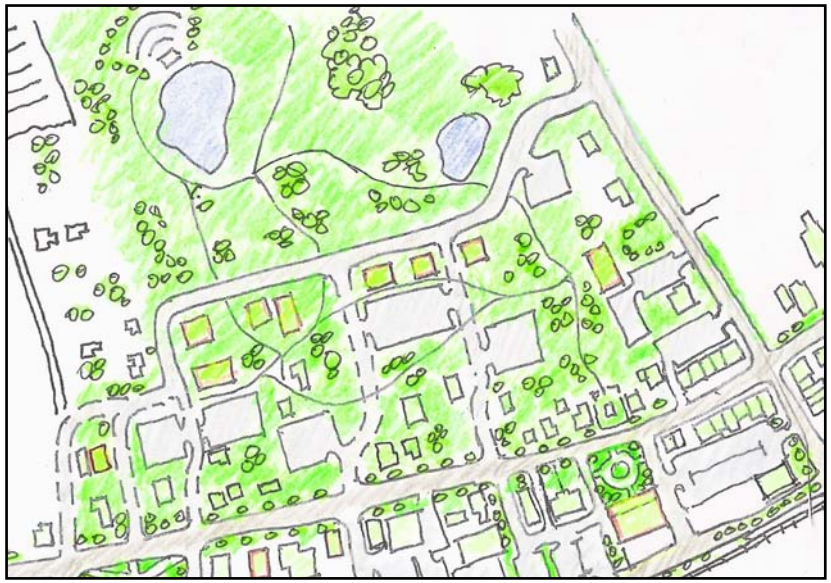


- Front yards in this area shall include a walkway, of a width and material to be determined in conjunction with the Town, and connected with a similar walkway on adjacent properties.
  - The walkway shall be shaded, at least in part. Shading may be provided by various means such as trees, awnings, an overhang or portico, etc.
- Due to the space required to provide the proposed service lane and parking, room for front yard landscaping in this area will be limited. Landscaping shall be provided through:
  - Foundation plantings between the building and walkway. In the event there is no area provided between the building and the walkway for foundation plantings, then greenery must be provided through planters and window boxes.
  - Side yard plantings, which are to include shade trees.

Site Planning in the Area of Good Ground Park/New North Main Street

An access road is planned into the new Good Ground Park property that will parallel Montauk Highway, with the entrance on Squiretown Road. Construction will create new road frontage along the backs of properties that currently

front on Montauk Highway, but which abut the Park on their northern side. Along with the new road frontage facing the park will come opportunities for new and redevelopment in this area, potentially resulting in a more complex and inviting hamlet center environment and enhanced circulation, as envisioned in the *Hampton Bays Corridor Strategic Plan* (see the conceptual illustration for the area below). To achieve an enhanced environment in what the Plan calls the Good Ground Green area, new and redevelopment on these properties shall comply with the following:

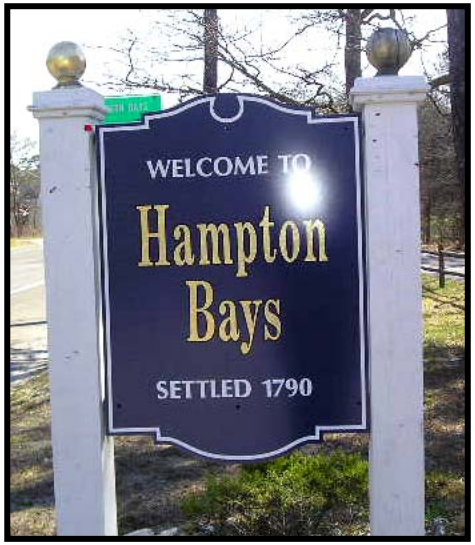


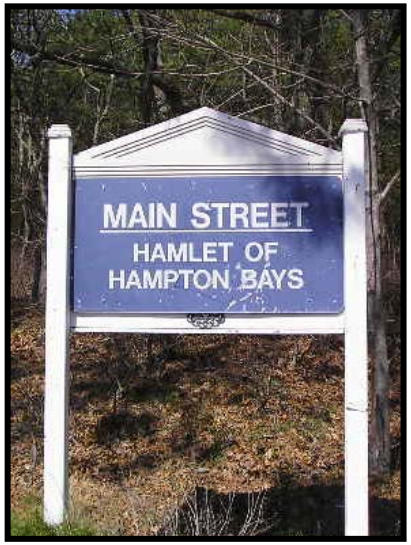
- Buildings shall be positioned to front onto either Montauk Highway on the south or New North Main Street on the north.
- A lot with frontage on both Montauk Highway and New North Main Street may position buildings on either or both streets; no rear setback wil apply.
- Parking shall be provided in the interior of the property, behind and in between development fronting on the two streets.
- Shared and connected or combined parking areas are encouraged.
- Cross access between Montauk Highway and New North Main Street shall be provided as is feasible, either via parking lot access drives or landscaped pedestrian paths.
- Buildings may have secondary entrances facing the interior parking areas. Primary entrances shall open on to either Montauk Highway or New North Main Streets.
- Front building setbacks shall be measured from the street on which the building faces, either Montauk Highway or New North Main Street as is appropriate.
- Front setbacks shall be a minimum of 15 feet and a maximum of 30 feet.
- Outdoor dining and merchandise displays shall be permitted and are encouraged.

Hamlet Identity

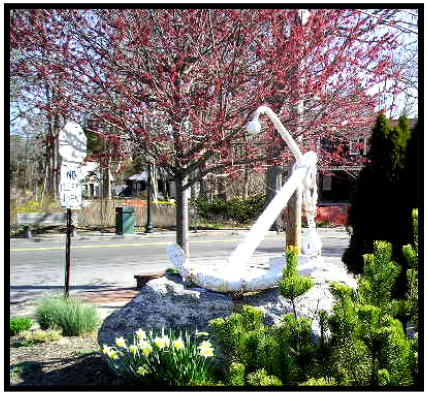
Hampton Bays is a maritime community with an agricultural past, and new and redevelopment projects should reflect this heritage. Opportunities to do this include:

- Use of themed or historic color:
    - Blue is associated with water, and the hamlet has adopted that color as the background for its gateway and other signage. The Hampton Bays Plaza (aka Macy's shopping center) sign below at right uses blue combined with images of clipper ships to evoke the community's maritime heritage. Blue is also found throughout the hamlet corridor on awnings and building trim.
    - Information on traditional building colors that prevailed in the hamlet is available from the Hampton Bays Historic and Preservation Association.

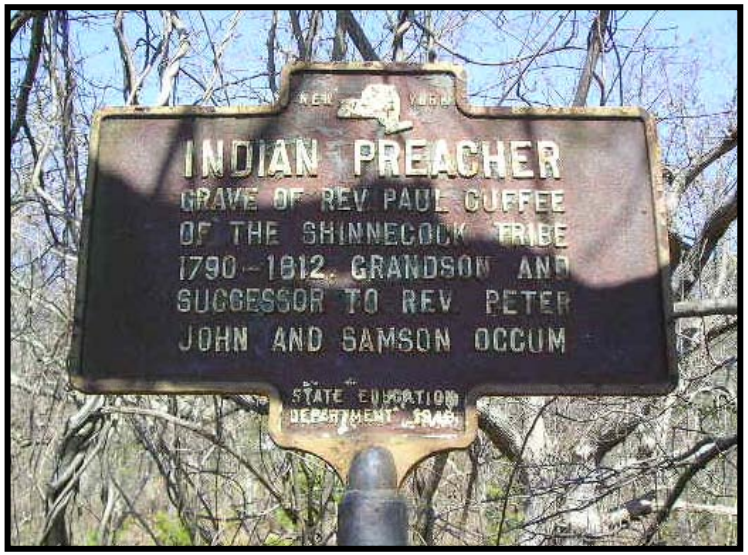


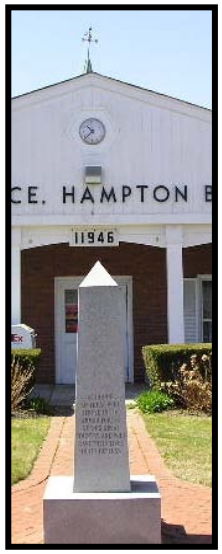


The architecture of the Hudson City Bank building, above, is given a seaside resort appearance through the addition of the blue canvas awning. Blue and white stripes, seen in the awnings at right, are also evocative of the seaside (as in 1920's beach cabanas and French boaters' shirts). The use of a blue roof and awning in the pool dealership below fails to meet this design goal because it accentuates unattractive and dated design features of the building — i.e. the faux mansard roof hosting a disproportionately large, and overly busy, sign; the metal awning on only one side of the building.



- Nautical Symbols & Artifacts — The maritime theme can be conveyed through the limited use of nautical symbols, such as the ship imagery in the Hampton Bays Plaza shopping center sign noted above, the Post Office weathervane (below, center), or the anchor (right) used to mark the entrance to a shopping center. The anchor is an artifact that, although painted, retains its corroded and much used appearance. It conveys the maritime theme with authenticity.
- Historic Markers & Monuments — Signs and monuments are ways of highlighting Hampton Bay's heritage in an informative way. Current examples of their use include NY State-sponsored signage, an inscribed obelisk in front of the post office, and plaques mounted in a stone featured in shopping center landscaping. Other possibilities include building-mounted plaques and interpretive signage, commemorative public art and sculpture, outdoor interpretive exhibits, sidewalk plaques or decorative paving, etc.





- Appropriate Project Naming and Signage — Hamlet identity and pride can be reinforced by use of the hamlet name in local business, or even simply use of the word hamlet, as shown in the examples below. Good Ground is also a name associated with the hamlet and is being increasing used, as in Good Ground Road, the planned Good Ground Park or the potential Good Ground Green commercial area adjacent to the park. Names that incorrectly identify Hampton Bays as a Town or Village should not be used. Identity naming is particularly important for properties in gateway areas.

The Hampton Bays diner, top left, has become a community icon in part because of its gateway location at the Route 2 terminus, in part because diners are a distinctly American type of eating place, and in part because of its name. It literally, and prominently, says Hampton Bays, signaling to anyone entering the hamlet from Sunrise Highway via Route 24 where they've arrived. The Hamlet Green, bottom left, highlights the identity of Hampton Bays as a hamlet, whereas the Hampton Bays Town Center sign on the right confuses the issue.

IMPLEMENTATION:

- Determine the potential for historic recognition of the site through consultation with the Hampton Bays Historical Society.
- Identify options for historic recognition and/or use of heritage elements in the project design through color, iconography, artifacts, public art, and the like.
  - With respect to color, cool blue tones, such as navy, marine blue and lighter tints of these hues (as shown in the color bar at right), are preferred over aqua and blue-green colors that are typically associated with tropical waters.

- Prior to incorporating heritage elements into a new or redevelopment project, review options with Town Planning staff and relevant review boards (e.g. Design Review).

III.2 Conversion of Transient Accommodations to Residential Housing

A Town-wide study of the conversion of transient accommodations to residential housing was ongoing simultaneously with the preparation of this DGEIS but is not yet completed. Recommendations have been formulated and are being presented here as anticipated, since the impacts of such conversions is an important issue in Hampton Bays.

2.A. Proposed Changes to Residential Yield

In order to minimize the impacts of the increased development intensity associated with lodging conversions, the *Motel-to-Condominium and Cooperative Study* is expected to propose the following Code amendments controlling yield.

2.A.i) Control Over Grandfathered Rights

Transient lodgings making an application for conversion to residential housing will be required to document that they are an eligible (i.e. legal) lodging use that has not been abandoned. This would strengthen, support and help fully utilize §330-118 of the current code, which requires properties whose lodging uses have been abandoned to revert to the underlying zoning. As a result, abandoned motels or cottage complexes in residential districts would be held to the residential zoning standards of their surrounding neighborhoods. Abandoned uses in business districts would be held to use provisions that typically prohibit residential development.

2.A.ii) Calculating Yield

The yield of eligible lodgings would be changed from a one-to-one allowable conversion rate to a calculation based on unit size. According to the proposed conversion table below, lodging units that are 1200sf or larger would be considered the equivalent of a small home and therefore eligible for a one-to-one yield. For smaller units, yield is based on a ratio of their size to that 1200sf standard. So three motel rooms sized 400sf or

less units would yield a single condo unit, as would two units between 400sf and 600sf, or 1.5 units between 600sf and 1200sf.

Figure III.2-1
Proposed Yield Schedule for Transient to Residential Conversions

Average Lodging Unit Size	≤400 sq. ft.	401-600 sq. ft.	601-1200 sq. ft.	>1200 sq. ft.
Conversion Factor	3.0	2.0	1.5	1.0
Suffolk County Density Load Standard	100 gpd/unit	150 gpd/unit	225 gpd/unit	300 gpd/unit

The conversion formula is based on the Suffolk County standards for approval of sewage disposal systems, which lays out project density loading and design sewage rates. As shown in Figure III.2.1 above, the conversion factor is proportionate to the density loads for various types of lodging and dwelling units.

The build out analysis in section IV.1.B applies this schedule to the available data for Hampton Bays lodging units[1] and estimates that conversion yield would be reduced by half.

2.A.iii) Restricting New Residences to Supporting Districts

Transient to residential conversions would be prohibited in districts that do not allow residential housing such as Highway Business (HB) and Shopping Center Business (SCB). In addition to controlling density, this change will avoid residential-commercial conflicts and promote land uses consistent with underlying zoning.

The draft study is also considering the application of performance standards for conversions to ensure compatibility with surrounding uses.

2.B. Potential Zone Changes

As shown in Figure II.3-8 in the Existing Conditions chapter on Housing, most motels and cottage complexes in Hampton Bays are not located in Motel (MTL) zones. Those zones host fewer than a quarter of the hamlet's transient units and are primarily occupied by single family residences. The motel study addresses this discrepancy by proposing a number of changes to the zoning map intended to rationalize and bring consistency to the hamlet's zoning pattern, and to support sound residential development and redevelopment through appropriate underlying zoning.

[1] To estimate unit sizes, the development's building area was divided by the number of units. Because the total building area may include parts other than lodging space, the estimated unit size may be somewhat larger than actual.

2.B.i) North Road off Sunrise Highway

No commercially operating motels are found in this MTL zone containing 18 parcels. However, there are some cottage/bungalow developments and other lots with multiple structures, and many units in this location appear to be seasonal rentals although there are no seasonal or rental permits on file to confirm this.

The presence of seasonal uses, along with the zone's proximity to vacation amenities such as the Shinnecock Canal and Meschutt Beach County Park, suggest that the zone should be retained despite the lack of conventional motel uses. However, the draft Motel study does recommend rezoning the six small single family lots at the eastern end of the zone (SCTM 190-1-22.2 through 29) from MTL to Residential R-20. See Figure III.2-2 below for an illustration of the proposed boundary changes.

Figure III.2-2
Proposed Changes to the MTL District (1 of 4)

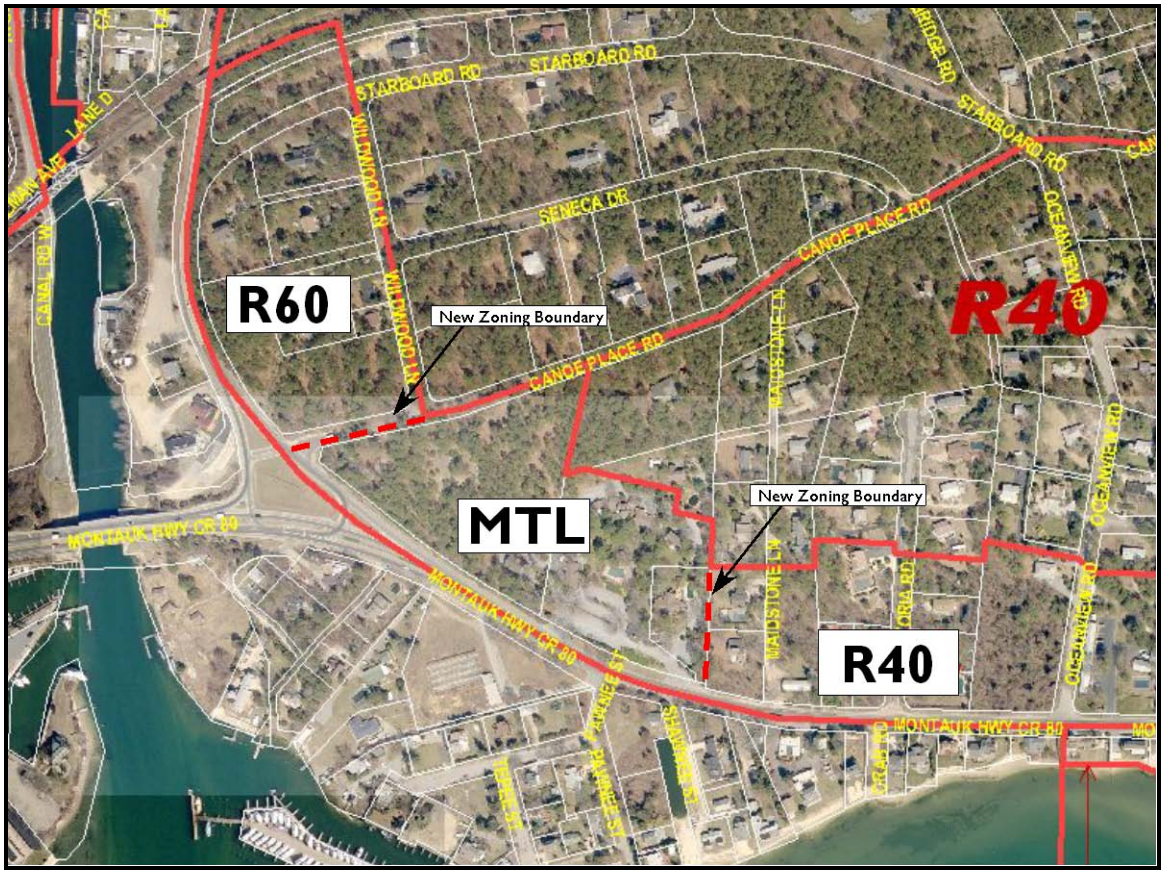
2.B.ii) Montauk Highway, Starboard Road to Oceanview Road

This crescent-shaped stretch contains one commercially operating motel, The Hampton Maid. Nineteen of the 22 parcels (86%) in this MTL district are single-family residential. The district is bordered by R60 to the north and R40 to the southeast, with waterfront property across Montauk

Highway zoned RWB. The area is well situated for resort uses, being in close proximity to Shinnecock Bay and the Shinnecock Canal where marinas have docks and boat slips available.

It is recommended to rezone the single family lots north of Canoe Place Road from MTL to R60, and to rezone the single family lots east of the Hampton Maid from MTL to R40. A large vacant lot adjacent to the Hampton Maid will remain in the MTL district, allowing for a related use. See Figure III.2-3 below for an illustration of the proposed boundary changes.

Figure III.2-3
Proposed Changes to the MTL District (2 of 4)



2.B.iii) Montauk Highway, Pine Road to Hillover Road

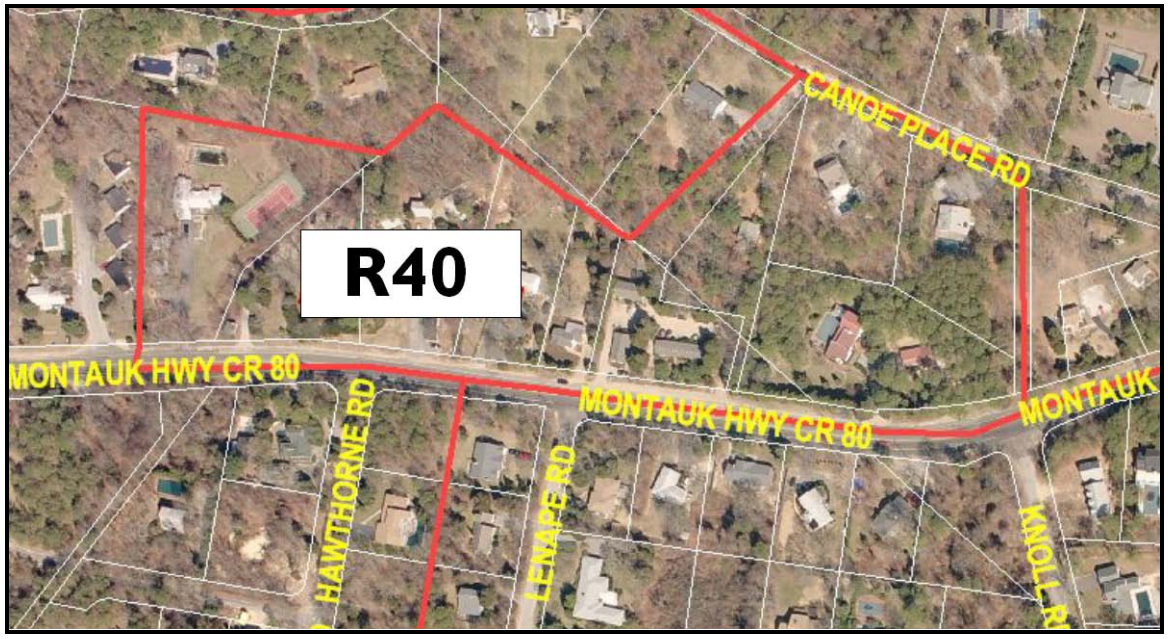
Two of the five parcels in this MTL area have single family homes, the other three have cottages and multi-unit rentals that somewhat resemble motels although there is no discernable business identification (signage, vacancy information, etc) associated with them. It is recommended that the MTL zoning boundary be shifted east to exclude the single family lots, which would be rezoned to match the surrounding R40 district. See Figure III.2-4 below for an illustration of the proposed change.

Figure III.2-4
Proposed Changes to the MTL District (3 of 4)

2.B.iv) Montauk Highway, Peconic Road to Canoe Place Road

Half the paces in this MTL zone have been developed with single family homes, while several additional lots are substandard parcels ranging from 180sf to 3,885sf. Rezoning to the surrounding R40 is recommended, as shown in Figure III.2-5 below.

Figure III.2-5
Proposed Changes to the MTL District (4 of 4)



2.C. Additional Anticipated Recommendations

The Motel-to-Condo and Cooperative Conversion Study is looking at a broad array of issues connected with such conversions, and will issue recommendations beyond those affecting zoning and yield.

2.C.i) SEQR Review

§330-155.I states that "All [conversion] applications shall be treated as SEQRA Type I actions." This requires a coordinated review and full EAF which may or may not be sufficient to address the impacts discussed above. Strengthening requirements for SEQRA review would, at minimum, call for addenda to the EAF long form to assess potential impacts to traffic, water resources, socio-economics, community services and scenic/historic resources and community character. Additionally, local thresholds could be established, based on project units and/or size in acreage for requiring an EIS.

2.C.ii) Promoting the Retention of Transient Uses

One concern over motel-to-condo conversions is the loss of transient accommodations and the subsequent impacts on the area's resort economy. While condo-conversion has been a ready option for the owners of obsolete lodging facilities, new types of hospitality uses have been developed in recent years that provide additional options and offer the potential to retain some or all of the units for vacation and resort use. Examples include the condotel, in which the new owners of individual units retain their transient status post-sale and rentals are handled by the condo management agency. Owner-managed transient condos are a variant in which the unit owners conduct their own rental activity. Fractional ownership apartments, such as those proposed for the Canoe Place Inn site, are yet another variation.

Strategies for promoting the conversion of motels and cottage courts to new forms of transient lodgings rather than full-time residences include:

- Outreach to motel owners to provide business support, assistance with maintaining viable transient uses
- Education to lodging owners regarding new types of transient uses and property conversion opportunities
- Incentives favoring conversions and expansions that retain transient uses — e.g. tax incentives, higher conversion yields, expedited reviews, fewer site plan and/or architectural requirements. Require properties receiving benefits under the code for maintaining vacation and seasonal-oriented uses to provide annual documentation that units are not being utilized as full-time residences. Establish penalties for violating the terms on which the incentive was granted.

2.C.iii) Performance Standards & Design Guidelines

Performance standards and design guidelines can be added to the section of the Town code governing motel conversions to control impacts on scenic resources and community character.

- Require the inventory and preservation of significant landscape and architectural features, such as trees with a caliper of six inches or more, iconic signage and/or architectural features, etc.
- Require significant viewsheds into and from the site be identified and preserved.

- Promote the use of appropriately vernacular architectural styles — cottage court complexes should be converted to cottage-style dwellings.

2.C.iv) Workforce Housing

The intent of the motel-to-condo conversion study is to address Town-wide needs and, because of this, it is expected that the forthcoming draft will include a recommendation to require a minimum percentage of residential units to be set-aside for affordable housing is anticipated, potentially 20 percent. Flexibility may be given to such a requirement by:

- Allowing an equivalent percentage of units to remain in transient use.
- Allowing the requirement to be met by a payment-in-lieu of contribution. Potentially, this option could be limited to areas of the Town that have a disproportionate amount of the Town's affordable units — for example, areas where average home prices are below that of the Town-wide median such as Hampton Bays.

2.C.v) Fees

- Require park fees on all residential condominiums and cooperatives that do not provide a recreational amenity on-site.
- Change §330-155.J, currently requiring a review fee of $1,000, to reference a fee schedule to be set by Town Board that would allow for annual increases.

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

Part III: STUDY RECOMMENDATIONS and FUTURE DEVELOPMENT ALTERNATIVES

III.3 Traffic & Transportation Recommendations

The draft *Hampton Bays Corridor Strategic Plan* includes an appendix detailing an ambitious list of recommendations to improve traffic flow and safety. These are summarized briefly below, followed by supplementary strategies related to sustainability that were added in response to community requests for strategies to support alternative transportation modes. Through the DGEIS scoping process, the community also asked for recommendations regarding Transit Oriented development (TOD).

For details on the feasibility and impacts of these proposals, as well as additional mitigation proposals see chapter IV.7 in the following section.

3.A Road Reconfiguration/New Construction

A significant portion of the traffic and transportation recommendations in the *Corridor Strategic Plan* involve the creation of new roads, or the realignment of existing ones. These are complex projects whose implementation will of necessity be long term, as they require substantial funding and involve property not in the Town's immediate jurisdiction. Because of these complexities, as well as other factors such as varying levels of community interest and support, additional planning work is needed including project prioritization, environmental review, acquisition of site control, design and engineering, grant seeking, etc.

3.A.i) "New North Main Street"

The first phase of this north service road will provide access to Good Ground Park from Squiretown Road. It should support on street parking, and feature a sidewalk on its southern side to support new commercial development. Ultimately, the street should be extended to the west and then curve south to connect with Montauk Highway preferably at Springville Road.

3.A.ii) Bittersweet South Slip Street

The highway is especially wide at this point, and a large shoulder on the north used for informal parking creates a safety issue with pedestrian road crossings. A solution is proposed to restructure the road within its

existing right-of-way to create an adjacent curb and parallel one-way service lane — also known as a slip street — that would provide parallel parking for large trucks and angled parking for customer automobiles. A concept sketch is given in the previous section on design guidelines.

3.A.iii) Old Riverhead Road Realignment

Land opposite the proposed slip street is being considered for Town acquisition as open space. If and when this occurs, the Old Riverhead Road intersection should shift west to avoid sightline problems at its current location adjacent to the rail overpass. Moving the intersection opposite the easterly exit from the proposed service road would make a desirable four-way crossing.

3.A.iv) Newtown Road Reconfiguration

Reconfigure the intersection of Montauk Highway with Newtown Road to enable left turns to be made safely from southbound vehicles on Newtown Road. This improvement should be implemented in conjunction with redevelopment of the Canoe place Inn, with the developer participating in funding.

3.A.v) Montauk Highway Reconfigurations

The existing highway right-of-way in the western section would allow for reconfiguration to consist of two 12' wide travel lanes, a 12' center median/turning lane, 4' shoulders, and 8' sidewalk areas. The 4' shoulders could accommodate a designated bicycle lane.

3.A.vi) Good Ground Road Extension

Extension of the existing Good Ground Road has been planned by the Town for a number of years in order to improve the road network in the hamlet center, provide additional east west travel options, and reduce congestion. The draft *Corridor Strategic Plan* shows several potential points of connections where the extended road could intersect with Montauk Highway. Achieving the main point of connection, directly opposite Route 24, would require coordination with owners of the Hampton Bays Diner property, as well as State and County Departments of Transportation. Other possible future termini are at the Macy's traffic signal or opposite the Stop and Shop main access drive.

3.B Roundabouts

Roundabouts are proposed for two locations on Montauk Highway — the potential termini of the Good Ground Road extension at Route 24, and the intersection of Montauk Highway at Old North Highway east of the Shinne-

cock Canal. The draft Plan notes that modern roundabouts are "the intersection design of first consideration by NYSDOT" to allow the free flow of traffic, avoiding the queuing associated with traffic signals.

3.C New Traffic Signals

New traffic signals are proposed for areas where roundabouts are not suitable. One is proposed for the intersection of Montauk Highway with Newtown Road in order to remove the necessity of turning west to make a u-turn before traveling east. Like other recommended improvements in this location, it should be coordinated with redevelopment of the Canoe Place Inn property.

Another is provisionally suggested for the intersection of Montauk Highway and Terrace Drive. A signal at this location may be needed with redevelopment of the Boardy Barn property and would have to be coordinated with the existing signal at the Wild by Nature shopping center.

3.D Cross-access Agreements

The Town has a general policy of seeking cross access agreements on new and redevelopment sites along Major thoroughfares such as Montauk Highway and County Road 39 in order to enhance traffic circulation and potentially alleviate congestion. Cross-access opportunities specifically noted in the draft Corridor Strategic Plan include:

- Wild by Nature shopping center and Boardy Barn site
- Stop & Shop west to Bellows Pond Road — this would be achieved with development at the site of the proposed Tiana Commons PDD application
- Stop & Shop to Macy's Center — this is being implemented as part of the Stop 'n Shop development project
- Row of businesses east of Bittersweet South Extension

3.E Alternative Transportation Improvements

3.E.i) Proposed Pedestrian Enhancements

The draft *Corridor Strategic Plan* proposes the extension of new sidewalks outside the Central Business District, in order to create to ensure a continuous sidewalk from Jones Road to the Shinnecock Canal, at least on one side of the roadway. Enhanced crosswalk warning signs and pavement markings are also recommended.

Other aspects of the plan that will support pedestrian activity include:

- Creation of pedestrian paths to connect Montauk Highway with the New North Main Street and Good Ground Road

- Infill development in the hamlet center
- Economic development activity to attract new uses into the hamlet center

3.E.ii) Bicycle Path Enhancements

The draft *Corridor Strategic Plan* proposes:

- Creation of a Shinnecock Canal bridge bike crossing
- Construction of new bike/shared use paths
- Designation of on-street bike lanes and shared bike/motor vehicle lanes

Additional support for bicycling activity could come from:

- Installation of bicycle racks in the hamlet center
- Bicycle lockers for long term storage at the train station
- Requirements to incorporate bicycling facilities in substantial new and redevelopment, including bicycle parking (racks and/or lockers), air pumps, water fountains

3.E.iii) Transit System Improvements

Like improvements to roadways not under the Town's immediate jurisdiction, Transit system improvements must be accomplished through cooperation with transit providers. Recommendations include working with:

- LIRR to achieve more frequent, shuttle-type service. The recommendation dovetails with those in the recently completed East End Transportation study.
- Suffolk County Transit to provide additional bus stops on Montauk Highway and a more direct, shuttle bus-type route in the hamlet center

3.E.iv) Transit Oriented Development

Transit systems must be supported by ridership, which is typically correlated with residential density. Consequently, development intended to promote transit use (TOD) allows for increased density in areas within walking distance (i.e. ¼ mile) of a transit stop. Thresholds vary. A TOD overlay zone would also require pedestrian and bicycle-oriented development standards, such as sidewalks, commercial development positioned at the street-front, bicycle parking, etc.

Applying TOD principles to Hampton Bays would mean allowing for an increase in residential density for, at minimum, the Long Island Railroad station and potentially Suffolk County transit bus stops as well. Residential development is not currently permitted in the commercial areas closest to the station. Moreover, the wastewater flows utilized by existing development leaves little room for additional residences. TOD overlay zoning would need to be predicated on an active transfer of development rights program, or a wastewater treatment plant.

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

Part III: STUDY RECOMMENDATIONS and FUTURE DEVELOPMENT ALTERNATIVES

III.4 Additional Recommendations

In addition to recommendations concerning traffic, transportation and the future of land use and development in Montauk Highway, the draft Hampton Bays Corridor Strategic Plan also contains recommendations regarding improvements to public spaces. These are summarized below.

Following this is a list of planning topics that were added to the DGEIS scope but not addressed in the draft *Corridor Strategic Plan* or the motel-to-condo conversion study. Potential strategies are given, but it is recommended that additional research and planning work be done.

Two studies cited in the DGEIS scope for consideration here have not progressed to a point where recommendations are available — the Town's Local Waterfront Revitalization Program[1] and a study of the Resort Waterfront Business zoning designation. Unlike the motel-to-condo conversion initiative, these ongoing plans will not be discussed.

Another document, not mentioned in the DGEIS scope but noted here for its relevance to the community, was submitted to the Town Board and the DGEIS Advisory Committee in July of 2009 by the Hampton Bays Civic Association. The document was independently produced by the Civic Association and titled *Hampton Bays: A Vision for the 21st Century*. A number of its recommendations coincide with those of the draft *Corridor Strategic Plan*. Examples include the application of a wooded buffer on commercial properties fronting Montauk Highway (the proposed "TOZ"), additional design controls though overlay districting, the improvement of fencing at Munn's Pond, retaining the Village Business zoning designation in the hamlet center, and infill development in the hamlet center. Other recommendations address issues added to the DGEIS scope concerning areas outside the commercial corridor and are mentioned where applicable below.

[1] A contract between the Town of Southampton and the NYS Department of State for LWRP preparation is expected to commence on February 1, 2011 and will require the document to be completed within two years of that date.

4.A Infrastructure Improvements Recommended in the draft *Hampton Bays Corridor Strategic Plan*

4.A.i) Gateway Enhancements

Public art is proposed for the intersection of Montauk Highway at Old North Highway, which is also the location of a proposed roundabout — the artwork or statue would be situated in the roundabout circle. To highlight the history of the Canoe Place area, a sculpture of Native Americans portaging a canoe is suggested.

East of the LIRR overpass at the western end of the corridor, gateway treatments are proposed that would create the feeling of the road narrowing in order to stimulate traffic to slow. No actual narrowing of the road is suggested.

4.A.ii) Hamlet Center Improvements

The draft *Strategic Plan* proposes:

- An internal road system and connected parking lots south of the proposed New North Main Street in an area dubbed "Good Ground Green." Improvements here may be achieved incrementally through private redevelopment, or as a public-private partnership with the Town taking the lead in coordinating an integrated design for all of the privately-owned parcels in this area
- The Town revisit the potential for Post Office relocation
- New pocket parks in the vicinity of Post Office Plaza and Cinema Square

The Civic Association Vision document recommends public acquisition of the property, currently a parking lot, between the auto supply and hardware stores on the south side of Montauk Highway in order to create a pocket park and, more importantly, provide a pedestrian connection to Good Ground Road.

4.B Community Issues

4.B.i) Code Enforcement

Code enforcement is an issue in Hampton Bays, both from the perspective of residents and from Town inspection staff who report a high incidence of violations in the community. Concerns range from the health and safety problems that arise from illegal overcrowding to the impacts on community character and aesthetics of illegal signs.

Code enforcement can be enhanced with additional staffing resources to pursue and process violations. Investigation should be made regarding the potential for increases in the fines that could be used to support additional inspectors.

Because substandard conditions on some properties can have a detrimental effect beyond their borders (i.e. broken window theory), the Town should pursue a zero tolerance policy for violations. It should also revisit the practice, once followed, of employing a dedicated staff member to address sign violations.

Community involvement can also assist in identifying violations. Strategies for increasing community involvement include:

- Outreach and education to area residents on how to file a complaint, and on what conditions justify a complaint.
- Adding a feature to the Town's webpage where residents can report perceived code violations. The webpage can also be used as an education tool to help residents understand what is and what isn't a code violation, how violations are processed, the length of time it may take to see the situation corrected, etc.
- Inserts into the Town tax bill can be used as an education/outreach vehicle, including promotion of internet resources, if and once developed.
- Collaboration with community and neighborhood organizations — including the potential to train volunteers in some aspects of identifying violations.

Resident concerns about code enforcement are not limited to Hampton Bays, nor are they limited to the enforcement of building, electrical and sign codes through site inspections. There is also a strong interest in seeing more strict application of the Town's zoning code, with fewer variances granted. Repeated variance approvals can have a significant effect on hamlet design and density, undercutting the recommendations of the Corridor Strategic plan and the DGEIS — although the Town's Zoning Board of Appeals lacks the ability to soften density controls imposed through Suffolk County groundwater management and sanitary code requirements. Options for addressing concerns include:

- Increased dialogue between the public through Town appointed citizens groups (i.e. CACs) and private community organizations such as the Hampton Bays Civic Association.
- A review of granted variances to identify patterns that may highlight issues with existing zoning regulations and/or land uses that may be addressed through other means.

4.B.ii) Reclamation of Brownfields and Blighted Properties

Although blight was mentioned as an issue during the DGEIS scoping process, Hampton Bays is not considered a blighted community. Mounting code violations could lead to blight, and a stepped up effort to identify and have violations corrected in a timely manner would address this.

4.B.iii) Harbor Protection

The Town's LWRP will include a Harbor Management component. Additionally, the Town has in recent years established a division of stormwater management to focus on mitigating pollution from stormwater runoff. Amendments to the Town Code concerning stormwater management are in process.

The Hampton Bays Civic Association Vision document recommends two new overlay districts — a Waterfront Protection Overlay District and a Marine Reserve Protection Overlay Zoning. The first, based in part on elements from the East Hampton Town Code, would regulate development activities with 1,000 feet from any body of fresh, brackish or salt water. The second would apply to the Shinnecock Canal and Shinnecock Bay from Shinnecock Inlet to Quantuck Bay including wetlands, bottomlands, ocean dunes, and barrier beaches.

Regulations in the proposed Waterfront Overlay would address stormwater runoff, installation of new septic systems, septic system placement, lot clearing, swimming pool installation and the use of pesticides and fertilizers. The proposed Marine Reserve would include the Waterfront Overlay regulations, and prohibit boat discharges, bottomland disturbance, and new marina development or expansion.

Some of the regulations suggested for the waterfront and marine reserve overlays should be considered by the Town committee preparing the stormwater management code amendments. Others would require a separate initiative and warrant further review. The Town's 1999 Comprehensive Plan supports the maintenance and expansion of the marina industry, which contributes to the resort economy. Marinas are also an integral component of the hamlet's valued maritime heritage and identity.

Additional protections against stormwater runoff can be pursued through the following strategies to maintain and expand open space and vegetation:

- Promote the use of permeable surfaces for parking lots, walkways and other hardscapes, where appropriate, through design guidelines.

- Give priority to open space acquisitions adjacent to surface waters, and to nearby properties that can be used for drainage.
- Enact a vegetation protection ordinance to regulate clearcutting and preserve significant mature trees.

Stormwater management and watershed protections should be addressed at the Town-wide level.

4.B.iv) Wastewater Controls as They Relate to Development Density

Suffolk County regulates development density based on groundwater management zones which, in Hampton Bays, allows a maximum of one dwelling unit per half acre or acre, depending on the zone. Single family homes are, for planning purposes, considered to generate 300 gallons of wastewater flow while accessory apartments are considered to generate half that amount.

The Town code permits accessory apartments on lots of 30,000 sf or larger. Looked at another way, ½ of an acre, or 20,000 sf, is allowed for the main dwelling and half that amount is added for the accessory. This is consistent with County regulations for groundwater management zone III. However, groundwater management zone IV requires a minimum of 40,000 sf for a single family home; an accessory apartment generating half the wastewater flow would require 20,000.

To make the Town code consistent with Suffolk County Sanitary requirements, a minimum lot size of 60,000 sf should be required for accessory apartments on property in GMZ IV.

4.B.v) Hamlet Center Parking

Hampton Bays residents report a shortage of parking in the hamlet center area. Difficulty finding parking is not only an inconvenience, but can discourage trade and adversely impact hamlet center businesses.

Elements of the draft Corridor Strategic Plan will contribute to improving the parking situation in the hamlet, including"

- New parking in the hamlet center created to supply Good Ground Park
- Potential new parking created in conjunction with redevelopment of properties in the Good Ground Park vicinity, adjacent to New North Main Street

- Improved pedestrian circulation in the hamlet center that will make it more acceptable for people to park within a short walk of their destination

A more concentrated solution to the parking problem in Hampton Bays will require additional work to:

- Inventory available parking in the hamlet
- Monitor the use of facilities during peak business hours and identify the location of shortages
- Identify the potential to increase parking through shared resources, facilitated by new pedestrian connections and shared parking agreements
- Assess the need for, and feasibility, of the creation of additional public parking

This additional work could be combined with the hamlet economic development plan recommended by the Corridor Strategy as a follow-up activity.

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

Part IV: BUILDOUT, IMPACTS & MITIGATIONS

1. Build Out Methodology & Projections

I.A. Build Out Assumptions & Methodology

1.A.i) Description, Limitation & Function of the Build Out Estimate

A build out analysis creates an estimate of the maximum amount of development that may be achieved in a specific area under a given set of assumptions. It must be emphasized that the build out is not meant to be a projection of what will occur, only an estimate of what may occur under a given zoning scenario.

As the name implies, a build out assumes that every last piece of land in the study area that is not preserved[1] will be developed to the fullest extent permitted. Actual build out of this kind is highly unlikely because the estimates used in conducting analyses for an area containing many hundreds of parcels cannot take into account the myriad factors that shape individual site development. Such factors include environmental conditions that can limit site development; market conditions influencing the types of uses being built; varying design requirements for different types of uses, including whether buildings will be one or two stories; varying parking requirements for different types of uses: individual developer preferences, etc. The build out, therefore, represents a "conservative estimate" – in this case conservative in the sense that in seeking to identify a worst case scenario, the estimate projects more development than can be expected to occur.

It must also be noted that build out analyses are based on GIS data for many hundreds of parcels, data which is in a continual process of being updated, augmented and corrected. Some data for individual parcels is likely to be out of date or contain errors, which in turn will affect the overall analysis — reinforcing the characterization of the build out as an estimate rather than a projection or prediction.

---

[1] The term Preserved here is used to denote properties protected from development through such means as purchase through the Community Preservation Fund or Open Space Fund, common space set aside through the subdivision process, purchase of development rights for transfer, and municipal property designated as either agricultural, vacant or designation conservation land. Identification of preserved properties is through records in the Town's GIS and Govern systems.

Given that build out estimates are inherently flawed, they remain a useful tool for comparing alternative zoning scenarios, and for considering impacts under worst case conditions.

1.A.ii) Regulatory Limitations on Development and Assumptions Used in the Build out Analysis

Development in Hampton Bays is regulated by several factors, including:

- Zoning District Use and Dimensional Regulations
  - The build out estimates for Hampton Bays are based on what may be developed "as of right" without the need for variances, special exception approvals or other discretionary approvals.
  - Estimates for residentially zoned property are expressed in terms of residential units or lots.
    - Since it is not feasible to perform "single & separate" title searches for substandard lots (i.e. smaller lot area than required by dimensional regulations for the zone), it will be assumed that such lots are buildable.
  - Build out estimates for property in non-residential zones are expressed in terms of square feet of building area, and calculated based on maximum allowable lot coverage. Lot coverage restictions vary by zoning district, ranging from 20% in the Shopping Center Business, Motel, Resort Waterfront Business, and Hamlet Office/Hamlet Commercial districts to 30% in the Highway Business district to 70% in Village Business.

- Suffolk County Sanitary Code Requirements

  Just as the build out assumes that development will be "as of right" with respect to municipal zoning regulations, it also assumes that all development will be built at density levels that meet Suffolk County Sanitary Code requirements for utilizing individual water supply and sewerage systems, and will not require the additional project expense and approvals of a modified subsurface sewage disposal system (i.e. Chromaglass) or on-site sewage treatment plant (STP).

  Article 6 of the Suffolk County Sanitary Code establishes limits to development based on County Department of Health Services Groundwater Management Zones. The hamlet of Hampton Bays straddles two of the eight zones, as shown in Map #-tk. Roughly speaking, land west of Ponquogue Avenue and north or Montauk Highway is situated in Groundwater Management Zone III, with the balance of the hamlet in Groundwater Management Zone IV. Under the Sanitary Code, these two Groundwater Management Zones have

different limitations on the intensity of development permitted, with Zone III accommodating a density level approximately twice that of Zone IV. In Groundwater Management Zone IV, lots must be a minimum of 40,000 square feet per unit of residential density, and in Groundwater Management Zone III they must be a minimum of 20,000 square feet.

For non-residential development, the County requires the calculation of a "population density equivalent" to determine if a project meets the density requirements of Article 6. According to the County's *Standards for Approval of Plans and Construction for Sewage Disposal Systems for Other Than Single-Family Residences* (November 20, 2008), there are two alternative acceptable methods for determining the population density equivalent of a project: a Calculation Method or a Yield Map Method. The Yield Map Method is based on an evaluation of individual site plans, and is therefore not appropriate for use in a build out estimate for a large area. Consequently, this study uses the Calculation Method.

In the Calculation method, the population density equivalent is determined by multiplying the adjusted gross lot area in acres by 300 gallons per day per acre in Groundwater Management Zone III, and 600 gallons per day per acre in Groundwater Management Zone IV. In a project-specific calculation, the adjusted gross lot area is obtained by subtracting that portion of the site occupied by regulated freshwater and/or tidal wetlands, ponds and other underwater lands from the total parcel area. Because this build out is conducted at a generic level, the adjusted gross lot area is assumed to be the same as the parcel size. This assumption, as noted above, yields a build out estimate higher than some individual site conditions will allow.

The population density equivalent for an area is expressed in terms of gallons per day per acre. To move from this number to an estimate of permitted building size, a second calculation is needed in which the available gallonage (i.e. population density equivalent) is divided by the density load for the specific use. The density load is an expression of water usage/sanitary flow for a given property use, such as retail store, office, restaurant, etc. and varies accordingly; for example, a spa or fitness center that includes showers, steam rooms and other amenities will use substantially more water than a retail store. The Suffolk County Department of Health Services *Standards and Approvals* manual cited above includes tables providing the density loading rates for the array of non-single family uses. Typically, the density load is expressed in terms of gallons per day per square foot of use. For some uses, the load figure is related to occupancy, such as seats in a restaurant or beds in a hospitality or medical facility.

As discussed above, the build out is an estimate of an area's *maximum* building potential under a given set of constraints. Therefore, the density load figure used here is the most permissive — i.e. the standard that would yield the largest development. The most permissive density load standard given in the County's *Standards and Approvals* manual is 0.03 gpd sf, and is allowed for greenhouses, municipal services, and dry retail. As a point of comparison, the standard for office uses is 0.04 gpd sf and for medical offices it is 0.1 gpd sf.

In mixed use developments, the total "density load is the sum of the proportionate density for all existing and proposed uses on the site." For example, a building that is divided into equal retail and office portions would have half of its density load calculated using the 0.03 gpd sf retail standard and the 0.04 gpd sf office standard used for the other half. The density loads of residential components are assessed according to the size of the unit: 150 gpd for units under 600 sf (i.e. accessory apartments), 225 gpd for units between 601 and 1200 sf, and 300 gpd for residential units larger than 1200 sf (as well as all single family homes). As referenced above, the population density equivalent for an acre of land is either 300 or 600 gpd, depending on the Groundwater Management Zone, so adding a residential component to a commercial project would typically require a relatively large lot size, the transfer of sanitary credits from property stripped of its development rights, or the use of a treatment system.

Municipal zoning codes and Suffolk County regulations have developed over time and are applicable to different, though overlapping, geographic areas. Consequently, discrepancies may arise in what is permissible. When the amount of development permitted under the Town of Southampton's code differs from that permitted by County regulations, the more restrictive rules apply. For properties in Groundwater Management Zone III, the County Sanitary Code is likely to be the limiting factor. In Groundwater Management Zone IV, development capacity will more likely be limited by local regulations.

- Other Limiting Factors
  - Parking Requirements. Section 330-95 of the Town Code contains the Schedule of Off-Street Parking Space Requirements for Non-Residential Uses, with standards ranging from 1 space for every 100 sf of building for delis and neighborhood convenience stores to 1 space per 2,000 sf of building for self-storage facilities. This build out uses the more typical standard of 1 space for every 180 sf of building area, applicable to general retail, office and mixed use shopping centers. Estimates of parking area required

assume 400 sf of lot area for each space, in order to accommodate a 180 sf parking space (i.e. 9 X20) plus room for circulation aisles, parking lot ingress and egress, parking lot landscaping, and so on.

With a parking to building ratio of 400 to 180, or roughly 2.2 to 1, a maximum of 31% lot coverage could be achieved with a single story building. This is just beyond the 30% maximum lot coverage allowed in the Highway Business (HB) zone.

The total floor area of a building can be increased by adding a second story, but as floor area increases so will the required parking area. In order to accommodate sufficient parking, larger buildings (in terms of total square footage) will have smaller footprints. For example, at the maximum 30% lot coverage, a 40,000 sf parcel in the HB zone could accommodate up to a 12,000 square foot building footprint; 67 parking spaces would be required, needing 26,800 sf. Adding a full second story with the similar uses would double the parking area, in this case to 53,200 sf, which would be impossible. However, an increase to 14,000 sf could be accommodated with a two-story building having a 7,000 sf footprint (parking estimated at 31,200 sf). This would translate to 35% of the lot area.

Factors that can reduce the area needed for parking — and hence allow a greater building footprint — include the potential for shared, offsite or waived parking, the latter available only in the Village Business and Office District zones. Certain uses also require less parking than others. Self-storage facilities, for example, require only one space per 2,000 sf of storage area; warehouse and indoor storage areas require one space per 1,000 sf, less than a fifth of what is required for retail and office space.

- Aquifer Protection Overlay District (APOD). Clearing of native vegetation on parcels in the Town's APOD is limited to 50% of the lot, per §330-67 of the Town Code. The portion of the APOD in Hampton Bays is shown on Map-tk. Most of the area is zoned residential, and the overlay district regulations would therefore affect the size of the homes built but not the yield. The few commercially zoned properties in the area are already developed, and include the Hampton Bays West Commercial Industrial Planned Development District (Stop 'n Shop and McDonald's). Adjacent to this, and also in the APOD, is the area considered in the Hampton Bays Corridor Strategic Plan for another PDD (i.e. Tiana Commons).

1.A.iii) Build out Methodology: Estimating Development Yield

The build out analysis estimates the maximum potential under existing regulations for both residential and non-residential development.

- For residential development:
  - Each lot in Groundwater Management Zone III is divided by 40,000sf or the minimum lot size required by the zoning district, whichever is greater, and rounded down to a whole number to determine the number of single family homes permitted on the lot. In Groundwater Management Zone IV, lot area is divided by 20,000 sf or the minimum lot size required by the zoning district, whichever is greater.
  - Substandard parcels that do not meet the minimum lot requirements of their district are, for the purposes of the build out estimate, assumed to single and separate, and able to accommodate one dwelling unit. As the Town Code prohibits the development of single family homes on lots smaller than 8,000sf, these are not counted as developable for the purpose of this analysis.
  - Initial estimates are adjusted by a yield factor to account for development constraints on individual parcels that cannot be identified at this level of analysis. Examples include the presence of wetlands, unbuildable slopes, inability to meet setback requirements of the zone, the placement and or size of existing buildings that would preclude further subdivision of the lot, etc. The Town's Planning division estimates that the actual average yield of a subdivision is 71% of the initial yield on paper — that is, if a 400,000 sf lot in the R40 zone could theoretically accommodate ten 40,000 sf lots, the actual subdivision might realize just seven once lot lines are mapped. Following this, the total estimated yield of new homes on lots currently vacant is adjusted by a factor of .71. The estimated potential of creating new homes by further subdivision of already developed oversized lots is adjusted by a factor of .25, since there are more constraints under these circumstances.
  - Separate estimates are made for two particular types of residential development — accessory apartments and the conversion of motel and cottage lodging units into full-time residences. Each bears special consideration which is detailed along with the estimates given below.

- For non-residential development:

  Several factors affecting potential yield are examined — the County Sanitary Code, lot coverage limitations under Town Zoning, required parking area, and current land use.

  - First, an estimate of the maximum building size that would meet Suffolk County Sanitary Code standards is calculated. This is done by obtaining the population density equivalent, multiplying the area of each lot by either 600 gpd per acre or 300 gpd per acre, depending on the Groundwater Management Zone. Any residential units identified on the property (i.e. Commercial Living Units) are counted as requiring 300gpd. This is subtracted from the available gallonage. The resulting gallonage or flow is then divided by 0.03 gpd sf, the density load standard for dry retail.

  - Town zoning is then considered. A maximum building size is estimated based on lot coverage limitations and the area required for parking, as discussed above. The following estimates are used here:

Zone	Estimated Maximum Building Size
VB	60%-100%
HB, OD	25%-35%
SCB, MTL, RWB	20%-35%
HO/HC	18%-22%

    These estimates assume the potential for a second story, which is why the percentages for maximum building size exceed that for lot coverage of the building footprint. Also note that while the SCB, MTL, RWB, HO and HC zones all have a maximum coverage of 20%, the HO and HC districts have a minimum requirement of 40% vegetated open space, reducing the amount of the lot available for parking which in turn limits building size. As noted APOD parcels are limited to 50% site clearing, so estimated build out in these areas are reduced by half.

    - County and Town maximums are compared to identify which is more restrictive.
    - To identify the potential for expansion on already developed lots, the total square footage of all existing buildings on the lot is subtracted from the identified maximum potential square footage.
    - For parcels in business zones that contain commercial residential units, the sanitary flow requirements for those units are calculated, using the 250 gpd standard for dwelling

units between 600 and 1200 sf. This is then subtracted from the available floe for the lot to identify remaining development potential. The estimated potential is calculated based on both available sanitary flow and zoning district requirements, whichever is more restrictive.

- No commercial expansion is assumed for non-residential uses on residentially zoned land.
- Split-zoned parcels are divided proportionately and each zone considered separately.
- Development potential is not calculated for parcels classified as used for transportation or utilities.
- Calculations of development potential less than 1000sf are not included in the totals.
- Occasional adjustments were made to account for specific parcel information. For example, the common area of a developed parcel containing office condominiums is shown in the records as having no buildings and theoretically being developable, when it is already developed, the condos being registered as separate parcels.
- Maximum estimates of potential commercial square footage are adjusted downward to account for both site conditions and variations in use — i.e. the allowable square footage for "wet" uses is substantially lower than that for the "dry retail" used to calculate the maximum. A factor of .5 is used for the adjustment. Estimates are rounded to the nearest 5,000 to emphasize that they are projections. It should be further emphasized they these projections are what land use regulations would support and are not intended to imply that is what the market will bear, or that individual projects would pass the detailed environmental review of SEQRA.
- Build out estimates for the RWB district are further reduced since the type of development here typically involves smaller buildings with accessory outdoor uses such as boat storage. Current development is typically 10% to 20% of the lot. The build out factor used here, in projecting an estimated maximum, uses .25.

I.B. Build Out Estimates

1.B.i) General Area Characteristics

- There are 7,442 properties listed in the Hampton Bays hamlet.
- The total area of all parcels combined is 293,804.027 square feet, or 6,745 acres.
- Most of the hamlet's parcels are small and without subdivision potential. Figure IV.1-1 shows the distribution of parcel sizes.
    - Parcels range in size from less than a tenth of an acre (267 properties[2]) to 273 acres (preserved open space).
    - 38% do not meet the minimum lot size requirement for the least restrictive residential zoning district, R15.
    - Fewer than one percent are larger than 10 acres; most of these are preserved
- 190 parcels are identified as being preserved, totaling 1,858.82 acres.
    - While 2.5% of the number of parcels, they account for 27.56% of the hamlet acreage.
    - The hamlet's largest parcels are among those preserved. Figure IV.1-1 shows the distribution of parcel sizes among those properties that have been preserved.
- In addition to those parcels identified in the Town's data bases as preserved, other non-buildable property includes:
    - parcels classified as being used for transportation — 150 parcels totaling 127.40 acres
    - parcels classified as being used for utilities — 8 parcels, 43.87 acres
    - surface water parcels, 4 of which are not preserved, amount to 4.33 acres
    - several parcels with the zoning designation of OSC (Open Space & Conservation) which are not classified as "preserved." For the most part, these are Town-owned lands, some of which is

[2] Most of these very small property records indicate condominium units.

Figure IV.1-1

Distribution of Parcel Sizes in Hampton Bays
ALL PARCELS

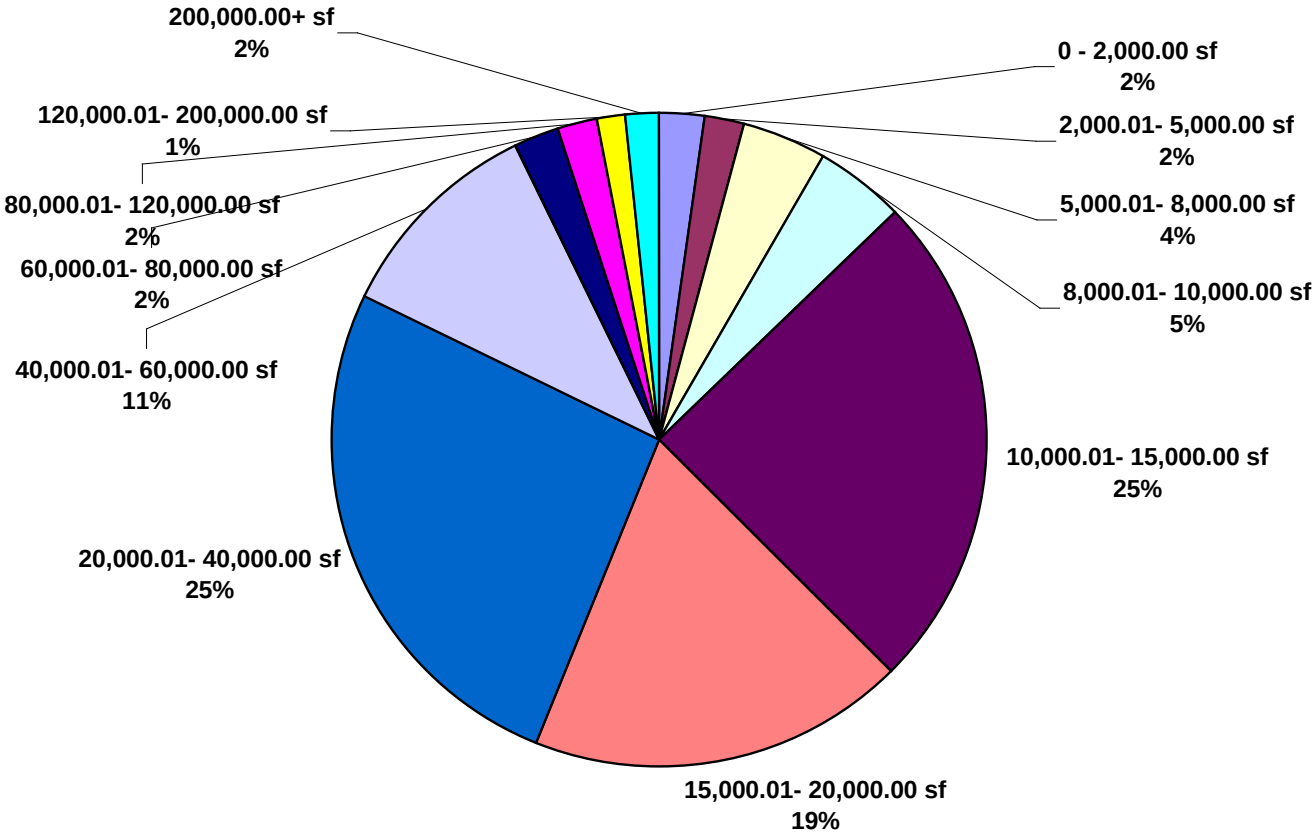
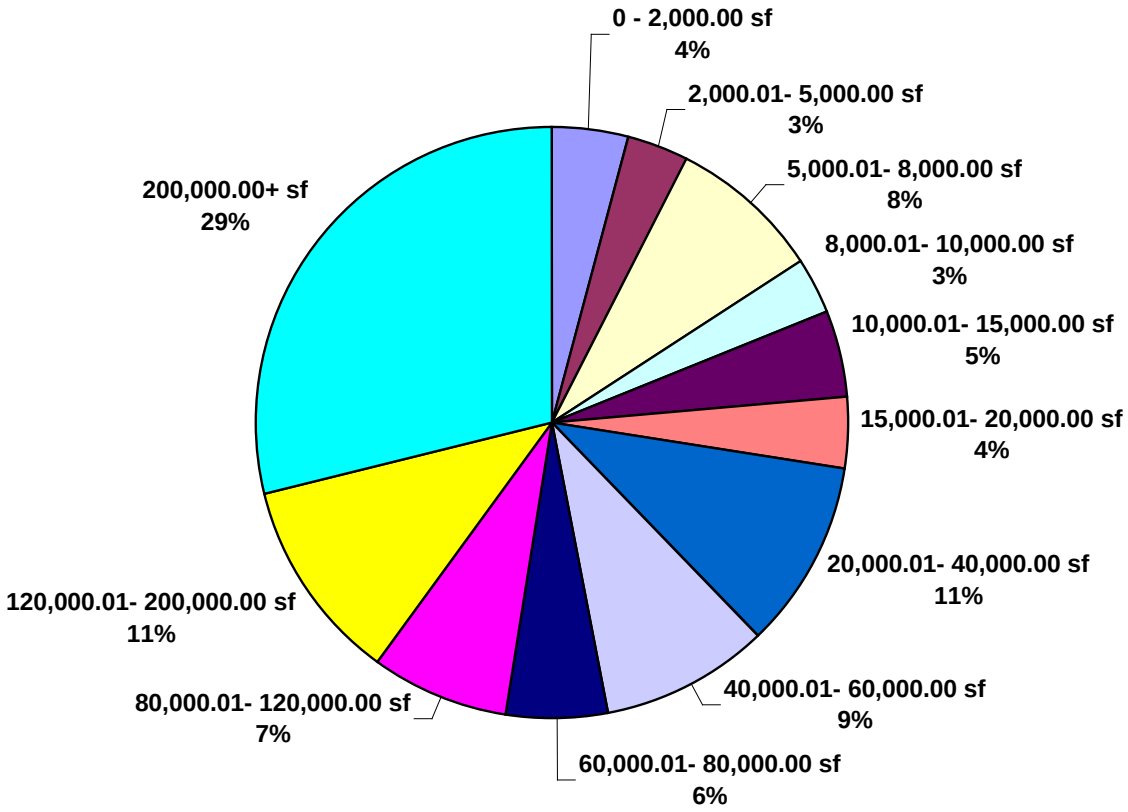


Figure IV.1-2

Distribution of Parcel Sizes in Hampton Bays
PRESERVED PARCELS ONLY



parkland and some of which is used for parking. There are six such parcels amounting to 123.92 acres.

1.B.ii) Existing Development & New Development Potential: Residential

- There are nine different residential districts in Hampton Bays, containing a total of 5,367 acres distributed in 6,946 parcels.
    - One district, CR200, contains just one very large parcel of 273 acres preserved along the Sunrise Highway Extension; the residential zoning designation is essentially irrelevant.
    - Two other districts, the MF4 (multi-family) and SC44 (single-family) account for one and three parcels respectively, each containing an existing development. There is no vacant land in Hampton Bays zoned for multi-family development.
    - The predominant districts are R15, R20, R40, R60, R80 and CR200, and the distribution of parcels and land with them is shown in Figure IV.1-3 below.
- While each district has some vacant, developable land remaining, they are largely built-out. Only the R20, R40 and CR120 districts have the potential for more than 25 new homes.
- Much of the remaining, undeveloped residential in Hampton Bays parcels are under-sized for their district. For example, 151 of the 249 vacant parcels in the R20 district are under 20,000sf; 31 of the 45 vacant CR120 parcels are under 120,000sf. Consequently, the potential for new subdivisions is limited.
- Most new residential development can be assumed to come from new single family homes built on "single and separate" lots. As these remaining lots will be more challenging and costly to develop due their less than desirable small size, potential difficulties in meeting setback requirements and other constraints, the pace of new development is likely to be slower than in recent years.
- In addition to homes in residential zones, the hamlet also contains a considerable amount of residential development in its commercial zones, as detailed in Figure IV.1-3 below — 833 units, nearly 10 percent of the hamlet's total. As new residential development is not permitted as-of-right in the Town's business zones, with the exception of the MTL zone, no additional units are projected for the build out under existing zoning. Residential uses — both single family homes and accessory apartments — are permitted in the proposed new HO and HC zoning districts. However, most of the

lots subject to the HO/HC rezoning are small and do not have the available sewage flow required to support residential development.

Figure IV.1-3
Residential Uses in Hampton Bays Commercial Districts

	Number Residential Parcels	Residentially-used Acreage	Existing Residential Use	Residential Income Units on Commercial Use	Total Existing Residential Units*
HB	21	16.98	45	97	142
OD	5	7.79	25	20	45
RWB	198	78.32	296	138	434
VB	21	12.96	40	20	60
SCB	-	-	-	-	-
PDD	-	8.24+	50	8	58
MTL	40	34.49	69	25	94
		TOTAL UNITS	525	308	833

Source: Town of Southampton GIS, Department of Land Management

- Figure IV.1-5 below provides data on the number of parcels in each zoning district, the total acreage for each district, and the number and acreage for preserved parcels, vacant parcels and developed parcels. Most importantly, it also provides projections for the number of new single family homes that may be achieved on vacant land and through the further subdivision of oversized lots.
    - A total of 549 new units is projected, which is rounded here to 550. (Round numbers are used to denote the rough nature of these calculations.) An additional 100 units are added to allow for potential accessory apartments and bonus units created through the Long Island Workforce Housing Act. This 650 new unit potential amounts to an 8.2% increase over current residential development.

Figure IV.1-4
Residentially-Zoned Land in Hampton Bays

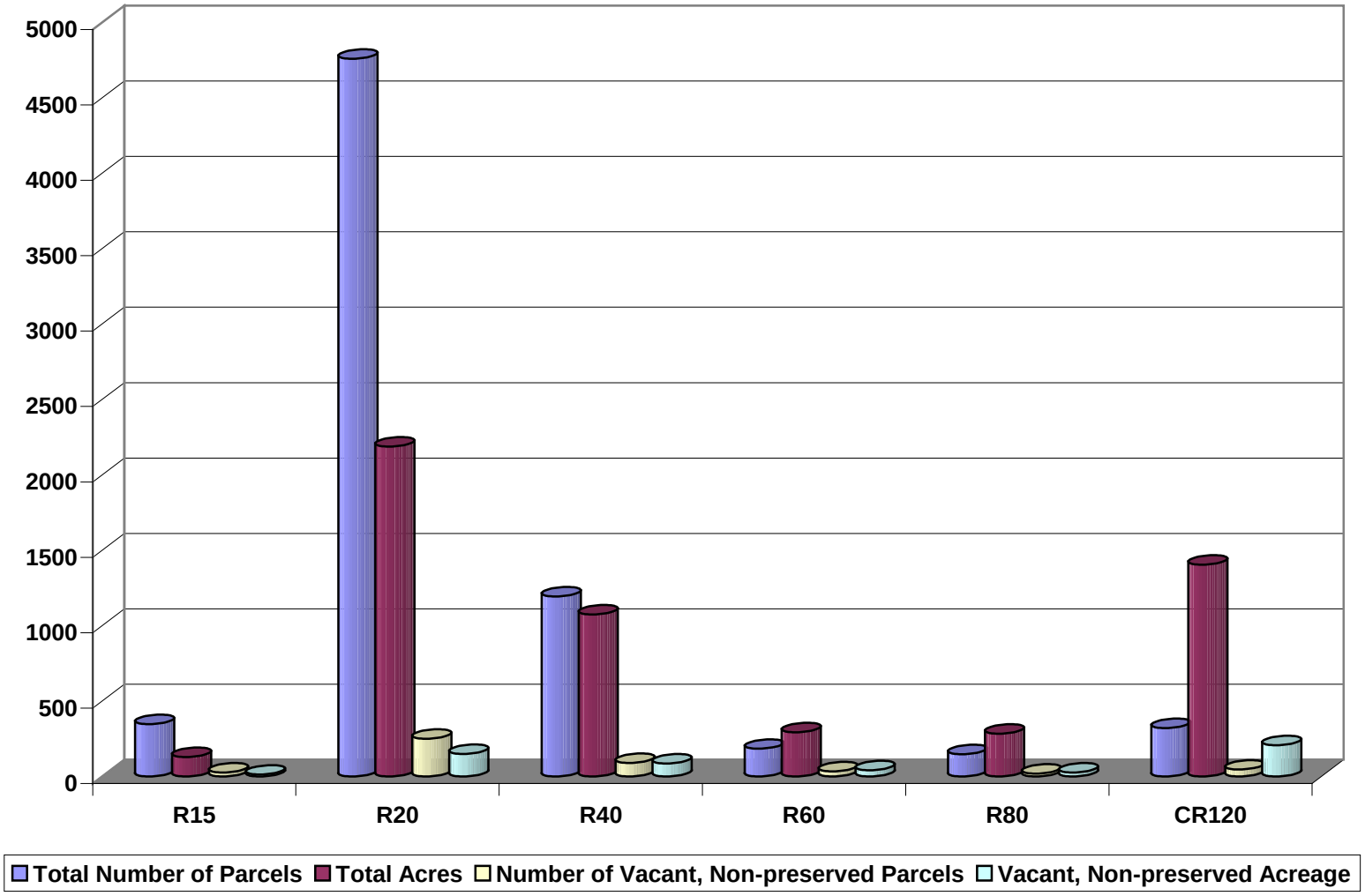


Figure IV.1-5
Existing and Potential Residential Development in Hampton Bays

Zone	Total Number of Parcels	Total Acres	Number of Preserved Parcels	Acreage of Preserved Parcels	Number of Vacant, Non-preserved Parcels	Vacant, Non-preserved Acreage	Estimated Maximum New Units	Number of Existing Residentially Developed Parcels	Acreage of Existing Residentially Developed Parcels	Existing Number of Residential Units	Maximum Potential Additional Units	Adjusted Build out Potential
CR200	1	273.4	1	273.4								
CR120	320	1403.31	41	625.72	45	206.25	86	215	255.14	223	4	62
R15	346	128.45	1	0.03	26	11.45	33	311	101.46	328	5	25
R20	4759	2186.36	34	29.71	249	148.52	302	4410	1889.51	4770	262	280
R40	1192	1074.11	22	83	89	85	112	1013	790.63	1203	89	102
R60	186	371.23	12	87.6	36	119.25	92	128	153.17	132	6	67
R80	146	282.49	24	50.1	18	24.59	19	98	136.23	125	2	13
MF44	1	8.64						1	8.64	128		0
SC44	3	18.86						3	18.86	129		0
Totals	6,946	5,367	134	876	460	516	587	6,175	3,326	7,038	366	549
					Residential Units on Commercially-zoned and PDD parcels					833		
					Total number of existing residential units					7871		
					Total number of potential new units					**549**		
					Estimated build-out increased over existing development					7.0%		

Source: Town of Southampton GIS, Department of Land Management

1.B.iii) Potential for Accessory Apartments

The Town's Accessory Apartment regulations (Article IIA of the Town Code) allow for accessory apartments to be added to single-family homes on lots of 30,000sf or greater, so long as the size of the lot is at least 80% of the minimum area required for the district. So while 30,000 sf is the minimum lot size required to add an accessory apartment to homes in the R15 or R20 zones, a minimum lot area of 32,000 sf is required in the R40 zone (i.e. 80% of 40,000 sf), 48,000 sf in the R60 zone, 64,000 sf in the R80 zone and so on. In addition to the minimum lot size standard, properties must also contain no more than one dwelling unit prior to the addition of the accessory apartment, and meet at least 70% of the required dimensions for setbacks and lot width.

A review of both vacant and residentially developed parcels in residential zoning districts in Hampton Bays identified 888 properties meeting the minimum lot size threshold for the addition of an accessory apartment to a single family home. (Parcels that are preserved, used for transportation or contain commercial or institutional uses were not counted.) Figure IV.1-6 below shows the distribution of parcels with accessory apartment potential by zoning district.

Figure IV.1-6
Parcels with Potential for
Accessory Apartment Development in Hampton Bays

Zoning District	# of Parcels with Single Family Homes	# of Vacant Parcels	Totals
CR120	10	14	24
R80	27	6	33
R60	33	6	39
R40	441	37	478
R20	257	38	295
R15	15	4	19
Totals	783	105	**888**

Source: Town of Southampton GIS, Department of Land Management

It is not practical for this level of analysis to further screen the 888 parcels for their ability to meet the noted dimensional requirements. However, it may be assumed that not all will do so and that a parcel-by-parcel analysis would reduce this total. Moreover, even for the purposes

of a full build out, it cannot be assumed that every parcel meeting Town requirements for adding an accessory apartment will do so. On the contrary, since the area is overwhelmingly developed with single family residences it must be understood that relatively few homeowners will seek to add the impacts of an accessory apartment to their sense of privacy and the single-family lifestyle. Currently, there are 37 accessory apartment permits on file for Hampton Bays, representing less than half of one percent of the total number of residential units in the hamlet and 4% of the 888 parcels identified as meeting the lot area requirement. To estimate a build out figure for accessory apartments, it is assumed here that no more than 10% of properties which can add an accessory apartment will do so. This yields a build out estimate of 89 accessory apartments. Rounding up to the nearest 10 makes the estimate 90.

1.B.iv) Potential for New Residential Units from Motel & Cottage Conversions

As discussed in section II.3 on existing land uses, the Town study of Motel to Condominium Conversions inventoried 498 motel and cottage lodging units in the hamlet of Hampton Bays. The study is expected to result in amendments to §330-155 of the Town Code, regulating conversions to residential condominium or cooperative units, including the conversion of resort motel or transient hotel/motel uses.

Currently, the code prohibits "the total number of dwelling units after conversion [to] exceed the total number of resort, transient, apartment, or cottage units legally existing as of the effective date of this section on the property." In other words, each individual motel or cottage lodging unit may result in a new residential condominium or cooperative unit. This scenario would yield a maximum conversion potential of 498 new residences. However, as with accessory apartments, such a build out projection would be highly unrealistic as it presumes the elimination of all existing resort and transient lodging units in the hamlet. Although Town planners have observed some aging and obsolete lodgings converting to residences, resort lodgings are integral to the economy of both the Town and the hamlet and it must be assumed that the use will continue to thrive in some degree. In addition, new regulations and initiatives expected from the Motel to Condo Conversion Study will reduce the available yield in such conversions, with the potential effect of making such conversions less financially attractive. Current depressed conditions in the housing market are also likely to have a dampening effect.

To date there are eight properties classified as condominiums in Hampton Bays, six of which are residential. Of these, ready documentation on the conversions is lacking for two; the others occurred in 1984, 2004, 2006 and 2008. While the data is too sparse to demonstrate a trend, assuming one conversion took place every one to

two years over the next two decades would result in a turn-over of roughly 15 lodging facilities, more than a third of those existing. Assuming that no more than half the existing lodgings will convert to residential use would be a comfortable outside estimate.

Based on a build out projection in which half of the existing lodging units are converted, a one-to-one conversion rate under the existing code would yield 249 additional residences. Recommendations in the Town Motel-Condo Conversion Study call for a conversion "schedule" based on the size of the existing units. As presented in the table below, only units larger than 1200sf would be eligible for a one-to-one yield. Smaller units would have a "conversion factor" applied — e.g. three lodging units of 400 sf or less would yield a single condo unit. Applying this schedule to the available data for all the lodging units in Hampton Bays yields approximately 249 residential units (see Figure IV.1-8 on the following pages). According to the build out projection factor established above, this would be further reduced by half to 125 units.

Figure IV.1-7
Proposed Yield Schedule for Transient to Residential Conversions

Average Lodging Unit Size	≤400 sq. ft.	401-600 sq. ft.	601-1200 sq. ft.	>1200 sq. ft.
Conversion Factor	3.0	2.0	1.5	1.0

1.B.v) Total Estimated Residential Build out

Sections IV.1.B.ii, iii and iv above estimate the following residential yields:

- 550 new single family homes built on either vacant land or land subdivided from developed, oversized lots
- 90 potential accessory apartments
- 15 potential LI Workforce Housing Act bonus density units
- 125 condominium units potentially resulting from the conversion of transient motel and cottage lodgings

Taken together, this makes a total of 780 potential new residential units, 9.91% of the current total of 7871 units. As is to be expected, as the availably of vacant land for development shrinks, accessory apartment and condominium conversions take on a bigger role.

Figure IV.1-8
Existing Lodging Facilities in Hampton Bays and their Potential Yield Under Residential Conversion*

Parcel ID	SC Tax Map Number	Property Location	Name	Acres	Property Class	Current Zoning	Living Area (sf)	# of Units	Avg Unit Size (sf)	Ptntl Yield
36015	900 - 231 - 3 - 21	317 E. Montauk Hwy	Seaview Apartments	0.49	415	MTL	3724	11	339	4
35879	900 - 230 - 2 - 13	271 E. Montauk Hwy	James Properties	1.1	415	MTL	1824	5	365	2
35964	900 - 231 - 1 - 36	285 E. Montauk Hwy	Ocean View Terrace Motel	1.7	415	MTL	5893	16	368	5
35866	900 - 230 - 2 - 3.1	259 E. Montauk Hwy	The Hampton Maid	4.82	415	MTL	16150	35	461	18
35960	900 - 231 - 1 - 32	293 E. Montauk Hwy	Hampton Star Motel	0.43	415	MTL	6550	9	728	6
36008	900 - 231 - 3 - 14.1	329 E. Montauk Hwy	329 E. Montauk Highway	1.4	415	MTL	7805	9	867	6
36033	900 - 232 - 1 - 10	623 E. Montauk Hwy	623 E. Montauk Highway	1.3	415	MTL	2760	16	173	5
32340	900 - 190 - 3 - 38.4	76 North Highway	Motel - Hampton Bays	1.6	415	R20	3558	8	445	4
44866	900 - 323 - 1 - 4	20 Shinnecock Road	Bel-Aire Cove Motel	1.4	415W	R20	9860	17	580	9
37743	900 - 255 - 1 - 21	33 West Tiana Road	Hidden Cove Motel	2.1	415W	R40	8000	32	250	11
37887	900 - 257 - 3 - 3	83 West Tiana Road	Colonial Shores Resort	2.3	415W	RWB	11077	50	222	17
35922	900 - 230 - 3 -20	302 E Montauk Hwy	Hampton Alive Resort	1	415W	RWB	8998	14	643	9
37823	900 - 256 - 1 - 43.3	61 West Tiana Road	61 West Tiana Owners	2.6	415W	RWB	22211	31	716	21
37818	900 - 256 - 1 - 38	53 West Tiana Road	Sunset Bay Motel	1.1	415W	RWB	8959	21	427	11
44977	900 - 323 - 5 - 15	72 Foster Avenue	Baywatch Motel	2.1	415W	RWB	18452	27	683	18
35659	900 - 228 - 1 - 1	192 E. Montauk Hwy	192 Hamptons Apts., LLC	0.2	417	HB	3261	8	408	3
35233	900 - 222 - 1 - 9.3	177 W Montauk Hwy	Bowen's Resort Lodging	3	417	HB	5300	13	408	7
36007	900 - 231 - 3 - 11	26 Hillover Road E.	26 Hillover Road East	0.43	417	MTL	2662	5	532	3
42075	900 - 294 - 2 - 36.4	53 Bay Ave	Bay Avenue Enterprises	4	417	R20	4369	17	257	6

Figure IV.1-8
Existing Lodging Facilities in Hampton Bays and their Potential Yield Under Residential Conversion*

Parcel ID	SC Tax Map Number	Property Location	Name	Acres	Property Class	Current Zoning	Living Area (sf)	# of Units	Avg Unit Size (sf)	Ptntl Yield
38587	900 - 261 - 5 - 5	57 King Street	GTL Management Corp	0.6	417	R20	2322	4	581	2
31718	900 - 186 - 2 - 3.1	14 East Landing Rd	14 East Landing Road	0.3	417	R20	2652	3	884	2
35811	900 - 229 - 1 - 40	40 Canoe Place Rd	Cove Estates Owners Corp	0.4	417	R20	7435	8	929	5
39344	900 - 266 - 3 - 12	60 Canoe Place Rd	60 Canoe Place Road	2	417	R20	6693	6	1116	4
42059	900 - 294 - 2 - 23	124 Ponquogue Ave	Catholic Charities	1.7	417	R20	1187	4	297	1
35991	900 - 231 - 2 - 22	8 South Valley Rd	8 South Valley Road	1	417	R40	5834	6	972	4
45021	900 - 324 - 1 - 34	158 Lynn Ave	Sea Shell Cottages	0.6	417	R40	6054	6	1009	4
33534	900 - 208 - 1 - 2	24 North Shore Rd	NRO Corporation	1.8	417	R60	3972	5	794	3
32211	900 - 190 - 1 - 21.1	3 Oakhurst Road	Peconic Cottages, Inc	1.03	417W	MTL	*	5		
37900	900 - 258 - 1 - 8.1	12 East Tiana Rd	On The Canal	1.7	417W	R40	6407	7	915	5
73683	900 - 256 - 1 - 45.1	71 West Tiana Rd	71 West Tiana Road	1	417W	RWB	3848	12	321	4
35818	900 - 229 - 2 - 7	256 E Montauk Hwy	Skippers On The Bay	1.7	417W	RWB	10692	17	629	11
44868	900 - 323 - 1 - 6	18 Shinnecock Rd	Exeter Land Development	2.9	417W	RWB	6846	8	856	5
37885	900 - 257 - 3 - 1	73 West Tiana Rd	Waters Edge Cottages, Inc.	3.5	417W	RWB	17545	15	1170	10
35833	900 - 230 - 1 - 1	270 E Montauk Hwy	Canal Land Corp	1.6	417W	RWB	5348	4	1337	4
44911	900 - 323 - 2 - 15	16 Penny Lane	Drake Motor Inn	1	417W	RWB	6727	25	269	8
44901	900 - 323 - 2 - 6.1	4 Penny Lane	Hampton Cove Cottages	1.2	417W	RWB	1744	4	436	2
50250	900 - 374 - 2 - 14	32 Lighthouse Rd	The Inn Spot On The Bay	1	417W	RWB	8946	10	895	7
37819	900 - 256 - 1 - 38	55 West Tiana Rd	55 West Tiana Road	1.1	417W	RWB	8959	5	1792	5
							TOTALS	498		249

Source: Town of Southampton GIS, Department of Land Management; * Yield calculations made under preliminary proposals for code amendments

1.B.vi) Existing Development & New Development Potential: Non-Residential

- There are two basic types of non-residential properties — commercial property, zoned HB, OD, RWB, VB, SCB or PDD — and property used for other purposes that are neither residential nor commercial. Among these "other" properties are park and recreation lands, municipal parking lots, underwater lands, and land used for transportation and utilities. Together, they account for nearly 13% of the hamlet's land area, but are not included in the build-out calculations.

Figure IV.1-9
Non-Residential, Non-Commercial Property in Hampton Bays

Zoning Designation	Total Number of Parcels	Total Acres
OSC (Open Space & Conservation)	37	676.00
H2O	4	43.47
TRANS	9	15.45
LIRR	9	36.80
	59	771.72
Total Hampton Bays	7442	6745
Percentage of Hampton Bays	0.79%	11.44%

Source: Town of Southampton GIS, Department of Land Management

- Commercially zoned lands include Highway Business (HB), Office District (OD), Resort Waterfront Business (RWB), Village Business (VB), Shopping Center Business (SCB) and Planned Development Districts (PDD). The size of these areas, in both acreage and number of parcels, is given below in Figure IV.1-10. Estimates of the development and redevelopment potential in these districts follow.
  - The greatest potential for new development lies in the HB and RWB districts, with roughly eight and 18 acres of remaining vacant land respectively. However, as is typically the case in areas that have experienced development booms, remaining vacant land tends to include a disproportionate amount of parcels with development constraints. For example, of the 33 vacant properties in the RWB district, just three meet the 40,000sf minimum lot size for the district. Similarly, just three of the 13 vacant HB parcels meet the minimum lot area requirement; it is worth noting that they are clustered on the western end of the corridor.

Figure IV.1-10
Commercially-Zoned Land in Hampton Bays

	Total Number of Parcels	Total Acres	Number of Preserved Parcels	Acreage of Preserved Parcels	Number of Vacant, Non-preserved Parcels	Vacant, Non-preserved Acreage
HB	104	105.06	2	1.60	13	7.84
OD	43	37.52	3	6.04	1	0.36
RWB	285	191.24	4	6.14	34	18.15
VB	114	48.89	7	3.98	13	5.86
SCB	3	16.12				
PDD	13	41.39				
TOTALS	562	440.22	16	17.76	61	32.21

Source: Town of Southampton GIS, Department of Land Management

- While the hamlet appears to be nearly built out residentially, there remains substantial commercial development potential.
  - Vacant commercially-zoned land could support as much as 100,000sf of new business uses, representing around a 7% increase over existing commercial development. Under the reduced lot coverage allowances in the proposed HO/HC zoning, this would be reduced by approximately 10%.
  - The vast majority of new commercial potential, however, lies in the expansion or expanded redevelopment of existing uses. Although a handful are overbuilt and exceed the lot coverage limitations for their district, most existing developments appear to have room for additional square footage, perhaps as much as a third more.

    It should be noted that there are many factors that go into the size of commercial properties. Zoning and site planning regulations provide certain outside limitations which may be further refined by County Health Department requirements — i.e. the allowable size of a wet use such as a restaurant on a particular parcel will be smaller than a dry one such as offices. Economic forces also come into play. Having land available for commercial development does not necessarily mean there are the market conditions to support that development. Zoning may allow for the Village Business district in the hamlet center to grow, but the current vacancies in existing development suggest there are circumstances present dampening that potential.

Figure IV.1-11
Estimated Development Potential in Hampton Bays Commercial Districts
(expressed in SF of new building space)

	Existing Commercial & Institutional SF	Maximum Potential SF on Vacant Property	Maximum Potential Additional SF on Developed Property	Maximum Potential SF on Vacant Property under Proposed Zone Change	Maximum Potential Additional SF on Developed Property Under Proposed Zone Change
HB	440,375	50,000	290,000	40,000	140,000
OD	87,870	0	75,000	0	45,000
RWB	365,092	25,000	150,000	25,000	150,000
VB	230,716	30,000	45,000	25,000	40,000
SCB	156,921	na		na	na
PDD	204,701	na	na	na	na
Totals	1,485,675	105,000	560,000	90,000	375,000
Total Permissible New SF			665,000		465,000
Estimated Growth Potential			44.76%		31.30%

Source: Town of Southampton GIS, Department of Land Management

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

Part IV: BUILD OUT PROJECTIONS
& ANTICIPATED IMPACTS

2. Population and Demographic Changes

2.A. Basic Population Projection

Population projections will be made here by applying the build out projections to existing demographic data on household size and composition. Consideration will also be given to demographic trends that could affect the projections.

As detailed in IV.1.B.v) above, approximately 790 additional units of housing may be expected over time in Hampton Bays. Of these, 550 are estimated to be single family homes, 90 accessory apartments, 15 workforce units and 125 condominium or cooperative units resulting from the conversion of existing transient lodgings. The later may be expected to be developed as townhouse condominium units or cottage-type dwellings.

The 2000 US Census reported an average household size in Hampton Bays of 2.48, and an average of 2.45 town-wide. The annual LIPA population survey for 2008 gives a Town-wide average of 2.52 (no hamlet or CDP breakdowns are provided) and notes that, according to the Long Island Regional Planning Board, household sizes may have "bottomed out in the 1990's" and are currently inching higher — owing "in some degree by the influx of young minority groups with their accompanying larger household sizes." Assuming that the three-one hundredths of a point spread between household sizes in Hampton Bays and those found town-wide was maintained or increased, then current household sizes in the hamlet would be at least 2.55. A simple projection of 790 new households multiplied by 2.55 would yield an increase of 2015 people, roughly15%.

Looking a bit deeper, at the types of new housing expected and the size of Hampton Bays families, could refine this simple projection of new population resulting from the build out. In this instance the projection is reinforced:

- The 2000 Census reported that the average household size for families in Hampton Bays was 3.00. Assuming that the 565 new single family homes would be occupied by family households yields a projected population for these units of 1695.
- Non-family households are comprised of single persons living alone, which accounted for 28.5% of Hampton Bays households in 2000, or

"other," which accounted for 8.1% of the hamlet's households. It may be assumed that a large percentage of the anticipated accessory apartments will be occupied by a single family household, and some of the townhouse/cottage style developments as well. Applying an average household size of 1.5 to the projected 215 units in these categories yields an estimated 323 people.

Taken together, the total new population projection of 2,018 obtained by this method equals the simple yield calculated above. This should be considered a conservative — i.e. potentially over estimated — figure since the 2000 Census reported 9% of the hamlet's homes to be vacant. This number is likely attributed to seasonal use, and it is also likely that some of the anticipated new construction will be used seasonally. However, no "discount" is taken here to account for temporary or partial residence.

2.B. Estimated Age Distribution

As above, a basic estimate of the age distribution for the anticipated new households may be obtained by applying the age breakdowns for the hamlet's 2000 population to the projected 2000 new persons. This is shown in the following table.

Figure IV.2-1
Projected Age Distribution of
Anticipated Hampton Bays Build out Population

Age Category	Percentage (based on 2000 US Census)	Projected Population Increase
Under 5 years	6.23%	125
5 to 9 years	6.21%	124
10 to 14 years	5.34%	107
15 to 17 years	2.97%	59
18 to 24	7.80%	156
25 to 44	31.13%	623
44 to 64	23.86%	477
65 to 84	14.24%	285
85 and older	2.21%	44
TOTAL	100.00%	2000

Source: 2000 US Census, Town of Southampton

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

Part IV: BUILDOUT, IMPACTS & MITIGATION

3. Land Uses & Community Character

3.A. Land Use, Zoning, and Plan and Policy Consistency

3.A.i) Anticipated Land Use Impacts

The Hampton Bays Corridor Strategic Plan recommends a number of rezonings involving the use of standard zoning districts, a new transition or design overlay district and potential new planned development districts.

The purpose of the recommended rezonings is to improve future land development conditions along the corridor and in the hamlet by establishing more appropriate land uses, development patterns, and dimensional design standards to fit the needs of the community and address potential impacts of future development. The effects of these modifications are generally expected to be positive and to have a lesser environmental impact than the status quo condition.

As discussed in the previous chapter, overall buildout in the hamlet is expected to be roughly equivalent or slightly less than future development under a no-action scenario due to recommendations that urge the use of transferred development rights, a reduction in lot coverage resulting from proposed zone changes, and recommended open space preservation.

HO/HC Designation

The HO and HC zones are a relatively recent addition to the Town's zoning toolbox. These districts were specifically developed to provide a smooth transition between highway businesses and hamlet commercial areas and hamlet commercial areas and residential zones. They also help to curb commercial sprawl and promote the formation of compact and cohesive commercial centers that exhibit a desired community character and sense of place without unduly affecting adjacent residential development. As discussed in the *Corridor Strategic Plan*, the HO and HC zoning districts promote the following land development characteristics:

- a residential look and feel, characterized by such elements as roof pitch, façade design, materials and color, placement and

orientation of entrances and windows, landscaping, and residentially-scaled and compatible fixtures for lighting, outdoor furniture and waste receptacles;

- prohibitions against off-street parking or loading in front yards;
- maximum building size of 3,000 or 6,000 square feet, the latter permitted only by special exception when certain community benefits are provided (additional open space or the second-story workforce housing);
- multiple interconnected buildings, allowing for larger commercial developments that maintain a small-scale character;
- maximum impervious surface coverage of 60 percent (50% when buildings exceed 3,000 sq. ft.), promoting a greener appearance;
- transitional yards and screening of commercial/office uses from adjacent residential districts;
- screening of parking from side or rear property lines;
- transitional signage requirements between residential and commercial districts, including an adjustment to the size of wall signs and low-scale ground identification signs where buildings are set back from street line; and
- mixed commercial or office uses with residential uses.

The generally smaller lot sizes, lower coverage standards, lower density, requirements for screening and buffering etc., and allowance for mixed residential/light commercial or office uses permitted under HO and HC designations are expected to result in fewer environmental impacts than current zoning. The rezonings are therefore expected to help the Town to achieve its land use goals.

Although concerns have been raised about possible new residential units on HO/HC designated property, significant impacts are not expected. Wastewater flows will remain regulated by Suffolk County and permissible maximum flows will not essentially change.

Transitional and Design Overlay Zones

The proposed TOZ would maintain the underlying zoning but potentially prohibit undesirable HB uses[1], discourage the assembly of land for larger big box stores, provide related setback and landscaping design criteria, and facilitate and promote cross access agreements and joint signage.

[1] No use restrictions are currently proposed, although the TOZ concept put forward in the *Corridor Strategic Plan* suggests the overlay may be applied to that purpose.

Application of the proposed TOZ zone will also provide additional guidelines and safeguards to promote improved site development and achieve desired community conditions. The stated benefits of the TOZ as set forth in the *Corridor Strategic Plan* are as follows:

- facilitate Transition between Highway Zones and HO/HC or VB uses;
- prevent undesirable uses and encourage desirable uses;
- based on existing parcel sizes/ prohibit assembly of parcels, resulting in oversized uses;
- control intersections, curb cuts, facilitate cross access agreements; and
- attain appropriate scale and siting of buildings including 50-foot minimum landscape/streetscape criteria featuring existing vegetation, informally planted setbacks, and/or berming.

The above standards and goals are expected to have an overall positive effect on achieving desirable land use conditions in the community. However, the Town should reassess the draft Plan's suggestion that the TOZ include "restrictions on site assembly of adjacent properties for redevelopment as larger establishments." While the intent of the recommendation (i.e., controlling the scale of development) is appropriate, the means to achieve the intent (i.e., prohibiting the assembly or purchase of contiguous lots) is likely to be beyond the normal police powers delegated to Towns by the State.

Planned Development Districts

The creation of planned development districts allow flexibility in terms of achieving mixed or themed uses, while establishing appropriate site- and project-specific design standards based on master plans for each PDD site. PDDs also provide the means for density bonuses or other incentives for projects providing substantial community benefits or amenities such as parks and open space, housing for persons of low or moderate income, elder care, day care or other specific physical, social and cultural amenities, or cash in lieu thereof. Moreover, they offer opportunities for the use of transferred development rights as a special means of preserving land that is environmentally sensitive such as land within the Central Pine Barrens Core Preservation Area. The transfer of development rights and filing of conservation easements on sending parcels counteracts the impacts of additional density on PDD receiving sites. Past Town area planning efforts such as the Town's Comprehensive Plan, previous Hampton Bays Plans, the Shinnecock Canal study and the Town's zoning Code have promoted or laid the framework for these types of developments.

The draft *Corridor Strategic Plan* provides a range of potentially appropriate uses for the site of the Tiana Commons PDD application. It also recommends specific analyses that should be included in the review of development applications for that site, particularly an economic impact assessment to ensure new commercial uses are complimentary to nearby locally-owned businesses rather than being competitive[2]. It also provides a vision for the Canoe Place Inn area that supports a restoration of the site's use as a resort destination.

Land use impacts of potential planned development districts are not expected to be adverse if approved PDDs are consistent with the range of appropriate land uses identified in the draft *Corridor Strategy* document, and if density increases are offset by open space preservation. Projects are expected to evolve during the application review process, and will be subject to individual SEQRA review.

Motel-to-Condo Conversions

The Motel-to-Condominium Conversion Study previewed in Section III on recommendations proposes to discourage such conversions and minimize their negative effects on the community through controls — and ultimately reductions — in the allowable residential yield. Recommended regulatory changes also propose to prohibit conversions in residential districts, requiring that commercial uses in commercial zones remain commercial. Design controls are proposed that will mitigate the effects of the conversions on community character. Proposed changes to the zoning map will rationalize land uses.

The study recommendations are anticipated to reduce and mitigate the negative impacts of the conversion of transient accommodations to residential use, but are not expected to eliminate them.

Other Proposed Land Use Changes

The Plan recommends the reuse of the Boardy Barn site from a seasonal Sunday afternoon party club that causes much noise, parking and traffic concerns to a complementary retail use with professional offices or apartments on second floors. This would help to enhance the viability of existing shopping uses while providing tax ratable development to the community. Redevelopment is recommended to have parking in the rear and a cross access to the "Wild by Nature" shopping center to the east. Of these recommendations, the main implementation strategy available to the Town is site plan review. Redevelopment is subject to private initiative.

[2] Such analysis would be appropriate for those elements of the application that are not as-of-right. It would not address uses permitted under existing zoning.

Infill development within the central portion of the Montauk Highway corridor study area is considered a positive recommendation as it focuses and centralizes commercial development rather than promoting sprawl. It would help to create a more walkable business district, provide greater land use efficiency, reinforce the street front character of the area, and assist in keeping commercial development centralized. Intensifying commercial uses in the hamlet center would also help support the Hampton Bays School District with commercial ratable development. However, expanding development on VB zoned properties which have a maximum 70 percent coverage requirement would likely lead to the need for development of municipal or "communal" parking.

The proposed Good Ground Road extension will involve some encroachment onto the property now occupied by the Hampton Bays Diner and require an easement. Extending further west, what is shown in the Corridor Strategic Plan as long term options, could be complicated by existing development and would require feasibility analysis. Alignment with the Kimco (Macy's) entrance off of Montauk Highway appears to require relocation of, or impingement on, the Riverhead Building Supply property. Direct alignment with the Stop & Shop/McDonald's entrance would encroach onto the Bowen's Cottages and mini storage properties and structures. With respect to zoning impacts, the long term roadway extension would alter the setbacks on adjacent developed property (e.g. Woodbridge Apartments, the mini storage operation, Riverhead Building Supply and Bowen's Cottages) potentially rendering them nonconforming or adding to existing nonconformity.

3.A.ii) Mitigation

- Instead of adding restrictions to the proposed TOZ zone on lot assembly, it is recommended that the Town utilize other — available and established — regulatory means to address community concerns of big box development. Existing zoning already caps building size to a square footage smaller than what is typically required by big box stores. Additional protections may be developed via limitations on the number of principal buildings per lot; against using more than one adjacent lot to create a larger development than appropriate for the area; and design guidelines and standards to control the scale of future development.
- Site plan and design standards should be developed to address community concerns over big box stores and mitigate the erosion of local character from chain retail and franchise restaurants and services.

- Consider acquisition of the Hampton Bays Diner site in order to protect community character and also to provide for the creation of an enhanced gateway. (Note: a draft of the Strategic Corridor Plan proposed a fountain gateway treatment at the site. Actual gateway design should include community participation.) While the diner use is valued by the community, its continuation as a private business is subject to market forces and not guaranteed. Acquisition would provide the Town with control of this highly visible site, allowing it to be used in accordance with the goals and objectives of the *Corridor Strategic Plan* and this DGEIS. One option for defraying the costs of purchase, would be for the Town to lease part of the site to a private business; such a move would generate revenue to support the acquisition while gaining municipal control over the eventual use, including type of commercial activity, appearance, hours of operation, etc.
- Although the Town currently maintains sufficient RRAD designated property to absorb 2.5 times the hamlet's 4.81 potential PBCs, development of the "Tiana Commons" site without PBC redemption would require the designation of new Pine Barrens Credit receiving areas. The Town should consider property in the area referred to in the draft Plan as "Good Ground Green," south of the proposed "North Main Street," as one such possible new RRAD. Additional density in this area would enhance the compact, pedestrian friendly, traditional Main Street district.
- Consider building municipal parking in the hamlet center, possibly on land provided jointly by Good Ground Green property owners, parking fees from new development, and/or special fees assessed within a business improvement district.

3.B. Community Character And Visual Resources

3.B.i) Anticipated Impacts to Community Character

Proposed rezonings along the Montauk Highway corridor will modify the type, placement, density and overall pattern of development over time. Modifications to zoning, land use patterns, development density can affect community character and visual resources.

The corridor plan was specifically designed to meet community goals, implement the comprehensive plan, improve conditions as growth continues, and prevent or lessen future impacts of development on the environment.

The Plan recommends a variety of techniques for preserving, protecting, mitigating and enhancing community character and visual resources. It

recommends preservation of open space and establishment of wooded buffers at the eastern and western ends of the corridor study area as well as a large tract of woodlands located at the northeast corner of Montauk Highway and Bittersweet South Extension, and land located between Stuart Court and George Street to help in maintaining a rural character, preventing commercial sprawl, and allowing for greater definition and sense of place and character in commercial centers.

Increased setbacks on properties at the eastern and western ends of the corridor study area and the placing of parking behind buildings would also serve to enhance community character and visual resources. Landscaping, use of decorative lighting and upgraded sidewalks are also recommended to enhance the aesthetic attributes of the built environment.

Opening views into Munn's Pond is also suggested, although, as discussed in the next chapter, the trimming of vegetation that would be required may not be feasible of advisable from an environmental standpoint. Improvements to enhance and formalize hamlet gateway appearances include the possible placement of a sculpture honoring early Native Americans at the center of the traffic circle proposed for the intersection of Montauk Highway and CR 39. Such an improvement would, however, be subject to Suffolk County Department of Public Works (DPW) approval since the right-of-way at this location is County owned.

A second proposal set forth by the plan for improving aesthetic qualities along Montauk Highway and fostering a sense of geographic identity is to enhance the appearance of the dull rusty-brown railroad bridge overpass at the west end of the study area near West Tiana Road by painting it, possibly featuring some kind of gateway image. The planting of street trees as endorsed by the plan would also help to enhance visual character and mitigate visual impacts of future development.

The plan also discusses the need for future rezonings with different dimensional and design guidelines to promote more desirable land uses, site layouts and improved development scales that are in keeping with the community's vision as well as to provide appropriate transitional areas between commercial districts to help curb commercial sprawl. The proposed rezonings are expected to provide an improved land use and spatial pattern.

Creating a "Post Office Plaza" opposite the new village green as recommended as well as incorporating other publically accessible green spaces in the commercial district such as "Cinema Square" at the intersection of Springville Road and Montauk Highway could provide aesthetic as well as social, recreational, health, and quality of life benefits.

Improved sidewalks with granite curbs and colored concrete are envisioned by the corridor plan. These types of materials and

improvements can have a positive effect on the appearance of the business district if proper planning, investment, and quality workmanship are employed, not to mention the enhancement of pedestrian safety.

Demolition and redevelopment of the Canoe Place Inn at the height and density proposed in the existing application would affect community character and set a precedent for taller and denser development or redevelopment in the community. Some may, however, believe new construction in this area can provide aesthetic and character benefits depending on project layout, building architecture and landscaping. In particular, the siting of new or redeveloped buildings to avoid the impairment of views to and from the building by the Montauk highway ramping in that vicinity is considered a potential benefit.

3.B.ii) Mitigation to Protect and Enhance Community Character

Based on the foregoing, no significant adverse impacts to visual resources and community character are anticipated by the implementation of the proposed Corridor Plan.

Review and approval of future development projects by the Planning Board and Architectural Review Board will be essential in achieving the design and community character standards determined to be appropriate by the community and its representatives. Town Board scrutiny of PDD applications is also essential.

Although no mitigations are viewed as needed to avoid adverse impacts of the *Hampton Bays Corridor Strategic Plan*, community character would be further protected by the additional recommendation, given above, of design controls to mitigate the visual impacts of formula businesses.

Community character and aesthetic qualities would also be improved by efforts to bury electrical utilities and eliminate telephone poles. All new utilities should be installed underground.

Additionally, because some community organizations are involved with hamlet infrastructure and public improvements — e.g. the Hampton Bays Beautification Association — such organizations should be notified along with utilities and other relevant agencies when road work is conducted.

3.C. Cultural, Historical and Archaeological Resources

3.C.i) Anticipated Impacts to Cultural, Historical and Archaeological Resources

Parts of the corridor study area are within areas of archaeologically sensitivity as determined by the New York State Office of Parks, Recreation and Historic Preservation. These areas include land in the vicinity of the Shinnecock Canal, upper Tiana Bay and Creek, Munn's Pond, and a small area on the east end of the corridor study area near Peconic Road. Ground disturbance in these areas could potentially result in disturbance to buried archaeological resources, if such resources exist, unless suitable precautions are undertaken.

The *Corridor Strategic Plan* indicates a desire to create a historic campus or park-like theme of development adjacent to the Good Ground Park, and draft design guidelines for the community encourage history-concious development. The *Plan* is also supportive of a maritime-themed park at the Shinnecock Canal with outdoor interpretive exhibits that would contribute to a better understanding of the early history of maritime life and activities in the area. Fishing and site-seeing with interpretive signage is mentioned as a possibility for an esplanade recommended along the canal on the park site. This use, in conjunction with parks, trails/bikeways, marinas, restaurants, tourism-based destinations, and a statue at the traffic circle symbolizing early Native American activity in the area, would enhance local cultural resources.

The Prosper King House and Canoe Place Chapel have both been designated by resolution of the Town Board, as Town historical landmarks. However, neither of the structures is listed on the State or National Registers. The Canoe Place Inn is considered by many in the community to be an important historic site/structure although it is not designated as such by national, state, or local agencies. Redevelopment of the Canoe Place Inn as proposed would result in the demolition of a local landmark and disruption to a property that has a unique and interesting history spanning well over 300 years.

3.C.ii) Mitigation

- The *Corridor Strategic Plan* does not specifically address or have specific recommendations for the Prosper King House and Canoe Place Chapel. However, the Prosper King House and site have been purchased through Community Preservation Funds and the building was recently renovated to restore, protect and preserve its historic character. Architecture of any future commercial structures adjacent

to the Prosper King House should be such as not to significantly detract from the house's historic character.

- Future development activities within identified areas of archaeological sensitivity should be evaluated for the presence of historic and archaeological resources. This is already required by the Town Code.
- Efforts to preserve historic resources should be enhanced through the use and promotion of TDRs for historic properties, and of exterior preservation easements that preserve the exterior of a historic structure but allow for interior renovation.
- A façade improvement program should be created to stimulate upgrades to the facades of commercial buildings in the hamlet center through grants and/or low cost loans.
- The proposed redevelopment of the Canoe Place Inn raises the possibility of the removal of a hamlet heritage asset. For this reason, the review of an redevelopment proposal for that site should include the following analyses:
    - An assessment of the structural and architectural integrity of the building, conducted by a credentialed professional with experience n historical preservation;
    - An independent feasibility evaluation of reuse scenarios that would continue the sites historic hospitality and resort use;
    - A comprehensive description of the history and structural characteristics and qualities of the Canoe Place Inn;
    - Identification of historical resource impacts and formulation of impact mitigations.

  CPI redevelopment plans should be submitted to the Town's Historic Districts and Landmarks Board, Hampton Bays Historic and Preservation Society and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) to elicit their input and a public hearing should be held to receive commentary from the community regarding the plan and environmental and historical resource concerns.

  Preparation of an environmental impact statement for the proposed rezoning and site plan is warranted. The applicant and Town should thoroughly consider project alternatives as part of the environmental review as required by SEQR. These alternatives should indicate the public benefits that would be provided for development that would exceed the density and other standards and requirements currently in place under existing zoning as envisioned by the Town's Planned

Development Districts Law (§ 330-240 D.). Alternatives and community benefits to be considered should include an examination of the possibility of rehabilitating, reusing, adaptively reusing the existing structure. An assessment of building preservation methods and techniques that will preserve the historic integrity of the Canoe Place Inn should also be included and the Town should consider whether it is appropriate to designate the Inn building as a local landmark.

Also, as part of the environmental review, an in-depth cultural resources investigation involving a Stage IA and IB Cultural Resources Assessment should be conducted at the site by a qualified archaeologist and recommendations of the archaeologist performing the survey as well as the State OPRHP should be considered and implemented as necessary. Archeological oversight should also be provided if the building or any portion of the building is to be demolished and removed and further archeological investigation should be provided after the removal of the building, if it is to be demolished, or parts of the building to identify any artifacts that may exist within the building footprint.

Site redevelopment, and SEQRA, should include a component assessing the potential for adaptive reuse of all or part of the existing structures. In addition top historic value, reuse also has benefits in terms of reducing the demand for new materials/natural resources and limiting demolition debris wastes that must be hauled out of Town and disposed in a landfill.

Any change to the existing Inn building should include the salvage of important architectural features. Property redevelopment should incorporate a public component where site artifacts may be exhibited.

A photographic and written history of the property should be developed and filed at local and state libraries and archives, the Town's Historic Districts and Landmarks Board, Hampton Bays Historic and Preservation Society and the State OPRHP. Documentation of the cultural resources of the site should be supported by the archaeologist's final investigative report and the findings of an architectural historian based on available records, site and building inspections, and photographs illustrating the significance of identified historical resources.

4. Environmental Resources

4.A. Geology, Soils, and Topography

4.A.i) Anticipated Impacts

Topography and surficial geology in the study area consist of a mix of glacial moraine (generally north of Montauk Highway) and outwash plains (generally south of Montauk Highway and west of SR 24 in the corridor study area). Areas in the far western part of the study area, as well as east of the Canal, host some exemplary glacial knob and kettle topography, including undulating pine barrens morainal hills and kettles of geological significance to the region. The dramatic morainal topography on the west and east sides of the Shinnecock Canal has historic significance, as the hilly land on the western side supported a revolutionary fort. Redevelopment of the Canoe Place Inn site could have impacts on this historic topography. Elsewhere in the corridor, no specific actions are recommended by the draft *Strategic Plan* that would adversely affect or be affected by geology, soils or topography.

Future development will in due course have an impact on soils and topography in the corridor study area as projects involve soil disturbance, changes in grade, etc. These disturbances would be expected to modify, in a generally small way, existing natural topographic conditions and drainage patterns. While they have the potential to promote erosion and sedimentation if not properly controlled, site planning and best management practices may be used to prevent these impacts. Where redevelopment is concerned, these conditions may be improved — for example, in cases where paved areas are restored to natural conditions and sites are regraded to retain stormwater runoff.

Future development and improvements near waterbodies such as Munn's Pond, Tiana Creek/Bay, and the Shinnecock Canal and Bay could affect surface waters and wetlands if vegetation is cleared, and soils are exposed, eroded, and transported via stormwater runoff, or if stormwater is directly discharged without the benefit of natural or structural pretreatment to these features. The plan does not recommend any development or infrastructure improvements immediately adjacent to

Munn's Pond, Tiana Creek/Bay, or along the Shinnecock Hills Bay shoreline. However, it does recommend clearing or thinning vegetation to make Munn's Pond more visible to passersby. The freshwater wetlands, between Munn's Pond and Montauk Highway, contain rare Atlantic white cedars which need to be preserved intact, rather than thinned.

The Corridor Strategic Plan also discusses potential development along the Shinnecock Canal including creation of an interpretive park, redevelopment of the Canoe Place Inn, and restaurants and limited retail on the east side of the canal. If not properly planned and mitigated these developments could increase the potential for erosion, sedimentation, and stormwater and wastewater related impacts to the canal and to Shinnecock and Peconic Bays. However, the banks of the Shinnecock Canal are stabilized with bulkheads thereby preventing erosion, mass wasting, and sedimentation from canal banks. Development of upland areas near bulkheaded waterways such as the Shinnecock Canal is not regulated under NYSDEC tidal wetland regulations but is subject to Town wetlands review and permitting. Stormwater should be recharged into the ground on-site and wastewater disposal facilities must comply with SCDHS' and Town wetlands minimum setback requirements.

Development of a roundabout at the intersection of CR 39A and Montauk Highway is not likely to impact nearby surface waters due to distance from these features and standard stormwater, erosion, and sedimentation controls, and necessary environmental reviews that are routinely applied by the County and will provide appropriate protection.

Coastal erosion will remain an issue at the barrier beach. As noted in II.4, plans to raise Dune Road may have adverse impacts on tidal flow and potential cause ponding on certain properties, but will not move forward until these impacts can be avoided.

4.A.ii) Mitigation

- Prohibit direct discharges of stormwater to any surface water or wetland.
- Vegetation surrounding Munn's Pond and the upper Tiana Creek/wetlands should be retained to preserve wetlands and upland vegetation, stabilize soils, provide stormwater purification benefits, and to perpetuate the limited wildlife benefits they provide.
- The Town's Stormwater Management Division should investigate the effects of road runoff from Montauk Highway and siltation on Munn's Pond and upper Tiana Creek. The Division has also identified other locations in the hamlet experiencing road runoff impacts, including:

- an area along Montauk Highway at the Shinnecock Bay shoreline in Shinnecock Hills;
- CR 39A, north of the railroad tracks and south of Sunrise Highway;
- the intersection of Peconic Road (south) and Montauk Highway;
- intersection of Canoe Place Road and South Valley Road;
- and intersection of Canoe Place Road and Peconic Road.

Corrective actions should be identified for these locations..

- Construction of the Good Ground Road extension should feature adequate stormwater controls in the form of catch basins and leaching pools or disposal in a designated recharge basin. Additionally, the Town should consult with the State Department of Transportation to consider whether existing recharge facilities located south of the Hampton Bays Diner can be used or whether new or perhaps relocated facilities are needed.
- Erosion and sedimentation strategies should be also be employed for future site construction and infrastructure improvements along the east and west sides of the canal, at the proposed New North Main Street and Good Ground Extension road beds. These include project limiting fences, limitations on clearing and use of fertilizer dependent vegetation (in the Town's APO), installation of silt fencing/staked hay bales or use of berms, stockpile protection, use of pervious pavement where appropriate, establishing ground cover (paving or seeding) and site landscaping as soon as possible after ground disturbance, use of retaining structures, adherence to all conditions of Town, and Army Corps of Engineers wetlands permits and SPDES general permits and approved State Stormwater Pollution Prevention Plans (SWPPPs) as applicable, suitable grading and retention of soils and stormwater on-site, use of stormwater inlet protection, and stabilization of construction site entrances.
- There is a need to establish naturally vegetated buffers, along the existing bulkheads and rip-rap at Shinnecock Canal, wherever possible, as part of any future re-development and as a condition of future Town wetland permits and site plan approvals.

In consideration of the preceding information, no significant impact to or from geology, topography and soils is anticipated as a result of implementing the proposed Hampton Bays Corridor Strategic Plan.

4.B. Water Resources

4.B.i) Anticipated Impacts to Surface Waters

Future road improvements and development projects involving the construction of buildings and other impervious surfaces will result in the generation of stormwater runoff which can contain pollutants and be discharged to surface waters. Some projects such as relatively dense development in proximity to surface waters or wetlands and/or those that are on sites with a shallow depth to groundwater and or poorly drained soils could pose threats to ground or surface waters unless suitable buffers, fill, and advanced on-site wastewater treatment facilities are used.

The proposed Corridor Strategic Plan states that if the Munn's Pond/upper Tiana Creek could be revealed as open water on both sides of the highway ("similar to most other inlets crossed by Montauk Highway"), its environmental integrity would be more accurately expressed. It is unclear how this would be accomplished. However, if this proposal involves the clearing of vegetation, it may result in adverse effects on the environmental integrity of the system because there is little buffer between the surface waters of the system and the roadway. Removal of vegetation including wetland plants and upland terrestrial native vegetation not only affects habitat and general ecology but could spur increased erosion, sedimentation, stormwater inputs, including sediment and various potential pollutants from the street, that could result in the contamination of the waters as the natural protections provided by vegetated buffers and the natural processes in them are eliminated or compromised. Moreover, the scenic benefits from clearing vegetation in this area are limited as the tidal portion of Tiana Creek is totally obscured from Montauk Highway by the raised railroad tracks to the south.

Rezoning land adjacent to the Shinnecock Canal from RWB to PDD has its pros and cons. Although the change of zone could conceivably allow greater development density, the new zoning would provide the Town with greater flexibility to restrict or mitigate aspects of future projects that could have adverse environmental impacts and would provide a mechanism to achieve public benefits such as the preservation of land through the transfer of development rights or implementation of other environmentally-friendly techniques and strategies, not to mention the creation of more appropriate land uses to meet Town objectives and the achievement of community benefits.

Potentially beneficial impacts could result from the Plan's proposed application of the HO/HC zoning designation due to its increased requirements for open space on commercial properties. Proposed

design controls, particularly the requirement for a natural wooded buffer to front properties along Montauk Highway outside the hamlet center, would also be beneficial. In both instances, conditions for the capture and infiltration of stormwater would be increased, potentially reducing the pollution entering surface waters.

4.B.ii) Mitigation to Protect Surface Waters

There exists a number of regulations, policies, practices and programs that will be helpful in protecting the integrity of surface waters in the area from existing road runoff. These include:

- Implementation of the Town's Stormwater Abatement and Stormwater Management Programs. The Town's SPDES Phase II Partnership Annual Report discusses water body protection strategies including the development of a local ordinance for addressing nitrate and pathogens from goose populations, pet waste and septic system management. This ordinance has been drafted and is being reviewed prior to its being sponsored for adoption.
- Adherence to Town road and drainage standards addressing the proper siting, construction and installation of suitably designed drainage infrastructure for stormwater collection and recharge.
- Town and State wetlands permit conditions and standards typically provide protection to surface waters in the form of requirements for non-disturbance buffers, erosion and sedimentation controls, or other specific restrictions tailored to the issues and conditions at hand.
- The New York State Department of Environmental Conservation (NYSDEC) remediation and monitoring of contamination associated with previous gasoline leaks from the Sunoco station located west of the Macy's shopping center.

Additional mitigations should include:

- Town installation of drainage catch basins and leaching pools to address runoff from future roads and improvements such as New North Main Street, the Good Ground Road Extension and the CR 39A/Montauk Highway roundabout. Another option, in the case of the Good Ground Road extension, would be to investigate the possibility for using the State's existing recharge basin located behind the Hampton Bays Diner.
- Use of advanced on-site wastewater treatment at development with densities beyond what may be supported by the property's size and transfers of sanitary credits — e.g. PDDs, water-intensive commercial uses. These systems are subject to review and approval of the Suffolk

County Health Department to ensure adequate design, siting, capacity, and treatment.

- Development of a campaign to educate residents about the benefits and responsibilities of living in a seaside community. The goal of the campaign would be to sensitize residents to water issues and how they can contribute to protecting the area's water resources including low-input landscaping (i.e. landscaping requiring low or no inputs of fertilizers, pesticides and/or irrigation), home water conservation, stormwater management best practices, construction and renovation considerations, proper handling of hazardous materials, managing boat maintenance and waste, shoreline issues including docks and bulkheading, etc. The campaign could also address the abundance and quality of the hamlet's marine resources and water-based recreation opportunities. The Hampton Bays Water District already conducts outreach on water issues, and the Town Trustees prepare brochures that are issued with the tax bill. These efforts could be the basis for a more comprehensive effort, including strategies to reach specific audiences such as part-time residents, seasonal renters, and the hamlet's Spanish-speaking community. Beach permits should be viewed as an opportunity for outreach. Educations signage should also be considered.
- Promotion of natural shoreline restoration to prevent erosion on properties adjacent to those with bulkheads

Based on the preceding analysis, no significant impacts to surface waters are expected from the implementation of the proposed Corridor Plan.

4.B.iii) Anticipated Impacts to Wetlands

Potential impacts to wetlands from future growth include:

- removal of vegetation which can destabilize soils and slopes causing erosion and sedimentation, destroy native vegetation, and disturb wildlife habitat;
- construction of buildings and other impervious structures in close proximity to wetlands which in turn can reduce flood storage and generate stormwater causing direct point or nonpoint stormwater runoff such that can deliver pollutants to these valuable features.

Specific areas of concern include Montauk Highway, between Munn's Pond and upper Tiana Creek, land adjacent to the west shore of Tiana Bay and /Hidden Cove, land adjacent to the Shinnecock Canal, land along Montauk Highway at the north shore of Shinnecock Bay in Shinnecock Hills, and the northwest shore of Shinnecock Bay adjacent to Canoe Place Road.

The Corridor Strategic Plan does not recommend projects that would affect wetlands at the locations named. Generally speaking, no direct significant impact to wetlands is anticipated so long as established mitigations and best practices are used, as described below. The existing Town's wetland regulations require restoration, potentially resulting in an increase in wetlands — more beneficial than the "no net loss" policy imposed by New York State regulations.

4.B.iv) Mitigation to Protect Wetlands

Impacts to wetlands are primarily controlled by the Town pursuant to Chapter 325, "Wetlands", of the Southampton Town Code and the NYSDEC pursuant to 6 NYCRR Part 663, "Freshwater Wetlands Permit Requirements" and 6 NYCRR Part 661, "Tidal Wetlands Land Use Regulations". The Town's jurisdiction over wetlands addresses most development or disturbance activities occurring within 200 feet of delineated wetlands. NYSDEC's jurisdiction over mapped wetlands also controls activities proposed within wetlands or within 100 feet of a freshwater wetland or within 300 feet of tidal wetlands.

Sanitary and drainage systems should be setback as far as possible from surface waters and wetlands and comply with all SCDHS, NYSDEC, Army Corps and Town environmental and engineering standards and requirements as applicable.

Permits for construction or disturbance activities near wetlands routinely contain a variety of conditions attached to them to ensure the protection wetlands and surface waters. These include requirements for:

- non-disturbance buffers;
- structural setbacks;
- erosion and sedimentation controls; and
- prohibitions against clearing, dredging, filling, damming, planting, using, storing, or disposing of hazardous materials.

Future development along the Shinnecock Canal should be accompanied by appropriate controls to prevent direct inputs of stormwater and sediment, fertilizers, pesticides, and other potentially detrimental substances. Stormwater should be recharged into the ground rather than directly discharged via a point source or sheet runoff from impervious surfaces to surface waters or wetlands.

Innovative structural and/or nonstructural stormwater controls should be considered for development near surface waters and wetlands. Use of pervious pavement that allows precipitation to directly infiltrate the ground can help to reduce stormwater and stormwater pollutant loading

concerns near wetlands and surface water bodies. So can programs that promote the use of rain barrels, drywells, rain gardens and other stormwater management techniques appropriate to homes and residentially-scaled businesses.

Town employees at the Jackson Avenue municipal complex should be trained in stormwater management best practices including ways to minimize the water quality impact of municipal activities, such as park and open space maintenance, fleet and building maintenance, construction and land disturbances, and storm drain system maintenance. Training programs should include a general stormwater awareness message, pollution prevention/good housekeeping measures, Spill Response and Prevention, and information on best management practices recommended for use in the field to prevent contaminated discharges. Finally, municipal field staff should be trained to recognize, track, and report illicit discharges.

Based on the foregoing investigation, no significant impacts to wetlands are anticipated from the implementation of the proposed Corridor Plan.

4.B.v) Anticipated Impacts to Groundwater

The Town's Aquifer Protection Overlay District (APOD), the Long Island Central Pine Barrens and Town Central Pine Barrens Overlay District (PBOD), and Suffolk Special Groundwater Protection Area (South) (SPGA) are all environmentally significant as they have been officially designated as critical environmental areas (CEA) pursuant to SEQR. Each CEA was created to protect important groundwater resources, although other environmental factors such as woodlands, open space, surface waters and wetlands, wildlife and wildlife habitat are also important in these areas, and in some instances, are protected by established laws and policies associated with the CEA.

Also of concern are existing Hampton Bays Water District well fields. There are two public water supply well fields in the area which serve the Hampton Bays Water District, including one well field located off of Old Riverhead Road and one east of Bellows Pond Road on property identified as Suffolk County tax map parcel 900-221-3-1.4, in the vicinity of the Tiana Commons PDD application site. The water district property located off of Old Riverhead Road contains a large water storage tower. A third property located on the south side of Good Ground Road and the Long Island Railroad near the downtown area is the site of the district's offices and a second water storage tower.

Groundwater flow is to the south and south-southwest, although drawdown from the wells can modify water table gradient and reverse groundwater flow patterns in close proximity to wells resulting in a small well contributing area that is down-gradient. The contributing area of

wells can change their location or expand as new wells are installed or as pumping rates increase.

The draft Hampton Bays Corridor Strategic Plan proposes or considers the following actions that may affect property within the CEAs or in the vicinity of the well fields:

- Future development, PDD or otherwise, at the site of the Tiana Commons PDD application;
- Rezoning of selected parcels along Montauk Highway from HB to HO ort HC;
- The addition of a Transition Overlay District (TOZ) or, alternatively, area-specific design controls, along Montauk Highway parcels in the western end of the corridor.

Groundwater impacts may result from increases in water use and aquifer withdrawals, increased generation and processing of wastewater, and increased production of stormwater runoff. Water usage is discussed in the next chapter on Community Facilities, in connection with the Hampton Bays Water District. Wastewater issues are regulated by the Suffolk County Department of Health Services (SCDHS), which enforces standards to protect groundwater from excessive contaminant loading. Development of the "Tiana Commons" site at densities higher than its current R40 and HB zoning, would require on-site wastewater treatment, either through a Cromaglass system or sewage treatment plant. Increased impacts to groundwater from stormwater runoff cannot be quantified at this time. However, both the increased open space required by HO and HC zoning regulations and the wooded buffer proposed along Montauk Highway parcels subject to the recommended TOZ zone, will assist in stormwater management by providing areas for natural infiltration and recharge. The TOZ natural woodland buffer requirement will also prevent groundwater pollution because such landscaping is low maintenance and requires little or no external inputs of fertilizer, herbicides and pesticides.

Given appropriate mitigation and adherence to protective regulations as detailed directly below, no significant environmental impacts to groundwater resources are anticipated from the implementation of the draft *Hampton Bays Corridor Strategic Plan*.

4.B.vi) Mitigation to Protect Groundwater

A review of the State and Suffolk County Health Department's source water assessments including consideration of the Hampton Bays wells' source water capture zone and their potential vulnerability and susceptibility to contamination suggests that development in proximity to

the Bellows Pond well field should be carefully designed to prevent impacts to public drinking water supplies.

- Any development of the vacant R40 property near the well should include a protective buffer.
    - Advanced treatment sanitary systems, heating fuel storage tanks and stormwater leaching pools, as may be needed, should be located down-groundwater gradient from the well field and as far as practicable. Suffolk County Health Department regulations require that standard on-site septic systems be at least 200 feet from public wells and 50 feet from water service lines. For the modified subsurface disposal systems and small community sewerage systems that would be required under development as a PDD, the SCDHS standards do not specify a separation distance; instead, setbacks are determined on a site by site basis during permit reviews based on project- specific factors. Maximizing the separation distance from the public supply well field is recommended and should at the least exceed the 200 feet standard required with conventional septic systems.
    - Groundwater impacts should be considered prior to granting any change of use from the current residential zoning, particularly the light industrial use that has been suggested as a potential alternative to the pending Tiana Commons PDD application. Chemical intensive uses such as dry cleaning, printing
    - The development must also comply with Suffolk County Sanitary Code Article 7, "Water Pollution Control", and receive approvals for wastewater systems, stormwater runoff control, and any fuel storage that meets minimum health department criteria.

Currently there is a small junkyard located just south of the Bellows Pond Road well field. The application for the Tiana Commons PDD states that "the proposed project will remove, restore and revegetate the existing junkyard in the western parcel for use as a public park featuring a playground, walking path and open space." Field investigations in the area suggest that some cleanup has already occurred at the junkyard.

- In order to ensure cleanup is sufficient to guarantee the health and safety of future users of the park, soil should be tested for contamination. If soil contamination is identified, appropriate cleanup should be required before opening the site to the public.

Other actions to help protect the hamlet's groundwater include:

- Use of transferred development rights from, and increased outright preservation of, property to the north of the Bellows Pond Road well field.

- Grading of TOZ wooded buffer areas to provide road runoff collection and natural treatment.
- Promotion of increased open space on the remaining vacant Highway Business-zoned property in the western end of the hamlet corridor through an expansion of the proposed HO rezoning.
- Increasing the priority of land acquisition in the sensitive CEA areas.

4.C. Ecological Resources

4.C.i) Anticipated Impacts to Vegetated Areas and Habitat

Freshwater and tidal wetlands, surface waters, and pine barrens are the primary ecological resources and habitats in the Corridor Strategic Plan study area. Outside the Montauk Highway corridor, the hamlet contains a considerable littoral zone, and the biologically

Future development and infrastructure improvements will entail the clearing of vegetation and consequently disturbance to existing wildlife habitat. Clearing would be required for such *Corridor Strategic Plan* recommendations as the Good Ground Road Extension, relocation of the Montauk Highway/Old Riverhead Road intersection, construction of New North Main Street and associated commercial development, and new development of remaining unprotected land. This work would remove a significant amount of remaining woodlands in the Montauk Highway corridor, mostly outside the Central Pine Barrens and without specific distinction in terms of ecological value. The primary areas of disturbance consist of pitch pine-oak forests, with the exception of the Tiana Commons PDD application site, which is in the Central Pine Barrens Compatible Growth Area.

Recommendations of the *Corridor Strategic Plan* that are not expected to require any significant clearing of land or disturbance of wildlife habitat include the potential round-about or traffic circle at CR 39 and Montauk Highway and redevelopment of existing commercial uses such as the Canoe Place Inn and Boardy Barn sites.

The *Corridor Strategic Plan* balances some of the potential impacts of development with recommendations for fee title land preservation and the removal and transfer of development rights from TDR sending sites. As noted, the Plan also seeks to limit the reduction of vegetation on newly developed or redeveloped commercial sites through HO/HC lot coverage regulations and to increase the habitat value of commercial landscaping through the proposal of the TOZ wooded buffer. These rezonings will help to preserve and protect ecological conditions along

the corridor at appropriate locations outside of the central business district.

Additionally, the *Corridor Strategic Plan* highlights the Town acquisition of the Rosko property for a passive recreational park (i.e. Good Ground Park) that will help to maintain most of the 36.5 acre parcel in its natural condition and serve as a large block of wildlife habitat.

All wetlands and surface waters are protected under the rules, regulations, and standards of the State and/or Town wetlands laws. This typically involves the dedication of broad non-disturbance wetlands buffers and minimum structural setback requirements from surface waters and wetlands. Moreover, critical ecological resources associated with Munn's Pond, the extensive tract of surrounding Pine Barrens and other freshwater ponds and wetlands in the western portion of the Montauk Highway corridor are protected by County acquisition and preservation of a significant tract of surrounding property. These lands also comprise a significant portion of the Tiana Creek/Bay watershed.

4.C.ii) Mitigation to Protect Vegetated Areas and Habitat

- Revegetation should occur in areas associated with the Old Riverhead Road/Montauk highway intersection relocation/ realignment.
  - Indigenous species should be used to restore the area to a "natural" condition.
  - Efforts should be made to prevent invasive species from becoming established.
- Wooded buffers should be maintained at Munn's Pond and upper Tiana Creek.
  - Remove the recommendation in the draft *Corridor Strategic Plan* to clear vegetation along Montauk Highway at Munn's Pond and the headwaters of Tiana Creek to allow greater visibility of the pond.
  - The Town should secure conservation easements and maximum wetland setbacks on currently vacant or redeveloping properties abutting the creek as any site plans or subdivision applications are submitted.
- The *Corridor Strategic Plan* recommends preserving some undeveloped pitch pine-oak woodlands (Open Space) including:
  - an 8.25-acre property located at the northeast corner of Montauk Highway and Bittersweet South Extension to the Old Riverhead Road/Montauk Highway intersection;
  - two wooded lots (SCTM Nos. 900-253-2-16 and 21) and part of another wooded lot (900-253-2-9) encompassing a total of

approximately 5.5 acres located at the west end of the study area on the south side of Montauk Highway adjacent to existing Town owned land; and

- two adjacent wooded lots (SCTM Nos. 900-227-1-8 and 9) totaling 1.4 acres located north of the long Island Railroad, east of Stuart Court and west of George Street which are adjacent to an existing, approximately 50-foot wide strip of Town-owned open space and two Town stormwater recharge/flood control areas.

In addition to these named properties, the Town's Community Preservation Fund has a list of other preservation targets, which are given in the Attachments section to this DGEIS. As most of these properties contain habitat, nearly any acquisition would further the hamlet objective or greenspace and habitat protection.

- Development at the site of the Tiana Commons PDD application, because of its location within the Town's APO and CPBO, should incorporate the proposed "TOZ" wooded buffer along Montauk Highway and utilize native landscaping. This would help protect some wildlife habitat, provide screening and buffering, assist in maintaining a somewhat natural character in the area, and meet requirements of the Central Pine Barrens Management Plan.

  Aside from the TOZ buffer, open space should be primarily focused at the rear of the property to protect the nearby well field, cushion the development from Sunrise Highway, and to create a unified green space with the Stop & Shop site to the east and the well field to the west.

  Should the site be developed at a higher density than permitted by the underlying zone, the project should incorporate the purchase and redemption of transferred development rights.

- Additional open space and habitat protection within the Central Pine Barren can be achieved through the purchase and transfer Pine Barrens Credits elsewhere in the hamlet, such as in the canal district.

- Field investigations were conducted as part of this DGEIS. However, supplementary intensive site-specific field investigations should be conducted for future projects that are subject to SEQR and involve disturbance to the natural environment. These follow-up site specific field investigations will help to guarantee that rare, threatened or endangered species will not be adversely affected by land development activities.

- Though increased density that could result from PDD applications has the potential for impacts on terrestrial and marine habitats, the flexibility and ability to negotiate for public benefits in exchange for

density bonuses can provide significant environmental protection, mitigation and benefits relating to wastewater and stormwater controls and preservation of key environmental resources.

Based on the foregoing, no significant impacts to ecological resources are anticipated from the implementation of the Corridor Plan.

4.C.iii) Anticipated Impacts to Critical Environmental Areas

Critical Environmental Areas or "CEAs" as set forth under NYS §617.14(g) of SEQR are specific geographic areas identified by state or local agencies as having exceptional or unique environmental characteristics. CEAs are a relevant area of environmental concern under SEQR and must be evaluated in the determination of significance prepared pursuant to §617.7.

As discussed in the Existing Conditions section, the hamlet of Hampton bays contains several CEAs including, a portion of the Town's APOD and PBOD, the Long Island Central Pine Barrens, and the Central Suffolk (South) SGPA and NYSDEC freshwater wetlands.

The Town and other agencies have various policies and regulations in place to protect designated CEAs. The Town Code provides significant protection to the APOD and PBOD as promulgated in the following chapters:

- Chapter 330, Zoning, Article XXIV, Central Pine Barrens Overlay District;
- Chapter 330, Zoning, Article XIII, Aquifer Protection Overlay District;
- Chapter 325, Wetlands;
- Chapter 247, Open Space;
- Chapter 157, Environmental Quality Review;
- Chapter 140, Community Preservation Fund; and
- Chapter 292, Subdivision

The draft *Hampton Bays Corridor Strategic Plan* does not specifically recommend actions that are contrary or inconsistent with these laws or the Central Pine Barrens Comprehensive Land Use Plan. Moreover, implementation of the standards and requirements of the Town Code will help to protect the integrity of the APOD and PBOD.

Consistency with the comprehensive management plan for the Special Groundwater Protection Area program is required pursuant to § 617.9 (b)(5)(iii)(h) of SEQR and adherence to its policies will help in protecting groundwater resources. The SGPA plan is very broad in scope.

Recommendations for the Central Suffolk (South) SGPA that are relevant to Hampton Bays are as follows:

- The Town of Southampton should permit new industrial development in those areas where such development exists.
- The Town should prevent the spread of commercial land uses beyond the limits of existing business areas.
- Cluster development should be used to create greenways and unified open space.
- Acquire, replat and cluster development in old filed maps to create greenways and unified open spaces.

In regard to the above, the draft *Hampton Bays Strategic Corridor Plan* is not promoting or proposing to rezone any land for new industrial development. Light industrial, however, is noted as a potential development alternative to the Tiana Commons PDD application.

The *Strategic Plan* generally does not recommend expansion of the business district beyond areas that have already been zoned for commercial land uses or that have been recommended for such uses by previous community based plans. A mixed used PDD on land currently zoned for residential use, as in the Tiana Commons application, could be seen as a "spread of commercial uses beyond the limits of existing business areas." The draft *Strategic Plan* raises concerns about new retail in this area because of its potential to draw business away from the traditional hamlet center. It recommends that SEQRA on the PDD include an economic impact analysis of new retail outside the central business district. An EIS on a PDD in that location would also be required to include an estimate of impacts to the SPGA from any proposed changes to established land uses.

The SPGA recommendation for the Town to "acquire, replat and cluster development in old file map zones" is relevant to the hamlet of Hampton Bays, as the entire hamlet is divided into the Old File Map District north of Montauk Highway and the Special Old File Map District to the south. As discussed in the Build Out section of this DGEIS, much of the remaining vacant residentially-zoned land consists of small parcels that would be subject to the Town's Old Filed and Special Old Filed Map regulations. These regulations do not physically cluster the development of scattered old file map parcels, but they do accomplish something comparable by requiring and establishing a means to transfer the development rights of undersized parcels; through these regulations, development in the Old File and Special Old File Map zones is "virtually clustered" on the larger parcels in these districts. The recommendation for the Town to acquire old file map parcels to create greenways and unify open spaces is accomplished through the Town's CPF program. Other avenues

for open space purchase such as public benefits provided through PDD development or park fees may also contribute to this objective.

A number of recommendations in the draft *Hampton Bays Corridor Strategic Plan* will have beneficial impacts on the CEAs relative to future development under current conditions. Proposed rezonings in the SGPA involve changes from HB to HO and HC which are generally considered lower impact zones, and commercial land in these areas would be subject to design standards that will require a natural woodland buffer along Montauk Highway, created through maintenance of existing trees and/or planting of a native mix of trees, shrubs and ground cover.

Compliance to NYSDEC Part 661, Tidal Wetlands-Land Use Regulations and Part 663, Freshwater Wetlands Permit Requirements is also relevant in the protection of NYSDEC wetlands. Town wetlands requirements are generally more stringent than State requirements allowing the Town to require additional safeguards to protect State designated wetlands not to mention its authority to protect non-state-jurisdictional wetlands.

4.C.iv) Mitigation to Protect Critical Environmental Areas

Critical Environmental Areas may be best protected through:

1. outright preservation, through both public and private means such as Town acquisition through its CPF program or purchase by private land trusts; and
2. transfer of development rights scenarios, including the purchase and redemption of Central Pine Barrens credits, TDRs on other properties in the hamlet, and the transfer of sanitary credits.

Aside from these methods to limit development on CEA lands, other mitigations include:

1. buffering requirements, as established in the Town's wetland regulations
2. maintaining open space and natural vegetation. The Town currently does not have a tree or vegetation protection ordinance. Regulations to preserve significant trees would support the ecological values of the CEAs and have additional benefits for the hamlet and Town including promoting aesthetics, community character, maintaining habitat, etc.
3. increased stormwater management controls, including the use of best management practices in site design as well as utilization of advanced treatment systems
4. restrictions on chemical use in both landscaping maintenance and by commercial uses. The Town should consider enacting use restrictions for CEAs that would prohibit chemical-intensive uses

including gasoline and auto service stations, on-site dry cleaners, printers, etc.

Based on the foregoing including the findings and recommendations identified under the groundwater, wetlands, surface waters, and ecological sections, no significant impacts to CEAs are anticipated by the implementation of the Corridor Plan.

5. Community Facilities

Hampton Bays provides for its residents through a number of hamlet-oriented community facilities, including its own water, fire, ambulance and school districts. But the hamlet also hosts Town-wide facilities at the Jackson Avenue Municipal Complex. The Town Hall Annex and the Community Preservation Office are located the hamlet center, and the Parks and Recreation office is on the west side of the Shinnecock Canal. The presence of these municipal offices and facilities underscores the position of Hampton Bays as the Town's geographic and population center.

5.A. Police

5.A.i) Anticipated Impacts to Police Protection

The corridor strategic planning area and Hampton Bays community are served by the Southampton Police, with headquarters located at the intersection of Old Riverhead Road and Jackson Avenue in Hampton Bays. Police patrol the community and are dispatched from patrol cars or police headquarters and can respond anywhere in the hamlet within minutes of a call. The police address their personnel and equipment needs based on additional demands from a growing community.

Future growth in the area is likely to increase the level of demand for police services. However, increased demand will come more as a result of normal background growth rather than an effect of specific recommendations associated with the *Corridor Strategic Plan*. In general, appreciable community growth is needed to spur demand for additional facilities, equipment and personnel. Residential growth anticipated from future build-out within the corridor planning area is not considered to be appreciably different than the no-action scenario under normal growth conditions.

As noted in the Existing Conditions section, Hampton Bays calls represent approximately 22% of police activity in the Town. This is roughly proportionate with its share of the Town's population. As general Town needs for police increase, the hamlet of Hampton bays should be adequately served.

5.A.ii)Mitigation to Maintain or Enhance Police Protection

No mitigation is deemed necessary as a result of the *Hampton Bays Corridor Strategic Plan.*

5.B. Fire

5.B.i) Anticipated Impacts to Fire Protection

Additional growth may lead to additional demand for fire services, equipment and personnel. This would be particularly true for structural fires while forest fire potential would be expected to lessen due to diminishing woodlands.

The Town constructed a second fire station (Station 1) in Hampton Bays in 2008. The new station is located at 106 Ponquogue Avenue. This station allows for faster response times to points south of the Long Island Railroad due to the stations closer proximity to certain areas. Moreover, railroad activity periodically stops traffic along both Springville Road and Ponquogue Avenue, therefore potentially delaying emergency response times to these areas from Main Street/Montauk Highway. Increased rail service in the future as well as additional traffic activity could exacerbate this condition.

In light of the recent construction of the new fire station, additional growth that is consistent with current zoning, pending development applications and the proposed corridor plan is not expected to require additional fire stations.

It is the Town's policy to ensure that all development can be adequately accessed by emergency responders. The proposed *Corridor Strategic Plan* does not recommend construction of buildings or structures that would be too high for the fire department to access, that are otherwise inaccessible, or that can receive proper fire suppression response. Moreover, it is Town practice to have site plans reviewed with an eye toward ensuring access to and within buildings is sufficient and that fire suppression infrastructure requirements (e.g., hydrants, cisterns, sprinkler systems, etc.) are met.

Fire protection is paid for primarily through property taxes and donations. Fire fighting personnel consist of local volunteers rather than paid employees. As the community grows to its buildout condition under current zoning, additional tax revenues, fund raising opportunities, and volunteerism would be expected to help to support operations.

5.B.ii) Mitigation to Preserve or Enhance Fire Protection

- New subdivision and multi-family housing development should be utilized as opportunities for the solicitation of donations and recruitment of potential volunteers.

5.C. Ambulance Services

5.C.i) Anticipated Impacts to Ambulance Services

Additional growth in the community under the proposed plan would be expected to trigger a small level of additional demand for ambulance services.

The Hampton Bays Ambulance has a relatively new and large ambulance facility which is located within the Montauk Highway corridor south of Good Ground Road and the Long Island Railroad at 18 Ponquogue Avenue. The ambulance corps typically access the corridor area within minutes of a call. However, travelling north and crossing the railroad when a train is passing through the area can result in delays, and as mentioned previously increased rail use in the future could exacerbate this condition. Town police and fire department personnel are available in the area to provide emergency response assistance.

As with fire protection services, ambulance activities are supported through property tax assessments, donations, and volunteerism. Increased demand from future growth is expected to provide increased revenues and personnel to help support ambulance district needs. The proposed *Corridor Strategic Plan* does not recommend any significant developments (e.g., hospitals) or actions that would unduly increase ambulance demand beyond normal background growth or reduce or otherwise affect response times and access to emergencies. Nor does the plan propose new senior housing developments that could be expected to have a higher incidence of ambulance use.

Construction of a Good Ground Road extension may help to increase response times to areas to the west. However, new developments will require the ambulance corps to cover additional sites and areas.

5.C.ii) Mitigation to Support Ambulance Services

As above with respect to fire protection services, outreach should be consulted to new developments for volunteers and donations. Developers and/or lessee of new commercial space in the hamlet should be contacted regarding outreach to their employees to serve as volunteers, and the need to allow employees who are volunteers to take the time to respond to calls.

Major development projects may present opportunities to secure funding to equip ambulance vehicles with Emergency Vehicle Preemption System (EVP) signal transmitters, enabling the hamlet's ambulance service to connect with the devices already installed in the hamlet's traffic signals and used by the Fire Department.. Consideration should also be given to direct ambulance district acquisition of the devices, as their ability to speed emergency victims to hospital care could prove life saving; however, the full benefit of the

system will only be available to the ambulance district when all traffic signals en route to local hospitals have the corresponding devices installed.

Changes in LIRR service, such as implementing use of the railroad for local shuttle service, should be monitored and mitigation may need to be developed to address delays in service to areas of the hamlet north of the tracks. It is unknown when such mitigation may be needed, but is unlikely for the foreseeable future.

5.D. Public Water

5.D.i) Anticipated Water Supply Impacts

Additional public water will be needed to serve future development. This includes direct water use or consumption, irrigation of lawns and landscaping and water needed for fire suppression purposes. However, as the *Corridor Strategic Plan* does not recommend additional hamlet density, and proposes zoning that could result in less commercial density than currently permitted, no appreciable adverse impacts to the public water supply are expected to occur from plan implementation. It is possible that increased landscaping requirements for commercial properties could result in greater needs for irrigation water. Such increases cannot be quantified.

The Hampton Bays Water District has identified the need for a study pertaining to the future transmission of water through 16 inch or large water mains in order to adequately service the community.

The northwestern most portion of the hamlet is currently not included in the Water District, although proposed mains are mapped for the area. This is also true for the easternmost portion of the hamlet, a swatch of land rough ¼ mile wide adjacent to the border with the Shinnecock-Tuckahoe hamlet.

The site of the proposed Tiana Commons PDD application is adjacent to Water District-owned property which may be subject to impacts of development proposed for the area.

5.D.ii) Mitigation to Preserve Fresh Water Supplies

- Town Board, SEQRA and site plan evaluation of any development on the "Tiana Commons" property should include an evaluation of impacts to the adjacent public water supply well site. Project design should include substantial buffer for the well.
- Future planning by the Hampton Bays Water District should take the buildout projections in this DGEIS into account. In addition to planning for new and/or wider water mains, any new study should

address the fiscal impacts of water infrastructure improvements to the hamlet.

- Water conservation practices would help reduce overall consumption in the hamlet, and should continue to be promoted. The substantial presence of older development in Hampton Bays suggests there may be considerable conservation potential in programs supporting the replacement of older fixtures with newer low-flow models.
- Water conservation should also be promoted in new landscaping. Design guidelines should add recommendations for native plantings, xeriscaping, efficient state-of-the-art irrigation systems, and the reuse of captured stormwater for irrigation.
- The Town Green Committee, which has focused on energy consumption, should include water conservation in its mission. A program, currently being considered, to offer home energy audits should also include an evaluation of water use.
- Low maintenance landscaping and organic gardening should be promoted to reduce chemical use in the hamlet and the potential for landscaping chemicals to affect groundwater quality.

5.E. Wastewater

5.E.i)Anticipated Impacts from Projected Wastewater Increases

Additional wastewater will be generated in the study area as a result of new and expanded development. There are no municipal sewage treatment facilities in the corridor study area. Therefore, any future development will require the use of onsite sewage disposal systems that conform to Suffolk County Department of Health Services requirements.

There are eight groundwater management zones in Suffolk County which were created as part of previous regional groundwater planning and protection efforts. The zones were delineated based on general groundwater flow patterns and water quality. The SCDHS has developed maximum septic system wastewater loading standards as part of its Sanitary Code and standards for approval. When a project proposal exceeds, these standards, the property owner or developer can seek approval for a modified subsurface sewage disposal system or small community sewage treatment plant to address its disposal needs. In order to receive such an approval, the applicant must meet a variety of stringent system design, siting, installation, maintenance, and permitting standards based on site and project specific characteristics. The SCDHS specifically looks at factors such as soil texture, depth to groundwater, system setbacks from structures, property lines, and surface waters and wetlands, as well as consideration of projected hydraulic flows. The primary purpose of the SCDHS approval/denial authority in these

matters is to ensure that all wastewater disposal occurs in a manner that fully protects public health and the living environment with an appropriate margin of safety. Large and potentially dense developments such as PDDs require the use of these alternative on-site sewage treatment facilities.

Wastewater Impacts of Existing Development

Most development in the hamlet conforms to the minimum lot size requirements of the Suffolk County Sanitary Code. However, local zoning predates SCDHS protections and there are two developed areas in the hamlet zoned R15, where the minimum required lot sizes are 75% of the 20,000 sf currently required in the relevant GMZ. These areas flank the Shinnecock Canal and were largely developed in the 1970's and earlier.

Wastewater Impacts of Motel Conversions

Preliminary recommendations of the Town's study of the conversion of transient lodgings to residential use propose that the calculation of future yields be changed from the current one transient unit to one residential unit equation to a formula that ties yield to unit size and estimated wastewater flows. This change will address concerns over the potential impacts of such conversions on groundwater.

Impacts of Wastewater Controls on Hamlet Center Revitalization

Strong community concerns about the range of impacts associated with increases in residential density make the limitations on density placed by wastewater flows generally welcome. However, because SCDHS wastewater regulations are tied to groundwater management zones rather than land use, the same rules apply to a downtown commercial district as they do to a rural residential neighborhood. Consequently, transfers of development rights, transfers of sanitary credits, and alternative on-site wastewater treatment systems are necessary to achieve such hamlet goals as channeling development to the hamlet center in order to create a compact walkable environment, and to promoting sustainability through transit-oriented development.

5.E.ii) Mitigation of Wastewater Impacts

- Maintain an aggressive land preservation policy in the hamlet in order to mitigate groundwater impacts from the hamlet's history of dense development.
    - As recommended, establish a system to promptly utilize existing payments from developers for open space preservation.
    - Attempt to reduce general density in developed areas by targeting remaining small parcels for preservation.

  - Initiate an effort to assess the feasibility of, and eventually implement, the range of funding mechanisms to support preservation listed in the Community Preservation Fund project plan.

- Reinvigorate the Town's transfer of development rights program to facilitate land preservation and shift density to where it is most appropriate (i.e. near transportation, in the hamlet center).

- As was suggested in the previous chapter on land use, amend the Town's accessory apartment law to correlate allowable density with the underlying Groundwater Management Zone. The current minimum lot size requirement for allowing an accessory apartment is 30,000 sf. An amendment would require a minimum of 60,000 sf for GMZs requiring a minimum of 40,000 sf per single family dwelling.

- Links to Groundwater Management Zone requirements should also be considered for new regulations governing the allowable yield for transient to residential conversions — the yield should be proportionately lower in more sensitive groundwater areas.

- Explore the feasibility, cost and potential benefits of connecting existing residential properties surrounding the Canoe Place Inn to the on-site wastewater treatment plant that is included in the proposed redevelopment at that location, and would likewise be expected as part of alternative redevelopment scenarios. The surrounding neighborhood is zoned R15, and the established density is more intense than currently permitted by the SCDHS for protecting groundwater. While it may be possible to alleviate this situation by using excess treatment capacity at the redeveloped CPI site to treat waste from surrounding homes, obstacles include coordination with multiple private property owners, disruption to an already developed area, and allocation of costs.

- Explore the feasibility of coordinated redevelopment on the proposed "Good Ground Green" area, including the use of TDRs to support density.

5.F. Solid Waste Management

5.F.i)Anticipated Impacts from Solid Waste Increases

Increased growth and development will naturally result in increased solid waste. The national average for solid waste generation is 2.5 pounds of non-recyclable materials per day, with the Town's average slightly below that at 2.45 pounds per day. Applying the full build out estimated population

increase would yield roughly 900 addition tons of solid waste per year, excluding business uses.

Currently, all commercial and industrial establishments in the Town are required to use the services of private carters. Approximately 89 percent of the Town's year-round residents also use private garbage carters to pick up their trash for shipment out of Town for further processing, recycling, sale or disposal (Cashin Associates, 2009). The remaining 11 percent of year-round residents self-haul their trash to one of four transfer stations, one of which is located in the Town's Jackson Avenue municipal complex. Unlike Long Island communities further west, the Town of Southampton does not provide municipal garbage pickup services.

Solid waste collected at the transfer stations are transported by the Town to other facilities outside of the Town for recycling or permanent disposal. The Jackson Avenue facility also receives yard waste from residents and landscape companies which it turns into compost that is made available for free pick up by Town residents.

The Hampton Bay's transfer station is large enough to serve additional residents and the solid waste they will generate without significant impact on the Town's transfer station facilities. Because no solid waste is landfilled or incinerated in the Town, and the Town does not provide waste pick up services, the impacts of increased solid waste generation in the hamlet are limited. They include:

- Increased vehicle trip generation from resident self haul activities. Assuming that households bring their trash to the transfer station once a week, applying the 11% self-haul rate to the projected build out yields an approximation of 100 additional weekly vehicle trips. Staggered as such trips are over time to suit individual household schedules, this increase is not significant.
- Increased activity of private carters. It may be assumed that new residential and commercial customers may be readily absorbed into existing routes and schedules. Some additional truck traffic is expected as a result of increased waste volumes but cannot be quantified here due to the many variables involved, including distribution of private services and types and capacities of trucks used.
- Increased yard waste brought to the transfer station for composting. While residential green bag and bulk waste disposal at transfer stations tend to pay for themselves yard waste handling does not. The Town is currently investigating ways in which to make transfer station operations more cost effective.

Increased household hazardous waste brought to STOP ("Stop Throwing out Pollutants") collections. One STOP collection is held each year in the

Hampton Bays transfer station. The projected population increase at build out is not expected to strain this activity.

5.F.ii) Mitigation to Address Solid Waste Impacts

Significant impacts to the Town from increased solid waste generation, either from future land uses recommended by the Corridor Strategic Plan or from the projected build out under existing zoning, are not anticipated. No further mitigation is deemed necessary.

However, because the hamlet is interested in promoting sustainability, efforts to reduce waste and increase recycling and reuse should be considered. Strategies may include:

- Review household hazardous waste recycling activity to assess the need and/or potential for expansion.
- Increase recycling activity by identifying the potential to add new categories of materials, such as textiles and plastic bags.
- Reduce yard waste generation by promoting home composting and the use of mulching mowers.
- Selective use of yard waste in shoreline erosion control[1].
- Establish a program to recycle usable household goods via a "take it or leave it" area at the Jackson Avenue transfer station.

The potential for Town involvement in solid waste reduction may be reduced should the sanitation services currently provided by the Town be privatized.

5.G. Parks and Open Space

5.G.i)Anticipated Impacts to Parks & Open Space from the *Corridor Strategic Plan*

The proposed *Hampton Bays Corridor Strategic Plan* does not contain recommendations that would significantly impact existing Town-owned parks and open spaces. In fact, the Plan provides a number of recommendations for creating parks, public plazas, and hamlet green spaces, preserving key undeveloped and privately owned open space, and establishing trails and bicycle linkages in the hamlet:

- maintaining the relatively newly acquired Good Ground Park as passive open space and public parkland, with enhanced access;

[1] As an example, the Town of Oyster Bay had a program in which discarded Christmas trees were used to curtain erosion at a town beach.

- creation of small "vest pocket parks and plazas," including what the Plan refers to as "Post Office Plaza" and "Cinema Square;"
- acquisition of undeveloped woodlands including land adjacent to existing preserved open space, in order to create larger preserved and unified open spaces
- improved public access and civic space on the west side of the Shinnecock Canal (i.e. the planned maritime park)
- walking trails and bike paths within targeted open space areas that connect to other existing and recommended facilities. One recommended trail system involves the creation of a loop around the Shinnecock Canal. Another is an off-road bicycle path along a portion of the railroad right-of-way; this path would be a new recreational opportunity, but also an alternative mode of transportation.

An approximately 8.25-acre tract of land located north of Montauk Highway between Bittersweet South Extension and Old Riverhead Road is recommended to be preserved by the Plan, although a portion (approximately 0.75-acre) of this property would be lost to a proposed realignment of Old Riverhead Road but would be restored immediately to the east within the existing right-of-way after the current roadway was abandoned. Another approximately 5.5 acres at the west end of the Corridor Study Area and 1.4 acres located between Stuart Court and George Street are also recommended to be protected as open space.

Construction of the envisioned Good Ground Road Extension will require disturbance to existing Town owned open space identified as SCTM Nos. 900-222-1-18 and 19.2. Providing a right-of-way and constructing a road along the southern boundaries of these two properties would reduce the open space and woodlands on the two contiguous lots from a combined total of 4.7 acres to 4.2 acres or 0.5-acre.

Implementation of the *Corridor Strategic Plan* is expected to have no direct impacts to existing hamlet parks, with one exception. The Plan recommends trimming vegetation to improve views from Montauk Highway in Munn's Pond County Park, and suggests elimination or replacement of the chain link fence.

Impacts of Hamlet Growth on Park & Recreation LOS

The build out projection presented in chapters IV.1 and IV.2 estimates a population increase of approximately 2,000 people. Applying the recreation level of service standard, cited in the *Recreation Plan*, of 10 acres of active parkland per 1,000 people suggests the hamlet will need an additional 20 acres of active parkland at full buildout.

As noted in the discussion of existing conditions, most new parkland in the hamlet is slated for passive use, including Good Ground Park. There remains a need for active recreation facilities. The hamlet planning criteria developed by the DGEIS advisory committee envisions new recreation facilities in the hamlet center in order to enhance its ability to serve as a destination. Potential locations that would support active use have yet to be identified.

5.G.ii) Mitigation to Address Impacts to Parks & Open Space

- The section of the Old Riverhead Road right-of-way that would be abandoned as a result of the proposed realignment should be restored with native vegetation.
- In regard to the potential disturbance of Town owned open space identified as tax lots 900-222-1-18 and 19.2 from the construction of the Good Ground Road extension, the roadbed would be located along the southern property boundaries of the two adjacent lots. This will prevent unnecessary splitting of the parcels that would otherwise result in fragmentation of the unified nature of the open space. A field inspection of this area did not reveal any significant environmental resources but a small excavation in the area of the right-of-way would have to be filled and graded.
- The draft *Corridor Strategic Plan* identifies some open space preservation targets, but more have been identified by the Town's CPF program and still others by the Hampton Bays Civic Association. These lists should be merged.
- As already noted, action should be taken to utilize existing open space preservation funds available to the hamlet from development payments. The recommendations presented in the previous section call for the establishment of policies and procedures for prompt utilization of payment-in-lieu of funds.
- Also as noted above under the discussion of land preservation to mitigate wastewater impacts, a public-private effort should be initiated to evaluate and pursue preservation efforts to supplement direct Town acquisition via CPF and development payments.
- While a number of the recommendations for Hampton Bays in the Recreation Plan prepared for the Town in 2003 have been implemented, these have been for the acquisition of additional parkland which is designated for passive use. Recommendations from that plan pertaining to active recreation remain valid. Sites suggested for possible active recreation development include:
    - the 10-acre Town-owned (formerly Butz) parcel, which abuts the train station and central business district and has three

acres leased to the Hampton Bays Ambulance District. The Recreation Plan proposed walking or fitness trails, or a concert/picnic area. This would meet the community objective of increasing recreation in the hamlet center.

- Public meeting space and playground at Good Ground Park. These uses would not contradict the goal of maintain the park for primarily passive use.

Should the Town implement the recommended acquisition of the vacant property fronting Montauk Highway by Bittersweet extension, consideration should be given to developing sport courts in the property's interior on land formerly used as a sand pit.

- The 10-acre parcel next to Munn's Pond County Park, site of the former Hampton Frontiers cottages, is also mentioned in the Recreation Plan as a potential site for active recreation facilities, but that recommendation is not generally supported by the community. The site was reclaimed from a former lodging use and returned to a natural state, which is preferred. While targets for open space preservation are typically vacant, Hamptons Frontiers demonstrates this need not be the case. Reclamation should be recognized as a tool for increasing open space in the hamlet, particularly in areas that have been densely settled and where vacant land is scarce. One potential site for reclamation is a 1.8 site of a former florist business on Montauk Highway just east of the Shinnecock Canal and west of Pawnee Street. The site is in the Shinnecock Hills Greenway target area but is not on the current CPF list.

5.H. Public Schools

5.H.i)Anticipated Impacts to Public Schools

Additional residential growth in the hamlet will result in an increase in the number of school-aged children educated by the Hampton Bays Union Free School District, and a corresponding increase in demands on school services, personnel and ultimately costs and school district taxes. As discussed earlier in Chapter II.7, presenting Economic & Fiscal Considerations, the assessment for the School District comprises 72.2% of the total property tax bill for Hampton Bay's residents. The impact of additional school children is of major importance to community residents, who have experienced a steady increase in school assessments.

Chapter IV.2 broke down the hamlet's projected population at full build out according to the age distribution reported in the 2000 U.S. Census, and estimated a total increase of somewhere in the vicinity of 290 -360 school-aged children. The census age categories roughly correlate with elementary,

middle and high-school age groups as shown in Figure IV.5-1 below, which also provides a range of projected enrollment increases prepared by the district, covering the next ten years

Figure IV.5-1
Projected Increase in School-Aged Children at Full Build Out
Hampton Bays

Census Age Group	School/Grade	Projected Increase at Build Out	Projected Enrollment Increase by District, 2010-19
5 to 9 years	K-4	124 - 155	39 - 167
10 to 14 years	5-8	107 - 134	75 - 226
15 to 17 years	9-12	59 - 74	11 - 97
Totals		290 -363	127 – 490

Sources: Town of Southampton, Stanton Legett & Associates

The build out population increases are projected to come primarily from new single family homes built in existing residential districts on remaining vacant land or subdivided land on currently developed over-sized lots. Other contributors may be accessory apartments, potential "bonus" units mandated through the Long Island Workforce Housing Act, and residential units converted from motels and cottages.

The rezoning proposals contained in the draft *Hampton Bays Corridor Strategic Plan* address changes to commercial — as opposed to residential — districts and are expected to have negligible effect on the population of school children. Although the proposed Hamlet Office and Hamlet Commercial zones permit residential uses, second story accessory apartments in particular, the build out analysis identified few lots that would have sufficient area to meet the SCHDS area requirements for accessory residential. This is not expected to be significant source of new school children.

The proposed changes to regulations governing the conversions of motels and cottage courts to full-time residential units are expected to result in half as many dwelling units as might be achieved under the present code.

Impacts to school children resulting from PDD rezonings must be evaluated through the SEQRA process for each application and will depend on the ultimate density proposed and the extent to which such density will be offset by preservation. It will also depend on the type of units built and their prospective residents — i.e. whether those occupying the units are likely to raise children there.

It should be noted that the draft report on future enrollment in the Hampton Bays Union Free School District prepared by Stanton Legett & Associates in January 2010 cautions against basing enrollment projections on build out

estimates. It notes that while "In some communities and at various times in our history, housing development has played an important role in projecting student enrollment… [t]hat has not been the case in Hampton Bays and it appears will not be in the forseeable future [since]…. [m]ost of the housing recently developed in Hampton Bays has been aimed at senior citizens or summer residents."

Factors exhibiting a significant role in future school enrollments include demographics and economics. Because homes in Hampton Bays are relatively more affordable than elsewhere in the Town, settling in the hamlet is more feasible for, and attractive to, young families. And as the ownership of existing homes turns over, older residents without children living at home may be replaced by families with dependent children. As noted elsewhere, birthrates and family size are also a factor, and are generally increasing in the hamlet.

5.H.ii) Mitigation to Address Public School Impacts

One potential mitigation suggested to address the concerns about new residential units resulting from the application of HO/HC zoning is to modify the code to prohibit residential uses for those zones in the hamlet of Hampton Bays. The legality of such a modification is questionable and would require research that is not warranted by the low number of potential residential units that may be expected from the proposed rezoning.

Efforts to reduce density increases are generally expected to mitigate the impacts of growth impacts on the public schools by limiting the potential for adding children to the district. Potential mitigations to that end:

- Offset density bonuses granted through PDD rezonings with preservation of residentially-zoned land elsewhere.
- Maintain and enhance the resort qualities of the hamlet to encourage vacation and second home use of existing and new dwelling units. Efforts to maintain local character and revitalize the hamlet center will contribute to this goal.
- Promote increased commercial and institutional development in order to generate school district revenues through property tax assessments without increasing the number of school-aged children that must be educated by the public school system. Development of the proposed North Main Street will create new opportunities for commercial growth in the heart of the hamlet.

Impacts and mitigations related to the public schools are also discussed in the following chapter on Fiscal Considerations.

5.I. Libraries

5.I.i) Anticipated Impacts to Libraries

The Hampton Bays Library was expanded several years ago and more parking was provided in order to better address the community's demand for library services. The amount of new growth in the *Corridor Strategic Plan*'s study area is not expected to significantly affect the delivery of library services to the community.

The changing nature of the community may result in changes to library use and the types of materials requested. For example, the growing presence of Spanish speakers may increase demand for material in that language. An aging community may result in increased library use in general, as retirees have more leisure time to fill.

5.I.ii) Mitigation to Library Impacts

No direct mitigation is suggested.

5.J. Human Services

5.J.i) Anticipated Impacts to Human Services

Population increases will typically lead to an increased use of the Town's Human Service offerings. As noted earlier, the recommendations of pending plans and rezonings will have either a neutral impact on the hamlet's residential growth, or diminish it. The exceptions are the potential density bonuses granted through PDD development. The part-time residents of the vacation units at the proposed Canoe Place redevelopment are not likely to use Town services other than emergency medical care. New residents of the proposed "Tiana Commons" are more likely to use the range services offered.

Demographic shifts that point to increasing numbers of school-aged children point to a need for youth services in the hamlet.

5.J.ii)Mitigation to Human Services Impacts

No direct mitigation is needed as a result of implementing the recommendations in the *Corridor Strategic Plan* or the transient to residential conversion study. Generally speaking, the hamlet's demographic changes may trigger the need for more or different types of human services. However, it is expected that responses to these demographic changes will be crafted individually by the human service departments or agencies affected. The Town's Human Services department should explore options for assessing and serving the needs of the hamlet's young people.

6. Fiscal Impacts

6.A. General Fiscal Considerations

Chapter II.7 cites an American Farmland Trust study that provides some general guidance regarding the costs of community services and the fiscal impacts of development. For every dollar of revenues raised from residential property taxes, slightly more than a dollar is spent by the municipality, yielding a net loss. For every dollar raised in property taxes on open space and commercial property, far less than a dollar is spent, resulting in a net gain. These relationships between taxes paid and public services provided are readily understood in light of the fact that education costs dominate the property tax bill. They are why new residential density, with its attendant school children, generates concern while commercial development, when looked at as "ratables," may be welcomed.

Commercial development is beneficial from a fiscal standpoint for a number of reasons. One is that improved property has a higher value than property that is unimproved, and so municipal revenues will be higher. Second, as noted, the costs to the community of providing services are far less than the taxes raised. Not only are there no children to educate, but no residents requiring health and human services, libraries, or parks and recreation facilities. Other positive effects anticipated from business development include local investment and new employment opportunities, including temporary construction and full and part-time retail and service jobs.

Although preserved and unimproved open space tends to be valued less than commercially improved property, the fact that it does not require the range of municipal services needed by residents means that it too is beneficial to the municipal balance sheet. This is an important point to consider with respect to Hampton Bays. It underscores the community's strong emphasis on open space preservation as a top priority.

It must be noted that the role of fiscal impacts in a review under NY State Environmental Quality Review Act is limited. The *SEQR Handbook* issued by the State's Department of Local Government Services includes the following question and answer:

> Q.: "*May determinations of significance be based on economic costs and social impacts?*"
>
> A: "*No. A determination of significance is based on the regulatory criteria relating to environmental significance. If an EIS is required, its primary purpose is to analyze environmental impacts and to identify alternatives and mitigation measures to avoid or lessen those impacts. Since the definition of "environment" includes community character, such impacts are considered environmental, not socioeconomic. However, potential impacts relating to lowered real estate values would be considered economic, not environmental.*"

The Handbook further states: "*The potential effects that a proposed project may have in drawing customers and profits away from established enterprises or in reducing property values in a community may not be considered under SEQR. Potential economic disadvantage caused by competition or speculative economic loss are not environmental factors.*"

In light of these restrictions, the fiscal impacts of the draft *Corridor Strategic Plan,* the anticipated study of transient to residential conversions, and other community planning recommendations noted in section III of this DGEIS, will be viewed through the lens of whether they will require costly community services or not. Other fiscal considerations are the costs and financing of proposed capital improvements.

6.B. Impacts Anticipated From Recommendations in the Corridor Strategic Plan

- Recommendations of the draft *Hampton Bays Corridor Strategic Plan* primarily concern changes in zone of commercial property, site planning standards for commercial property, and public improvements to a commercial district. Implementation of the proposed land use regulations is not expected to have an adverse impact on public services and the municipal revenues needed to finance them.
- The non-zoning recommendations of the *Corridor Strategic Plan* concern open space acquisitions and a variety of public improvements to parks, civic spaces and roadways, all of which may entail public expense[1]. It cannot be determined at this point which of the suggested projects will move forward and when. There are many contingencies involved that preclude even generic, order-of-magnitude estimates. Moreover, the initiation of projects is often contingent on available funding. Further

[1] There are a variety of funding sources for these improvements that do not have an impact on local taxes, such as CPF funding, or County, State and Federal grants.

planning is needed to prioritize these capital recommendations, conduct feasibility planning, and identify funding sources.

- The proposed creation of new North Main Street will open up development opportunities for properties adjacent to it, adding potential value to those parcels. A similar effect might be possible on one property along the proposed Good Ground Road extension, although nearly all of the parcels in the vicinity of the extension are already fully developed between Montauk Highway and the LIRR tracks.
- Fiscal impacts of the PDDs are expected to be examined in detail in during the Town Board review of each project. Generically considered, the resort use that had been proposed at the Canoe Place Inn could have had a beneficial impact, as no school children were expected, paret-time residents bring spending to the local economy, and the project also included a commercial component. The proposed "Tiana Commons" project also has commercial elements that will yield positive revenue. Whether it will be sufficient to offset the impacts of the proposed residential component will depend on whether the units will house year-round families with children or be oriented toward other types of households such as part-time or seasonal residents, single adults, empty nesters/seniors, young couples and the like. The ownership structure of the residential component will also be a factor since New York State law grants substantial assessment preferences to condominiums, often in the 40-50% range, sometimes greater. (See additional discussion below).

6.C. Impacts Anticipated From Recommendations Concerning Motel Conversions

The main recommendation expected from the study of transient to residential conversions is that of changing the allowable yield. As discussed, the Town Code currently allows one residential unit to be developed for each lodging unit on the property's Certificate of Occupancy. The expected recommendation would base the yield on the size of the existing lodging units. The build out analysis given in the first chapter of this section estimated that such a change could result in half as many new dwellings as would be allowed under the present code. At first glance, this would have a beneficial impact on the Town's finances, as fewer residences results in fewer service needs.

The issue is complicated by another potential fiscal impact of community concern. Motels converting to townhouse, duplexes and other types of residential units typically do so under a scenario of condominium ownership which, as mentioned, has beneficial tax consequences for the owners of the units but results in lower revenues paid to the Town relative to properties held in individual ownership. If the condominium units house families with children, the

disparity between revenues collected and the cost of public services is even more severe.

The tax benefits of condominium ownership are granted in Section 339–y of New York State's Real Property Law (RPL) and the related Section 581 of the Real Property Tax Law (RPTL). In practice, assessors are required to value individual condo units based on their potential to earn rent. Since market values have escalated much faster than rents, the assessment restrictions result in properties held in different types of ownership, but that have comparable value, being assessed at very different levels.

As the use of condominium ownership expands, and more and more communities are adversely affected, State lawmakers are giving more attention to legislation that would potentially allow municipalities to assess condominiums the same as traditional homes. To date, however, the only statutory relief for municipalities is found in Article 19 of the RPTL. If an approved assessing unit (a municipality that has completed a reassessment) establishes a homestead tax option — one rate for residential property owners (homestead) and another for non-residential property owners (non-homestead), condominiums are included in the homestead class and the assessment limitations of sections RPL §339–y and RPTL §581 do not apply.

The question then, in determining whether a code amendment to lower the yield of motel to condo conversions would have a beneficial or adverse fiscal impact, is the degree to which the owners and/or residents of those units will utilize public services — that is, whether the units will house year-round or part-time residents and whether the households will contain children or elderly residents. Fewer units housing year-round residents with children is a generally good thing from the standpoint of municipal revenue. But fewer units also result in less total revenue. If those units will be used by vacationers with little drain on municipal services but who contribute to the local economy by spending, then the units may be considered to have a beneficial fiscal impact. A code amendment to reduce yield would in that instance have a smaller beneficial effect.

Because the type of residential use to which motel and cottage conversions will be put is uncertain, may be mixed, and may fluctuate, on balance the impact of a potential code amendment to reduce their yield is likely to be neutral.

6.D. Other Fiscal Concerns

Aside from impacts anticipated from proposed planning and development actions, the Hampton Bays community has expressed general concern with the existing tax burden placed on hamlet residents. Tax increases, whether in the form of rate hikes or the result of sharp increases in the assessed value of property, hit people on fixed incomes the hardest and threaten to displace older residents who may no longer be able to afford the taxes on their homes.

General Town taxes contribute a small percentage to the hamlet's tax bill, 3.5% for the 2008-2009 tax year, while school district taxes account for nearly three quarters. Consequently, the greatest potential for appreciable reductions rests with the school district budget. However, because school budgets and assessments are assessed by the district, municipal policies have little direct influence. Density reductions have been suggested as a potential means of limiting growth in enrollment, but the hamlet's condition as nearly built out precludes this as an option. Moreover, the fact that school taxes grew substantially at a time when residential development was stagnant suggests that other factors are at issue here. A recent study of enrollment figures prepared for the district notes that hamlet birth rates are on the rise, so that more children are entering the school system from existing development. Another factor, though minor, is the ratio of residents who send their children to the Hampton Bays public schools as opposed to private or parochial alternatives. A wide range of other factors also affect school budgets aside from enrollment figures.

6.E. Strategies to Mitigate Fiscal Impacts

- Offset bonuses for residential density with open space preservation.
- Prioritize the various public improvements proposed in the *Corridor Strategic Plan* in order to begin feasibility and cost assessments, and identify funding sources. An action plan should be developed, assigning primary and secondary responsibilities for implementation.
- Complete the study of motel-to-condo conversions, and follow it with an assessment of whether the Town could benefit from a homestead tax option. Such an assessment should include case studies of comparable communities that have made the change.
- As recommended elsewhere in this document, identify alternative funding strategies to acquire open space, working from the *CPF Plan* recommendations.
- Assess options for financing public improvements through a Business Improvement District (BID) for the hamlet, Tax Increment Financing (TIF) or a special assessment district.
    - BIDs levy assessments on real property for specific improvements to supplement the services of local governments, such as public improvements and maintenance (e.g. sidewalk upgrades) and administrative functions (e.g. special events, marketing and promotion). They have been effective in promoting commercial development and downtown revitalization.

      In general, BIDs are formed following a proposal by a group of commercial property owners in a geographically defined area,

such as the hamlet center or Montauk Highway corridor. The municipality in which a BID is located collects the BID's supplemental property tax assessments through its general taxation powers and distributes them to the BID. A board of directors composed of property owners, merchants, residents and public sector representatives is then given authority by the government to undertake projects and programs within the district.

The hamlet of Hampton Bays already has an active Chamber of Commerce and the Hampton Bays Beatification Association, both of which conduct activities typical of a BID. An assessment of the practicality of, and need for, such a tool for funding and organization would look at its ability to aggressively implement the program of desired improvements detailed in the draft *Corridor Strategic Plan* — i.e., creating new public spaces, pathways connecting Montauk Highway with Good Ground Road and the proposed new North Main Street, public parking, etc.

- Tax Increment Financing is way of designating some of the increased taxes that result when property is redeveloped to pay the costs of associated public investment. For example, if redevelopment will generate a certain amount in additional taxes each year, the Town could pledge to set aside a specific portion of that increase to re-pay a bond that could be used to implement public improvements proposed in the *Corridor Strategic Plan.* Monies might also be used to assist property owners in upgrading their sites to meet design guidelines and standards, improve signage and facades, etc.

  Critics of TIF have argued that a municipality needs the new/increased tax revenues from the development/ redevelopment project generating them to pay for its associated highway, police, fire and other public services. But proponents assert that the need for such services rarely increases as a result of improvement to an already developed area and is covered by the pre-redevelopment taxes that are untouched by tax increment financing. The American Farmland Trust findings (Figure II.7-8) support this view, showing that only a fraction of the taxes on an unimproved property are needed to cover the services it requires. The issue with regard to Hampton Bays is whether the community needs the additional commercial tax revenue to support its school system and reduce the overall tax burden on residents rather than utilizing it for public improvements.

- Section IV.6.B above on anticipated impacts of the draft *Corridor Strategic Plan* noted the potential of new North Main Street to create increased value for the properties adjacent to it. That increased value could be tapped in a special assessment district to support financing of the new road.

The potential to utilize these financing mechanisms would be further explored through implementation of the Economic Development study recommended as a follow-up to the *Corridor Strategic Plan*. That effort should include a survey of commercial property owners to identify their interest in participating in a BID and/or utilizing improvement funds made available through a TIF.

- The need for relief from school taxes is not limited to Hampton Bays and has led to regional and state-wide property tax and education finance reform movements. At the local level, an ambitious option would be to seek a change or consolidation of school districts in order to even out revenue disparities. Less far reaching, though perhaps more feasible, would be an effort to help the Hampton Bays school district, and others, save money through sharing 'back-office functions' such as payroll, finance, purchasing agreements, insurance, and transportation. This option was being pursued by the Town Board at the time of DGEIS preparation. Another option would be to seek outside funding for specific programs to reduce the reliance on tax revenues. And as noted in the previous section on Community Facilities, new commercial and vacation/resort-oriented development will generate tax revenues for the district without increasing enrollment, and would have a beneficial impact on the school tax burden.

- To support older residents who may be faced with displacement, the Town, through its Department of Human Services, chould explore possibilities for assisting them in creating rental opportunities in their home. An accessory apartment or boarding situation would not only assist elders financially, but the presence of younger renters could help them age in place, providing specified home maintenance tasks. Such a scenario would be suitable for primarily for single people or perhaps young couples and would not add to school enrollments.

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

Part IV: BUILDOUT, IMPACTS & MITIGATION

7. Traffic & Transportation Impacts

7.A. Purpose and Function of the Traffic Impact Analysis

This chapter builds on information provided in earlier sections of this document.

- Chapter II.8, which gives information on existing traffic and transportation conditions in Hampton Bays, with particular emphasis on eight Montauk Highway intersections of concern to the community, and
- Chapter III.3, which restates the transportation improvements suggested in the draft *Hampton Bays Corridor Strategic Plan*.

The analysis presented here is intended to fulfill SEQRA requirements for the *Hampton Bays Corridor Strategic Plan*. Because of this, its primary aims and functions are to:

1. compare the current functioning of the eight intersections with how they might function in the future, given the increased traffic associated with growth, and
2. assess the traffic impacts of the transportation improvements mentioned in the draft *Hampton Bays Corridor Strategic Plan*, which were summarized in chapter III.3, in order to evaluate their potential role in mitigating congestion; and
3. ascertain whether it would be possible, and what it would take, to sufficiently control the traffic impacts of new development in order to maintain what is considered by traffic engineers to be an adequate level of service during periods of peak traffic.

> The 2004 Transportation Element of the Town's Comprehensive Plan states, "efforts undertaken to improve traffic flow need to be balanced against the need to protect the rural, residential character and safety of the secondary street systems found throughout the community. "

It is important to recognize that a traffic impact analysis for SEQRA purposes is not the same as a transportation plan. The analysis presented below *tests* different traffic mitigation techniques; the mention of a specific mitigation does not equate to its recommendation.

When the results of the traffic impact analyses were presented to the DGEIS Ad Hoc Advisory Committee it was clear that the extent of the mitigations identified were of great concern to the community. For example, the addition of new traffic signals is seen as promoting an urban character inconsistent with the hamlet vision. As stated in the 2004 Transportation Element of the Town's Comprehensive Plan, "efforts undertaken to improve traffic flow need to be balanced against the need to protect the rural, residential character and safety of the secondary street systems found throughout the community. "

Additionally, questions were raised about just what constitutes an acceptable level of service, particularly in an area where traffic is seasonal and worst case conditions are temporary. It was suggested that some congestion of Montauk Highway should be tolerated in the hamlet center for a number of reasons:

1. Limited congestion would be preferable to mitigations that would improve traffic flow at the expense of the area's remaining rural quality.
2. There is a sense that traffic on Montauk Highway currently flows through the hamlet center at excessive speed during non-peak periods. Congestion has the effect of lowering vehicular speeds.
3. Traffic should move through the hamlet center business district at a slow to moderate speed in order to meet community goals for safety and downtown revitalization. Slow speeds facilitated by congestion would allow motorists to view, and be attracted by, storefronts, to enable them to readily identify and safely access parking opportunities, and to provide for the safe circulation of pedestrians — particularly when crossing an area that has few intersections as is the case on Montauk Highway.

Changes to the transportation system, such as roadway modifications, new road segments and traffic signals, tend to be costly and require detailed investigative studies demonstrating need as well as project-specific environmental review. The draft *Hampton Bays Corridor Strategic Plan* presents an array of such modifications. The information provided in this analysis is intended to help the Town make decisions regarding which of these would be appropriate when needed, and how selected projects might be prioritized.

Please note that all referenced figures are grouped at the end of the chapter.

7.A.i) Role of Alternative Transportation Modes

Alternative modes of transportation, such as walking, bicycling and public transportation, are not assessed in the traffic impact analysis, which uses computer modeling to project vehicle movements. That said, the community vision for a sustainable Hampton Bays calls for action to increase their use. The draft *Hampton Bays Corridor Strategic Plan* includes a number of recommendations to support alternative transportation, including the creation of new sidewalks, dedicated cycling paths, a bicycle lane for crossing the canal, and a dedicated bus route through the hamlet center. These will be reiterated in the

mitigations section below, and augmented with additional strategies to support sustainable transportation, which is a community priority.

7.B. Premises and Procedures Used in the Traffic Impact Analysis

Traffic impacts are looked at here in two contexts: first, within the context of the study area of the *Corridor Strategic Plan* — i.e. the Montauk Highway corridor — and then for the entire hamlet area.

The analysis predicts future conditions based on a set of assumptions, each proceeding one from the other as follows:

- *Population Growth Rate.* Data on traffic volumes for the eight intersections considered for analysis were taken from three sources over a period of four years. Depending on the year of the study, a growth factor was applied to the data in order to project it to 2009 levels. This growth factor was developed in consultation with Suffolk County traffic engineers, and also utilized actual growth rates observed in LIPA's annual population survey. A traffic growth rate of 0.65% per year was used.
- *New Development.* Chapter IV.1 presents estimates of the remaining development potential for the entire hamlet in terms of potential additional commercial square footage and potential additional residential units. To look at potential impacts of the draft *Hampton Bays Corridor Strategic Plan*, a subset of the build out figures was created, limited to parcels within the plan study area subject to rezoning.
- *Trip Generation.* Different types of land uses generate different quantities of traffic. For example, retail stores selling high end goods can support themselves on fewer customers (and fewer vehicle trips) than other retail outlets, such as supermarkets, that operate on lower margins and are considered a high trip generating use. To create a future traffic scenario, assumptions were made on the types of uses that would occupy new commercial development in the corridor, which are presented further down
- *Trip Distribution.* Turning movements affect traffic congestion as well as the number of vehicles on the road. Because of this, once the quantity of additional vehicles travelling in the hamlet was projected, additional assumptions were made regarding what portions of Montauk Highway they will be travelling on and where they will be turning. These assumptions, called "trip distribution," are based on the characteristics of the roadway network, existing travel patterns, and area population densities.
- *Trip Balancing.* After trips are distributed, traffic projections are balanced to ensure traffic flowing into an intersection closely approximates traffic

departing the intersection. In areas of the corridor containing large parking lots, traffic at the intersection is reduced by a percentage which will represent the volume of traffic that may park at any given time.

7.B.i) No Action and Potential Action Scenarios

In addition to looking at the impacts for growth in the corridor and growth for the entire hamlet, the traffic impact analysis also compares two different scenarios:

1. The No Action scenario looks at what may occur using as-of-right development projections, no zoning changes, and no changes to the existing transportation network.
2. The Potential Action Scenario is designed to evaluate what might occur under the various potential actions noted in the draft Corridor Strategic Plan. Potential actions include the recommended HO/HC rezonings, the PDD applications pending before the Town Board, and the various roadway modifications discussed in the draft *Hampton Bays Corridor Strategic Plan*. Many of these potential actions remain controversial and require more detailed investigation than is appropriate here in a Generic Environmental Impact Statement. They were included in this analysis to gain information on their potential impacts that can help the Town and the Hampton Bays community make future decisions.

7.B.ii) Growth Potential

The hamlet's growth potential under as of right conditions was discussed and presented in detail in Chapter IV.1. As noted, data for the *Corridor Strategic Plan* study area was looked at separately. Results for that subset is presented in Figure IV.7-1 below. Parcels are generally listed under their US mailing address. Growth potential for the proposed zoning scenario also includes development projections for applicant-driven PDD proposals. Although these applications are discretionary and are also subject to change, this was done in order to identify the potentialtraffic impacts such proposals could bring, which is of great concern to the community.

7.B.iii) Trip Generation

Trip generation standards from the Institute of Traffic Engineers (ITE) Trip Generation, 7th Edition manual are used to convert the potential growth into vehicle trips.

For the estimated commercial growth potential in the corridor study area, the first step was to identify typical land uses that could be expected. Based on

existing and proposed land uses and zoning, trip generation data was selected for medical-dental office buildings, general retail, furniture stores, banks (walk-in), sit down restaurants, churches, and auto supplies.

For residential development, average ITE peak hour generation rates were utilized. This resulted in one trip-end (total of trips entering and leaving) for each potential new single family home in each of the peak hours, with 70% of the trips exiting and 30% entering homes in the morning peak hour, and the reverse in the evening. For condominiums and apartments, 0.5 trip-ends were used for each hour, with the same 70%/30% split used for single family homes. Typically, the one trip-end that occurs during each peak hour is consistent with a trip to and from work. In a resort community such as Hampton Bays, where the proportion of work-related trips is lower than what is typical and more trips could be expected during the off-peak hours, this approach can be considered conservative.[1]

To estimate hamlet-wide Trip Generation for the many potential uses within the commercial districts ITE Trip Generation rates were applied to the building square footages developed in Figure IV.1-11. The results, in terms of trip–ends (total of trips entering and leaving), for an average weekday are given in the "Entire Hamlet" portion of Figure IV.7-3 below. The Trip Generation for the corridor portion of the hamlet (center portion of the Figure) was then deducted from estimates for the entire hamlet to determine the additional trips above and beyond the corridor developmen. The results, for the No Action and Zone Change Alternatives, are shown in the "Difference" column of the Figure. Ten percent (10%) of these additional daily trips were assumed to occur during each of the the morning and evening peak hours. This assumption resulted in 241 (AM) and 171 (PM) vehicles entering and leaving these districts in the peak hours.

7.B.iv) Trip Distribution

Estimated trips were assigned to locations along Montauk Highway based on the characteristics of the roadway network, existing travel patterns, and population densities in the area. The trip distribution percentages shown in Figure IV.7-4 were then applied to the generated traffic and assigned to the local roadway network. These were adjusted to account for development differences under the proposed zoning changes, and given in Figure IV-7-5.

Figures IV,7-6, 7 and 8 present the directional distribution of traffic that is expected to arrive at three road system improvements recommended by the *Corridor Strategic Plan* — the cross-access between Stop & Shop and Bellows

[1] Some community members have expressed concern about the use of "conservative" estimates used in the traffic analysis, seeing that as an accommodation to growth. Planning typically leans toward the use of conservative estimates, because they are more effective at identifying potential future conditions that require long range planning.

Pond Road; the planned Good Ground Road Extension; and the recommended new North Main Street access into Good Ground Park.

7.C. Anticipated Level of Service (LOS) Impacts on Key Montauk Highway Intersections

7.C.i) Capacity Analysis Overview

Capacity analysis serves as a guide to determine the ability of an intersection to accommodate a given volume of traffic. It is an analytical tool based upon traffic volumes and roadway geometry to determine an intersection's Level of Service (LOS). Capacity analysis was performed using the 2000 Highway Capacity Manual methodology. The methodology of the manual addresses two concepts to evaluate the traffic flow conditions at a particular signalized intersection. The first is capacity, which results in computation of volume to capacity (V/C) ratios. This ratio relates existing or projected intersection traffic volumes to the volume at capacity. V/C ratios for individual movements and a composite V/C ratio (Xc) for the sum of critical movements or lane groups within the intersection are calculated under the manual procedures. The second concept is LOS which is based upon the average stopped delay per vehicle for various movements within the intersection. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time and is dependent on a number of variables. Figure IV.7-9 below provides a characterization of each LOS grade. Figures IV.7-10 through IV.7-19 present the LOS ratings for the eight subject intersections at the two stages of traffic growth studied — i.e. Corridor Strategic Plan study area and hamlet-wide.

LOS conditions were analyzed for 2009 conditions, and maximum potential as-of-right development under current zoning and under a potential action scenario comprised of both corridor-area rezonings and the transportation improvements put forward in the *Corridor Strategic Plan*.

To obtain current condition data for the eight subject intersections, traffic data was collected from previous studies and adjusted to bring it up to an estimate of 2009 conditions. Existing traffic signal timings were obtained from previous reports and/or directly from the Town of Southampton and Suffolk County. Details on both Turning Movement Counts and volume adjustments are given in the Traffic Data Appendix..

The eight selected intersections were analyzed during the AM peak, established during weekdays in prior reports as 7:00am to 9:00am, and the PM peak, established as 4:00pm to 6:00pm. Results are discussed below, and detailed in the tables at the end of the chapter and in the Traffic data Appendix. Anticipated service levels are given first for the estimated corridor growth and are followed by the results for the estimated maximum potential hamlet-wide growth.

7.C.ii) Capacity Analysis Results

Traffic Capacity was analyzed utilizing the Highway Capacity Software (HCS) by McTrans. In May, 1986, the U.S. Department of Transportation's Federal Highway Administration (FHWA) established the Center for Microcomputers in Transportation (McTrans) to serve the nation as a resource for the distribution and support of microcomputer software in the highway transportation field. Replacing three existing centers and now operating independently of FHWA, McTrans provides expert technical advice, information exchange and a wide range of transportation-related software. Capacity results are provided for each approach leg of an intersection (i.e. the eastbound approach). Each approach result is summated into an overall LOS performance for the entire intersection.

Generally, the Potential Action scenario produces better LOS results than the No-Action condition, with the exception of the intersection of Montauk Highway with North Shore Road. Two factors are responsible for this. The first is the decrease in permissible new commercial square footage from the application of HO/HC zoning — Figure IV.7-3 above illustrates the reduction in traffic generation this could bring. The second is implementation of various roadway system modifications presented in the Corridor Strategic Plan. Because development occurs gradually over time, it is difficult to predict when traffic volumes will reach a point where implementation of these traffic mitigation strategies would be desired. It is up to the Town and the community to determine whether and when actual conditions warrant implementation of the potential modifications. However, it must be recognized that some of the system improvements have other benefits besides traffic mitigation that would support their use.

The capacity analysis also identified several intersections of particular concern that could require priority attention. These are SR24, Springville Road, and Old Riverhead Road.

7.C.ii.1 East Tiana Road/Bellows Pond Road @ CR80

Corridor

During the AM and PM peak hours, this signalized intersection operates at LOS A under existing conditions. All approaches during the AM and PM peak periods operate at an LOS of B or better.

During the AM peak period under No-Action conditions, the intersection operates at an LOS B. During the PM No-Action period, the westbound and eastbound movements are expected to reach an LOS F. The PM period is much worse than the AM because of higher delays experienced on the eastbound and westbound movements. Signal optimization and retiming could readily improve the intersection to operate at an LOS B. Retiming allows for reallocation of green signal time to movements with high demand thereby maximizing traffic flow.

Potential action conditions for this intersection assume cross access between Stop & Shop and development of the Tiana Commons PDD application.[2] This would allow vehicles to move between destinations without clogging the existing roadway network. It is also assumed that eastbound and westbound vehicles destined for this shopping center will be diverted northbound to the new entrance on Bellows Pond Road. The analysis indicates that under these conditions the intersection will operate at an LOS B during the AM and at LOS C in the PM.

Hamlet-wide

Under the proposed condition for the entire hamlet build-out, the intersection will continue to operate at an LOS B during the AM. In the PM, the intersection would operate at LOS D. In order to mitigate that condition, a signal timing adjustment can be made to restore operation to LOS C in the PM.

7.C.ii.2 Riverhead-Hampton Bays Road (SR24) @ CR80

Corridor

During the AM peak hour, this signalized intersection operates at LOS A under existing conditions. During the PM peak hour, this intersection operates at LOS C. All approaches during the AM peak period operate at an LOS B or better.

The Traffic Impact Study for Stop & Shop Supermarket, prepared by Dunn Engineering Associates, recommended the following roadway modifications in order to mitigate the impact of the anticipated site generated traffic at the intersection of SR24 and CR80.

- Widen and restripe the southbound approach to provide two eastbound left turn lanes.
- Modify the existing traffic signal to provide a leading eastbound fully protected left turn phase for the new dual left turn lane.
- Retime the traffic signal to reapportion green time with the revised signal phasing.

These modifications were being implemented at the time this DGEIS was prepared, and are considered as complete for purposes of this analysis.

Analysis for the AM peak period under the No-Action scenario with the newly implemented roadway modifications indicates the intersection will operate at LOS C. Under PM peak conditions, the intersection operates at LOS E.

[2] As noted earlier, all "assumptions" under the Proposed Condition scenario, including the assumption of PDD development here, is done as a way of identifying traffic impacts that may be associated with them. An assumption for purposes of testing a scenario does not mean that the implementation of such a scenario is either assumed or recommended.

Potential Conditions for this intersection area assume the new Good Ground Road extension is constructed, creating a new four-legged intersection with SR24. This extension would provide motorists with an alternate east-west route and allow vehicles to travel south of CR80 without adding volume to the existing corridor. Analysis reveals the double southbound left may be converted back to a single left turn lane due to the heavy number of motorists turning south at the Springville Road/Cemetery Road intersection. The lane conversion would allow for more green time to be allocated to the other approaches which improves the overall LOS. The analysis indicates this new intersection would operate under an LOS B, during the AM peak and LOS C during the PM period.

Hamlet-wide

Under the proposed condition for the entire hamlet build-out, the intersection will operate at LOS B in the AM period. In the PM period, however, the intersection will operate at LOS F. LOS could be improved to LOS C and D, in the AM and PM periods respectively with the following modifications:

- Restore the southbound double left turn movement in the No Action condition by reconverting the middle lane from a through lane to a left turn lane
- Modify the pavement markings on Montauk Highway to remove an eastbound through lane, and add a second westbound through lane
- Provide two northbound through lanes and a left turn lane on the northbound (Good Ground Road) approach

The mitigation measures appropriate for easing traffic congestion at the level of hamlet-wide maximum growth and full corridor development are conflicting. See Section 7.D. for recommendations on resolving this conflict during implementation.

7.C.ii.3 Springville Road/Cemetery Road @ CR80

Corridor

This signalized intersection operates at an LOS B during the AM peak and PM peak, under existing conditions. Pavement markings prohibit eastbound left turns, but are not reinforced with signage and are likely ineffective. Signage and enforcement is needed. Curb cut design for new and redevelopment projects can also reinforce this.

Under No-Action conditions the intersection operates during the AM Peak under an LOS B with the southbound approach operating at LOS D and a northbound left operating at an LOS C. The PM peak operates under an LOS E for the intersection.

Potential conditions for this intersection assume the Good Ground Road extension, which would bring the intersection to an LOS A for both the AM and PM peaks. Due to the right-of-way constraints and the heavy left turn volume, it is assumed that with the construction of the Good Ground Extension most northbound left turning vehicles will turn onto the new roadway thereby relieving this intersection from the heavy double-left turn movement.

Hamlet-wide

Under the proposed condition for full hamlet development, the intersection would operate at an overall LOS B in the AM; however, anticipated delays on the southbound approach would be excessive. In order to mitigate that condition, a signal timing adjustment would result in an overall intersection LOS of C. LOS in the PM would be B.

7.C.ii.4 Squiretown Road/Ponquogue Avenue @ CR80

Corridor

During the AM and PM peak hour, this signalized intersection operates at LOS C under existing conditions. The eastbound and southbound approaches operate at LOS C while the westbound and northbound operate at LOS B.

Under No-Action conditions the intersection operates during the AM peak at LOS D, with the southbound approach operating at an LOS F. The PM peak operates at an LOS F for the entire intersection and the southbound approach, with both the westbound and eastbound operating at LOS E.

Under the potential condition, the proposed North Main Street is assumed to be constructed with a connection to Squiretown Road. During the AM peak hour intersection LOS would improves to C. During the PM peak the signal would operate at an LOS E.

Hamlet-wide

Under the proposed condition for full entire development, the intersection would operate at LOS E in the AM period. A timing adjustment would improve this to LOS C. In the PM period, the intersection would operate at LOS F. A potential mitigation for this condition would be a new left turn lane on the southbound approach, an additional westbound through lane, and a signal timing adjustment. To provide a southbound left turn lane, minor widening of the pavement on the north leg of the intersection would probably be required. Providing an additional westbound lane would require, however, removal of parking on the north side of Montauk Highway on the west and east legs of the intersection, along with widening the pavement on Montauk Highway on the order of 2' for a distance of about 300' on the east and west legs of the intersection, to provide adequate lane widths. These measures would improve intersection operation to LOS B and C, in the AM and PM periods, respectively but may not be acceptable to the community. As noted in the introduction to

this chapter, some degree of congestion is considered appropriate as a traffic calming measure in the hamlet center, and would be preferable to roadway improvements that have an adverse impact on community character and commercial activity.

7.C.ii.5 Old Riverhead Road @ CR80

Corridor

This unsignalized intersection operates at an LOS B during the AM peak and LOS E during the PM peak, under existing conditions. The PM LOS is constrained due to the high volume on CR80 and number of vehicles seeking to make a left with limited gaps in the traffic stream.

Under No Action conditions this intersection operates at an LOS F for both AM and PM peak periods.

Potential conditions assume the reconfiguration shown in the *Corridor Strategic Plan* which moves the intersection west to create additional sight distance for turning vehicles and a desirable four-legged intersection with an access lane for the row of commercial uses east of the Bittersweet South Extension. The access lane is considered beneficial for reasons of safety and aesthetics, but the analysis shows the intersection continuing to operate at an LOS F for both the AM and PM peak hours. However, this is actually a "better" F when compared to No Action conditions based on delay, and installation of a traffic signal could bring the intersection to an LOS A.

Note all scenarios operate at a LOS F due to the high delays and limited gaps for southbound left turning vehicles. The LOS under proposed conditions at the corridor build-out is actually a better F when compared to existing and No Action conditions based on delay. A suggested mitigation is the installation of a traffic signal which would adjust the AM and PM peak to a LOS A. Costs associated with the new signal and geometric modification of the intersection could be shared between the businesses in that area. It should be noted that the signal installation will mitigate the restricted sight distance condition, by providing a protected green interval for Old Riverhead Road motorists to enter Montauk Highway.

Hamlet-wide

Under the proposed condition, which includes signalization, for maximum growth in the entire hamlet, this intersection would operate at an overall LOS B in the AM, and LOS A in the PM. However, in both time periods there would be excessive delay on the southbound approach. To mitigate that condition, a signal timing adjustment would result in LOS C in both time periods.

7.C.ii.6 Canoe Place Road @ CR80

Corridor

During the AM this unsignalized intersection operates at LOS C under existing conditions. The PM peak has the intersection operating at an LOS C under existing conditions, with the northbound left operating at an LOS D due to limited gaps in the traffic stream.

Under No Action growth, the intersection operates at an LOS F. The PM peak operates at an LOS D with the northbound left turn operating at an LOS E.

For the Potential Action condition, this intersection will operate at an LOS F for the AM peak and an LOS C for the PM peak.

A further possible mitigation for this area would be the addition of a traffic signal which would result in an LOS B in the AM and LOS A during the PM hours. If implemented, such a signal should be coordinated with other signals to optimize progression on the Montauk Highway corridor, allowing traffic flow to continue without having to make a number of stops. As with other potential signals, Suffolk County would require a "warrant study" demonstrating need and feasibility. The need would be triggered only after area growth approaches its maximum potential.

Hamlet-wide

Under the proposed condition, which includes signalization, for maximum growth in the entire hamlet, the intersection would operate at an overall LOS D in the AM, and LOS A in the PM. Restriping of the eastbound approach, to convert the right turn lane to a through lane, as well as a signal timing adjustment, would improve the LOS to B in the AM period.

7.C.ii.7 Newtown Road @ CR80

Corridor

Under existing conditions this unsignalized intersection operates at an LOS A during the AM. And LOS B for the PM peak period. These levels of service would be maintained with the growth anticipated under No Action conditions.

Potential actions for this area include redevelopment of the Canoe Place Inn into a fractional ownership resort. The intersection would operate at an LOS B for both approaches assuming southbound left turns are not allowed. Allowing a southbound left forces the intersection to gain an extra leg or approach, and the delays experienced by the left turning vehicles will be (LOS F) due to the limited gaps in the traffic stream. A traffic signal may be utilized to achieve an acceptable LOS under these conditions, but as noted, would require a warrant study and coordination with adjacent signals to optimize progression.

The need to install a traffic signal at this location could be avoided with the prohibition of southbound left turns. Another alternative is the potential installation of a traffic signal at the Canoe Place Road intersection, which would improve safety for those motorists from Newtown Lane who desire to head east on Montauk Highway. Presently, these motorists must turn right onto Montauk Highway and execute a U-turn at Canoe Place Road The traffic signal at Canoe Place Road can include a left turn arrow interval to facilitate U-turns there.

Hamlet-wide

Under the proposed condition for full hamlet development, the intersection would operate at an overall LOS B in the AM, and LOS C in the PM.

7.C.ii.8 North Shore Road (CR39A) @ CR80

Based on the available traffic data, during the AM peak period the intersection operates at an LOS D under existing and no action conditions, and LOS E under the potential action scenario. The southbound left approach consistently operates at an LOS F for all scenarios.

During the PM peak operates at an LOS F, again for all conditions.

A traditional mitigation measure would entail the addition of another traffic signal, which could yield improvement to an LOS B. Further consideration, and potentially an engineering study — would be needed to determine if the costs, both monetary and in terms of community character, would be warranted to mitigate delays during a few hours of a day for a few months of the year. Community concerns regarding additional traffic signals in the corridor suggest it is not.

An alternative to a signal, suggested in the Corridor Strategic Plan, is the installation of a roundabout. The location is well suited for one, since it has a large right-of-way and the roundabout would support a gateway treatment for the corridor and provide a traffic calming function. An independent engineering study is recommended to analyze the benefits and cost effectiveness of installing a roundabout at this intersection.

This location is well suited for the installation of a roundabout. The intersection has a large right-of-way; well suited for the construction and installation of a modern day roundabout. The roundabout will naturally serve as a gateway treatment for the corridor and provide a natural traffic calming feature to the local community. Our initial examination of this intersection reveals high delays experienced during the PM peak hour. An engineering study is recommended to determine if installation of a traffic signal to mitigate a few hours of a typical day is cost efficient and warranted.

7.D. Potential Roadway System Modifications

The draft *Hampton Bays Corridor Strategic Plan* offers a number of potential changes to the roadway system intended to improve traffic flow, safety and, in some cases, area aesthetics. The capacity analysis presented above estimates the effect implementing these changes would have on intersection delays and motorist levels of service. Each potential change is discussed in more detail below.

7.D.i) Creation of a "North Main Street"

The *Corridor Strategic Plan* proposes an access road into Good Ground Park that would run parallel to Montauk Highway. This access road would open up adjacent parcels to additional development because of the new road frontage created, potentially adding new commercial uses to the heart of the hamlet center that would contribute to area vitality and economic sustainability. Pedestrian circulation would be enhanced by pathways connecting Montauk Highway with the new access road. There is also a possibility for the access road to curve south to connect with Montauk Highway, increasing options for vehicle circulation. However, as this requires further investigation, construction of the new "North Main Street" is expected to proceed in phases.

For the first phase, all traffic would enter and exit from Squiretown Road. Vehicles and trucks will need area for turning which can be achieved by a cul-de-sac type end treatment, coupled with angled parking which will allow vehicles to back out and exit where they entered the new street.

There are three possibilities for this street's phase two western connection with Montauk Highway:

- a direct connection with Cemetery Road
- a connection directly with CR80 whereby the road curves south to form a new intersection approximately 150 feet east of the existing intersection.
- a similar connection with CR80 a few feet to the east which aligns with an entrance/exit across the street approximately 250 feet east of the existing intersection.

Of these scenarios, the direct connection with Cemetery Road is preferred because it would allow the use of an existing four-way intersection and avoid creating a new intersection which could need a traffic signal. The Manual of Uniform Traffic Control Devices (MUTCD) deters placement of signals along a coordinated corridor that are spaced less than 1000 feet apart because of the distribution to progression along the corridor. Improperly spaced signals do not allow the platooning (or grouping of vehicles) necessary for signal coordination. A direct connection with CR80 that creates a new intersection would require signalization spacing closer that the than 1000 feet standard.

7.D.ii) Bittersweet South Access Lane

The proposed access lane is expected to improve operation of the corridor and traffic safety by separating slow moving vehicles seeking parking and physically separating parking maneuvers from the corridor. From a traffic operation standpoint, limiting access to CR80 improves the LOS by reducing 'friction' caused by vehicles erratically entering the roadway. From a safety perspective vehicles will enter/exit from clearly delineated connection to the roadway where drivers may anticipate a vehicular movement rather than the free-for-all which exists today.

The access lane would be created by the construction of raised channelized islands (i.e. a median) which would provide opportunities for landscaping — significantly improving what is currently a large expanse of asphalt, devoid of either vegetation or curbing.

The clear delineation and physical separation of travel lanes from the parking area will narrow the road in this area, thereby having a traffic calming effect as well. The combination of newly demarcated lanes and landscaping will support the community's vision for CR80 as having the character of a country road.

7.D.iii) Old Riverhead Road Realignment

Land opposite the proposed Bittersweet South Access Lane has been targeted for Town acquisition as open space. If and when this occurs, and depending on the funding sources used[3], the intersection of Montauk Highway with Old Riverhead Road could be moved west to eliminate the sightline problems at its current location adjacent to the rail overpass. Moving the intersection opposite the easterly exit from the proposed service road will benefit the commercial uses opposite by making a desirable four-way crossing.

As indicated in the capacity analysis above, this intersection is expected to operate under an LOS F during the AM peak hour under No Action and Proposed Conditions. This is a direct result of the southbound movement experiencing difficulty turning onto CR80. This specific left turn maneuver is difficult because vehicles must find sufficient gaps between two heavy streams of traffic. The analysis suggests that a signal should be considered at this intersection to allow safe maneuvers for all approaches. The signal, if installed, can be expected to bring the intersection to operate at LOS A for AM and PM peak periods for the level of traffic generated by the analysis of remaining as-of-right corridor growth, and LOS C in both periods for the level of traffic associated with full hamlet development. To achieve these improvements, a new signal in this location must be coordinated with downstream signals to allow vehicles to pass through each signalized intersection in progression.

[3] Land acquisition made with CPF funds may not be used for roadway improvements other than open space access.

As has already been discussed, there is community concern regarding the impacts of additional traffic signals on the corridor to community character, and it is unknown when the level of growth sufficient to warrant a new traffic signal will be reached. Further analysis in the form of an engineering study is needed to assess the cost-benefits of relocating the intersection, and whether the move may be done without the attendant traffic signal.

7.D.iv) Newtown Road Reconfiguration

Currently, this intersection operates with two legs or approaches, the eastbound CR80 approach and the westbound CR80 approach. The addition of a southbound movement has been considered but would increase the number of conflicts and delay experienced by the intersection, due to the high traffic volume on the major street and minimal gaps for the left turning vehicle. If southbound lefts are desired, a traffic signal would have to be considered.

It should be noted that the 2004 Traffic Element of the Town's Comprehensive Plan states that "The Land Committee endorses as a general policy the concept that wherever possible and appropriate, left hand turns onto and off of the entire length of Montauk Highway should be eliminated."

7.D.v) Montauk Highway Reconfigurations

According to the 2000 Highway Capacity Manual 'ideal' conditions for lane width approaching intersections are 12' wide. Narrow lanes force drivers to travel laterally closer to one another than is comfortable. Drivers compensate by driving slower or by leaving longer spaces in between them. In either case, the capacity declines. Consequently, the draft *Corridor Strategic Plan* recommends reconfiguring the extreme western section to consist of two 12' wide travel lanes, a 12' center median/turning lane, 4' shoulders, and 8' sidewalk areas. Bicycles would be accommodated in the shoulders, separating them from the vehicular traffic stream. This would allow drivers to operate under normal circumstances and add to cyclist safety. At this conceptual stage, it appears that this reconfiguration can be achieved within the existing right of way, without any new road widening and potentially implemented as part of the routine restriping which occurs every few years in order to maintain roadway markings.

As noted above, mitigations implemented in connection with the Stop & Shop development include the installation of an additional eastbound lane between the supermarket and SR-24, and a two-way-left-turn lane. Continuation of that configuration further west has been considered by the County and the Town, but the capacity analysis undertaken here indicates that it will not be necessary

given the maximum amount of growth anticipated under all scenarios studied, including the pending Tiana Commons PDD application[4].

7.D.vi) Good Ground Road Extension

The extension of Good Ground Road to connect with Montauk Highway at its western end has long been contemplated by the Town. The acquisition of land in the vicinity of the SR24 intersection was made with a mixture of CPF and non-CPF funds in order to allow for the possible use of a portion of the parcel to make the connection.

The 2008 improvements to CR39 alleviated traffic on Montauk Highway since travelers no longer see the need to use it in order to avoid delays on CR39. That said, the future growth scenarios in the capacity analysis given above demonstrated that as the hamlet approaches its maximum development potential, delays will return. The need for the Good Ground Road extension must be revisited and reevaluated over time.

The draft *Corridor Strategic Plan* shows several potential points of connections where the extended road could intersect with Montauk Highway. Achieving the main point of connection, directly opposite Route 24, would require coordination with owners of the Hampton Bays Diner property, as well as New York State Department of Transportation and the Suffolk County Department of Public Works. Because of this, any redevelopment of the diner property provides an opportunity to negotiate a necessary easement.

A new intersection created with SR24 must be constructed at 90 degrees with CR80 for a proper geometrical design. Analysis indicates motorists wishing to travel southbound will benefit from this improvement. Delays and congestion at SR24 @ CR80 and Springville Road @ CR80 will be relieved. The new intersection created by Good Ground Road and Springville Road will operate at an LOS A under proposed conditions during the AM peak hour and LOS B during the PM peak hour, and LOS B in both time periods for the full estimated hamlet growth. Due to the proximity of this intersection to the LIRR, it is required that train pre-emption be incorporated into the traffic signal. A high left turn volume is anticipated at the new intersection and the design must consider the potential for vehicles to be queued on the tracks. Preliminary analysis suggests the need for installing a traffic signal and geometric modifications, including a double northbound left turn lane, a northbound thru-right lane, and for restricting the eastbound left turn.

7.D.vii) Roundabouts

The draft *Corridor Strategic Plan* notes that modern roundabouts are "the intersection design of first consideration by NYSDOT" to allow the free flow of

[4] Additional, and project-specific, traffic analyses are expected in connection with any review of the Tiana Commons PDD application.

traffic, avoiding the queuing associated with traffic signals." Because of this, an initial draft proposed two roundabouts: one at the intersection with SR24 and the other at Old North Highway east of the Shinnecock Canal. The SR24 roundabout suggestion has been abandoned on further consideration during this DGEIS because it is thought that it would not support anticipated traffic volumes.

The capacity of a roundabout varies based on the number of entry and circulating lanes, and also on more subtle geometry elements including entry angle and lane width. Also, like other types of intersections, the operational performance of a roundabout depends heavily on the flow volumes from various approaches. A single-lane roundabout can be expected to handle approximately 20,000 to 26,000 vehicles per day, while a two-lane roundabout can be expected to handle 40,000 to 50,000 vehicles per day. Under many traffic conditions, an unsignalized roundabout can operate with less delay to users than traffic signal control or all-way stop control. However, roundabouts can increase delays in locations where traffic would otherwise not be required to stop.

The DGEIS retains the recommendation to consider a roundabout at Old North Highway. It initially appears appropriate for the location, and would function both to improve traffic and establish a gateway to the hamlet. A feasibility study is required.

The Corridor Strategic Plan *proposes a gateway statue at the North Highway roundabout, commemorating the origin of" Canoe Place" by showing Native Americans portaging a canoe. The photo at right shows an example of this type of outdoor art in Port Jefferson, where the subject is shipbuilders.*

7.D.viii) New Traffic Signals

A number of new traffic signals have been identified as potential mitigations for congestion likely to occur with as-of-right development. All require a "warrant analysis" to demonstrate need, and additional community input should be conducted to balance the goal of smooth traffic flow with other community goals. Installation of traffic signals should be based on an engineering study of the roadway conditions, traffic operations and pedestrian and bicyclist needs,

coupled with engineering judgment. Signal warrant studies should be made part of major development applications.

Potential signal locations to be considered include:

- the intersection of Montauk Highway with Newtown Road — a signal here would remove the necessity of turning west to make a u-turn before traveling east. The discussion above of reconfiguring Newtown Road suggests that a traffic signal engineering study is required in conjunction with any new site plan application of significant size , e.g. at the Canoe Place Inn site. Absent a new development at the Canoe Place Inn site, the installation of a traffic signal at Canoe Place Road would improve safety for the Newtown Road u-turn movement, and would improve the LOS for motorists entering Montauk Highway from Canoe Place Road.
- Old Riverhead Road — if it cannot be realigned to the west at its intersection with Montauk Highway.
- Old North Highway — this would be an alternative to the construction of a roundabout.
- the intersection of Montauk Highway and Terrace Drive, depending on redevelopment of the Boardy Barn property. Such a signal would have to be coordinated with the existing signal at the Wild by Nature shopping center. The Corridor Strategic Plan also suggests that cross access between the two properties would allow them to use the same access/egress/traffic light.

7.D.ix) Cross-Access Agreements

Cross-access provides an opportunity to alleviate traffic on the main corridor and improve internal traffic circulation, allowing movement from one commercial development to the next without adding to congestion on the local road network. These traffic movements coming in and out of parking lots exacerbate road conditions and create hazards for pedestrians as drivers must cross sidewalks more often than necessary. Cross-access is beneficial because it reduces traffic by allowing vehicles to move between adjacent commercial or institutional uses without re-entering the public street.

The Town is actively pursuing a policy of cross access with new development applications along the entire corridor. The *Corridor Strategic Plan* specifically calls for cross access to be created with any development of the property that is the subject of the Tiana Commons PDD application at Bellows Pond Road. Results of the capacity analysis anticipate this to be an unsignalized intersection operating at LOS C or better.

7.E. Mitigations to the Roadway System Recommended by the Town's Comprehensive Plan

In 2004 the Town Board adopted an updated Transportation Element of the Comprehensive Plan. Recommendations relevant to Hampton Bays are presented below.

7.E.i) Prohibition of Left Turns on to Montauk Highway

The Comp Plan update states: *"The Land Committee endorses as a general policy the concept that wherever possible and appropriate, left hand turns onto and off of the entire length of Montauk Highway should be eliminated. In addition, the Land Committee believes that adequate enforcement is required to enforce these turn restrictions, wherever created."*

7.E.ii) Bury Utility Lines when Undertaking Road Work

The Comp Plan update states: *"All road improvement efforts being undertaken should wherever possible include the burial of adjacent utility lines and removal of telephone poles, as a safety measure and as an aesthetic improvement to our community."*

7.E.iii) Access Management Plan

The Comp Plan update states: "Develop a study project and obtain funding to undertake an access management and improvement plan for County Road 80, Montauk Highway from East Tiana Road/Sears Bellows Road to the Shinnecock Canal. (This is a county roadway so SCDPW should be consulted and encouraged to tackle this necessary study in conjunction with the Department of Land Management.)"

7.E.iv) Montauk Highway Speed Limit

The 2004 Transportation Element also discussed highway speed limits, noting that most roadways within the Town, including Villages, are covered by a series of area-wide 30 mile per hour speed limits. The speed limit on Montauk Highway in Hampton Bays had been 35 miles per hour, which community residents expressed was too high, particularly in the hamlet center.

While the New York State Department of Transportation (NYSDOT) is responsible for setting the speed limits on all State, County, and Town roadways, State law does permit Towns with a population in excess of 55,000 persons to set their own speed limits (except for a State highway) provided that the Town utilizes appropriate traffic engineering analysis. When the Town of Southampton met this population threshold, the Town Board lowered the speed limit on Montauk Highway to be consistent with the 30 mph limit in other hamlet and village centers. Signage to bring this change into effect was implemented in the Fall of 2010, as this document was being completed.

7.F. Traffic Calming Mitigation Measures

In both the commercial corridor and the remainder of the hamlet, there are many locations where vehicular speeds, particularly in "off peak" periods when roadways are not congested, consistently exceed the posted speed limits. Police can usually provide only sporadic enforcement at any one location. Reducing the speed limit, as discussed directly above, can at best be expected to result in only slight reductions in speed, because motorists tend to adjust their speeds based primarily on physical roadway conditions (e.g. roadway visibility, alignment and width). Adjusting roadway conditions by employing Traffic Calming techniques can slow vehicle speeds. Traffic Calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for bicyclists and pedestrians.

7.F.i) Traffic Calming on the Montauk Highway Corridor

Traffic Calming measures that can be employed along Montauk Highway to reduce motorists' speeds include:

- Lane Width Reductions — Where appropriate (e.g. between West Tiana and Jones Roads), a reduction in lane widths, and the provision of wider shoulders width wide edge lines between the travel lane and shoulder, can provide a moderate reduction in speeds. Motorists feel more restricted when traveling in narrower lanes.
- Gateway Treatment — A gateway treatment, which involves an encroachment into the pavement area to provide a "welcome display" for motorists entering a community, can provide a "spot" reduction in speeds, but also indicates to motorists that they are entering a more developed area, and should adjust their speed accordingly. This treatment is recommended in the *Hampton Bays Corridor Strategic Plan* for three locations on the Montauk Highway corridor: the vicinity of Jones Road in the eastbound direction, the intersection with SR24, and the intersection with North Highway east of the canal.
- Speed Awareness Signs — Also called Driver Feedback Signs, these devices provide approaching motorists with a display of their speed, immediately beneath a Speed Limit sign. A recent study in the Town of Brookhaven indicated that these devices provide an average speed reduction on the order of 5 to 10%. They should be used sparingly to retain their impact and avoid visual clutter. An appropriate location would be a point on the corridor where motorists should be slowing down, as when entering the hamlet business district.
- Crosswalk treatments — Contrasting pavement color can be employed within the crosswalks to make them more visible to motorists. At signalized intersections, pedestrian safety can be enhanced by adding "countdown" pedestrian signals, which display the remaining time to

safely cross the roadway. At unsignalized intersections, warning signs and contrasting pavement color should be utilized to optimize safety. Lighted crosswalk systems should also be considered for unsignalized Montauk Highway crossings in the hamlet center business district.

- Sidewalk Bulb-outs — These sidewalk widenings are used primarily at intersections. They encroach into the pavement area (e.g. into the parking lane), and not only slow motorists' speeds by narrowing the available pavement width, but increase safety for pedestrians, by making them more visible to motorists and reducing the distance needed to cross the roadway. Bulb-outs are used infrequently, however, because they create difficulties for snow removal and street cleaning, and can also interfere with vehicle turning movements. The crossing widths in Hampton Bays are not excessive, and do not appear to require the narrowing effect of this traffic calming feature at this time.

7.F.ii) Entire Hamlet

The traffic calming measures described above can be utilized on other roadways where speeding is a concern — for example, Ponquogue Avenue is a collector road with a wide pavement area that can be narrowed and support a bike lane within the road's shoulders. The area around the hamlet's schools should also be targeted for traffic calming.

7.G. Alternative Transportation Modes

Alternative modes of transportation such as walking, bicycling and public transit, are a small fraction of trips made in Hampton Bays. The 2000 Census journey-to-work statistics report 1.9% of hamlet residents walking to work, and 2.3% taking public transit. Nonetheless, alternative modes remain vital to the hamlet for achieving its goals of environmental and economic sustainability. Walking and cycling facilities provide recreation as well as transportation and as such can contribute to the area's resort economy.

7.G.i) Complete Streets Approach

In communities across the country, a there is a growing movement of municipalities taking a "complete street approach" to transportation policy, meaning that roadways are designed with all users in mind — including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.

The elements of a "complete street" vary by actual location, but ingredients include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, and curb extensions (i.e. bulb-outs, see above). What actually makes it into a street design depends on the width

of the right of way and characteristics of the surrounding area. For example, a dedicated bus lane is not appropriate in Hampton Bays because of both the limited bus service and available lane space. While sidewalks on both sides of the street are appropriate in the hamlet center, considerations of cost and community character suggest that neighborhood roads should have them on one side only.

Action items to implement a "complete streets" approach include:

- Town Board and DPW adoption of a complete streets policy with respect to new road maintenance and improvement projects
- Enactment of "complete streets" design standards and guidelines to ensure appropriate dimensions for sidewalks and bicycling facilities, accessible curbing, adequate and sustainable landscaping, street furniture (i.e. lighting, benches, trash cans), etc.
- Development of a complete streets plan for the hamlet identifying sidewalk, crosswalk, bike lane/bike route, and bus shelter construction for a five-year period.

7.G.ii) Bicycle Facilities

As noted in section III.3, the draft *Corridor Strategic Plan* proposes the creation of:

- Bicycle and pedestrian enhancements to the Shinnecock Canal bridge, specifically sidewalks and a separate two-way bikeway on the north side of the bridge, including new curbing and paving, with coloration distinct from the roadway.
- the construction of off-road bicycle paths in the following locations:
  - along both sides of the Shinnecock canal
  - adjacent to the LIRR tracks between the Shinnecock canal and George Street
  - adjacent to the LIRR tracks west of the Wild by Nature shopping center
- bicycle lanes and/or signed bicycle routes connecting the proposed off-road paths, including:
  - Stuart Court, Arbor Lane, and the Bittersweet South Extension
  - Montauk Highway (striped bike lanes) outside of the hamlet center area
  - all cross-access created between SR24 and the Macy's shopping center west through Bellows Pond Road
  - the existing Good Ground Road and proposed Good Ground Road Extension

With respect to the remainder of the hamlet, the Town's Bicycle Advisory Committee recommended, in a 2007 report, that the Town create a bicycle network by striping 4'-wide bicycle lanes on roads having a minimum width of 32', allowing for 12' vehicular travel lanes. This is roughly consistent with a recommendation in the 2004 update to the Comprehensive Plan Transportation Element, which states "Where vehicular volumes on a roadway exceed 5,000 vehicles per day, increasing pavement width to provide eleven foot wide vehicular travel lanes and four foot minimum width shoulders, separated by a 6" or 4" wide edgeline, should be considered." The Bicycle Advisory Committee also recommended using signage to identify bicycle routes on roads between 28' and 32' wide1. Recommended bicycle off-road trails, and on-road lanes and routes from both the Corridor Strategic Plan and the 2007 Bicycle Committee report are shown on Map 34.

The Comprehensive Plan Transportation element also recommends bicycle education efforts, the placement of bicycle racks at beaches, employment centers and shopping areas, and the installation of bicycle racks or lockers at train stations — all of which is relevant to Hampton Bays. In addition to bicycle parking, hamlet center cyclists amenities should include an air pump and water fountain. Additional mitigations to support bicycling in Hampton Bays, and elsewhere in the Town, include:

- Identify, and secure, easements necessary to implement to off-road paths recommended in the Corridor Strategic Plan;
- Add design standards or site plan requirements to provide bicycle parking on new commercial developments and redevelopments, and to safely accommodate pedestrian and bicycle circulation.

7.G.iii) Mitigations to Support Pedestrian Activity

The draft Corridor Strategic Plan proposes the extension of new sidewalks outside the Central Business District in order to ensure a continuous sidewalk from Jones Road to the Shinnecock Canal, at least on one side of the roadway. Enhanced crosswalk warning signs and pavement markings are also recommended though are not specified. The "Complete Streets" approach recommended above will be a step toward implementing these recommendations, and extending them to areas of the hamlet outside the Montauk Highway corridor.

Pedestrian crossing signage placed in crosswalks has not been an effective measure because it is frequently moved or stolen, and Suffolk County is no longer providing them. As an alternative, the Hampton Bays community should arrange for the purchase, monitoring and replacement of signs through a public-private partnership between the Town and local community and/or business groups — for example, a hamlet center BID, if established.

As with bicycle facilities, the site plan and design review processes should be used to achieve pedestrian-friendly redevelopment:

- The overlay zoning proposed in the draft Corridor Strategic Plan should be used to obtain pedestrian connections between Montauk Highway and Good Ground Road, and the new North Main Street.
- Cross access plans should show convenient pedestrian connections between commercial sites, which may or may not be the same.
- Require parking to be placed behind, or to the side of new uses; rather than in front.
- Require primary building entrances to be pedestrian-oriented —i.e. fronting the street instead of rear parking.
- Increase minimum front setbacks in the Village Business district to promote a wider sidewalk.
- Allow sidewalk cafes and outdoor merchandise displays in the hamlet center.
- Establish minimum and maximum fenestration requirements and prohibit interior signs from obscuring windows.

Other actions to foster a pedestrian-friendly environment in Hampton Bays include:

- Economic development intended to attract retail, service and entertainment uses.
- Adding interest and destination appeal through historic preservation, including identifying and interpretive signage. With the recommended creation of a hamlet center historic district, self-guided walking tours should be promoted.
- Installation of a system of wayfinding signage to improve area functionality and aesthetics, and reinforce a sense of place. The signage would facilitate all transportation modalities, highlighting parking, the train station and bus stops as well as area attractions.

Example of wayfinding signage

7.G.iv) Safe Routes to Schools

Safe Routes to School (SRTS) is a federal, state and local effort to enable and encourage children to walk and bicycle to school in order to reap multiple benefits including improved childhood health, reduced childhood obesity, the

encouragement of healthy and active lifestyles, reduced traffic congestion and improved air quality. The program is implemented through a variety of activities characterized as the "five E's":

1. Engineering—Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic;
2. Education—Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills;
3. Enforcement—Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools and initiating community enforcement such as crossing guard programs;
4. Encouragement—Using events and activities to promote bicycling and walking; and
5. Evaluation—Monitoring and documenting outcomes and trends.

As the Town's population center, Hampton Bays should become the focus of a Safe Routes to School Program, implemented jointly by the Town's Office of Transportation and Traffic Safety and the Town's DPW in conjunction with the Hampton Bays Union Free School District and other local organizations. Consideration should be given to broadening program elements to encourage walking and bicycling to the adult population as well.

7.G.v) Transit System Improvements

Like improvements to roadways not under the Town's immediate jurisdiction, transit system improvements must be accomplished through cooperation with transit providers. Recommendations from the draft *Corridor Strategic Plan* include working with Suffolk County Transit to provide a more direct, shuttle bus-type route in the hamlet center, and with the LIRR to achieve more frequent, shuttle-type service.

This recommendation for increased use of the LIRR to serve local transportation needs dovetails with those in the 2009 East End Transportation Study. The Town is expecting funding to move that study to the next stage with a detailed implementation plan. It has also supported an amendment to the New York Metropolitan Transportation Council's (NYMTC) regional Transportation Improvement Program (TIP) to add funding for the installation of a signal system on the LIRR's Montauk Line branch between Speonk and Montauk. The lack of a signal system on this portion of the Montauk Line has long been identified by the LIRR, and more recently in the East End Transportation Study, as an impediment to increased frequency of train service on the South Fork. Installation of this system, which is projected to cost $50

million, should greatly enhance the opportunity for increased service. LIRR has budgeted for the improvement in its 2010-2014 capital budget.

The *Corridor Strategic Plan* also recommends additional bus stops on Montauk Highway. Currently, Suffolk County buses run on a rural transit model, where buses can theoretically be flagged down to stop by passengers. That said, there are some fixed bus stop locations, some with shelters. The "pocket park" at the entrance to the Hampton Bays Town Center shopping center development currently functions as a de facto bus shelter, since transit riders take advantage of the bench and arbor as a comfortable and attractive place to wait. However, the arbor, while providing shade, does not provide the full range of shelter functions. The Town should explore options for upgrading the area into a complete shelter. Other locations identified on Montauk Highway for bus shelters are on the north side opposite Movie Theater (going westbound) and on the south side opposite Macy's (going eastbound).

Bus service follows ridership and new bus shelters are not sufficient in and of themselves to increase transit use. Strategies to promote transit use in Hampton Bays include:

- Ridership education and promotion. The Education component of the Safe Routes to Schools program discussed above is one venue for transit education. As noted, adults should be targeted as well as children. Other potential targets for promoting ridership include the Hampton Bays Senior Center, as older persons may reduce or give up driving, and the LIRR station.
- Enhance bus shelters with information on routes, schedules, fares, and other rider information to make the system as easy to use as possible.
- Provide transit information in bi-lingual formats to serve Hampton Bay's Latino community.
- Engage the Town's Sustainability Committee to promote transit use as green lifestyle choice.

Chapter III.3 presents Transit Oriented Development (TOD) as a means of supporting and increasing the viability of transit by zoning for residential density within walking distance (i.e. ¼ mile) of transit services. Although one of the hamlet vision goals is long term sustainability, there is very strong community concern regarding new residential development, as well as opposition to residential density increases because of potential environmental and fiscal impacts.

Applying TOD principles to Hampton Bays would mean allowing for an increase in residential density for, at minimum, the Long Island Railroad station and potentially Suffolk County transit bus stops as well. Residential development is not currently permitted in the commercial areas closest to the station. Moreover, the wastewater flows utilized by existing development leaves little

room for additional residences. Because of these considerations any form of TOD zoning would need to be predicated on an active transfer of development rights program.

7.G.vi) System Innovations — Park and Ride

The presence of the LIRR station in the heart of Hampton Bays business district provides long term opportunities to increase transportation choices and multi-modal use through efforts to promote park and ride behavior. Possibilities include:

- Providing designated parking spaces for vehicle sharing services, such as Zipcar, that would allow part-time residents and visitors to utilize the train as their primary transportation yet have access to a vehicle on an hourly or daily basis.
- When viable, provide electric vehicle charging stations at the LIRR.

Efforts to promote park and ride use at the Hampton Bays station could have spillover effects of bringing more users to the hamlet business district.

Figure IV.7-1
Corridor Strategy Study Area Build Out Summary

Address	Parcel Area	Current Zoning	Proposed Zoning	Total Building Area	No Action Alternative	Proposed Zoning Change
Boardy Barn	113,256.00	HB	N/A	N/A		
Arborview	357,192.00	PDD	N/A	N/A		
Tiana Commons	767,889.83	R40	PDD	0	58210 commercial	39200 retail
Canoe Place Inn	252,648.00	RWB	N/A	N/A		
Good Ground Green	N/A	N/A	N/A	N/A	50000 commercial	50000 commercial
East Side of Canal	169,884.00	RWB	N/A		6788 commercial	6788 commercial
172 W Montauk Hwy	34,978.67	OD	HC	2,340	4015 office	2328 commercial
147 W Montauk Hwy	40,562.19	OD	HC	4,788	3690 office	1162 commercial
145 W Montauk Hwy	25,143.28	OD	HC	6,004	769 office	0
139 W Montauk Hwy	164,505.95	OD	HC	6,104	21624 office	13399 commercial
133 W Montauk Hwy	38,035.04	OD	HC	14,976	0	0
4 Springville Rd.	38,143.10	OD	HC	4,680	3381 office	1474 commercial
131 W Montauk Hwy	26,444.80	OD	HC	5,346	1294 office	0
168 W Montauk Hwy	74,823.54	OD	HC	5,040	8589 office	4962 commercial
166 W Montauk Hwy	245,227.56	HB/OD	HC	NP	9315 commercial	7929 commercial
149 W Montauk Hwy	130,623.23	OD	HC	NP	17009 office	10478 commerical
162 W Montauk Hwy	38,382.73	OD	HC	NP	4406 office	0
143 W Montauk Hwy	147,159.14	OD	HC	NP	0	0
164 W Montauk Hwy	40,719.23	OD	HC	NP	0	0
6 Springville Rd.	42,650.78	OD	HC	NP	0	0
158 W Montauk Hwy	18,105.75	OD	HC	NP	0	0
61 E Montauk Hwy	65,935.56	HB	VB	NP	4814 commercial	1518 commercial
192 E Montauk Hwy	8,430.02	HB	HC	NP	0	0
194 E Montauk Hwy	15,619.97	HB	HC	NP	0	0
204 E Montauk Hwy	13,588.49	HB	HC	NP	1192 commercial	513 commercial
73 E Montauk Hwy	25,964.32	HB	HC	NP	3325 commercial	2026 commercial
80 E Montauk Hwy	55,826.33	HB	HC	NP	5104 commercial	2313 commercial
94 E Montauk Hwy	53,330.55	HB	HC	NP	5977 commercial	3310 commercial
102 E Montauk Hwy	20,960.39	HB	HC	NP	2604 commercial	1556 commercial
122 E Montauk Hwy	46,906.60	HB	HC	NP	4678 commercial	2333 commercial
130 E Montauk Hwy	7,260.14	HB	HC	NP	0	0
148 E Montauk Hwy	31,009.98	HB	HC	NP	2187 commercial	637 commercial
150 E Montauk Hwy	35,396.40	HB	HC	NP	1709 commercial	0
156 E Montauk Hwy	17,728.03	HB	HC	NP	555 commercial	0
164 E Montauk Hwy	13,156.75	HB	HC	NP	0	0
166 E Montauk Hwy	6,470.45	HB	HC	NP	603 commercial	279 commercial
172 E Montauk Hwy	18,536.29	HB	HC	NP	1354 commercial	428 commercial
174 E Montauk Hwy	19,212.89	HB	HC	NP	172 commercial	0
182 E Montauk Hwy	13,807.79	HB	HC	NP	721 commercial	0
93 E Montauk Hwy	177,454.91	HB	HC	NP	23494 commercial	14621 commercial
12 Ardmore Ct.	6,568.15	HB	HC	NP	0	0
67 E Montauk Hwy	14,448.17	HB	HC	NP	2167 commercial	1445 commercial
110 E Montauk Hwy	35,906.50	HB	HC	NP	5386 commercial	3591 commercial
130 E Montauk Hwy	6,403.17	HB	HC	NP	960 commercial	576 commercial
140 E Montauk Hwy	16,757.34	HB	HC	NP	2514 commercial	1676 commercial
132 E Montauk Hwy	4,245.71	HB	HC	NP	637 commercial	425 commercial
134 E Montauk Hwy	5,000.23	HB	HC	NP	750 commercial	500 cmmercial
136 E Montauk Hwy	3,791.90	HB	HC	NP	569 commercial	379 commercial
138 E Montauk Hwy	3,736.18	HB	HC	NP	50687 commercial	34095 commercial
212 E Montauk Hwy	52,665.37	HB	HO	NP	6187 commercial	3554 office
216 E Montauk Hwy	19,846.66	HB	HO	NP	0	0
220 E Montauk Hwy	42,339.62	HB	HO	NP	4896 commercial	2779 office
246 E Montauk Hwy	58,452.07	HB	HO	NP	0	0
211 E Montauk Hwy	40,298.27	HB	HO	NP	0	0
226 E Montauk Hwy	76,925.61	HB	HO	NP	10966 commercial	7120 office
228 E Montauk Hwy	21,632.01	HB	HO	NP	2946 commercial	1863 officce
230 E Montauk Hwy	10,616.61	HB	HO	NP	670 commercial	0
201 E Montauk Hwy	4,227.24	HB	HO	NP	0	0
98 E Montauk Hwy	43,355.72	HB	HC	NP	4493 commercial	2326 commercial
209 E Montauk Hwy	15,186.95	HB	HO	NP	0	0
209 E Montauk Hwy	16,914.79	HB	HO	NP	2537 commercial	1691 commercial
203 E Montauk Hwy	14,377.31	HB	HO	NP	0	0
205 E Montauk Hwy	11,230.58	HB	HO	NP	0	0
207 Wakeman Rd.	19,196.56	HB	HO	NP	0	0

Figure IV.7-2
Corridor Strategy Study AreaTrip Generation per 1,000 SF

AM Peak Hour Average

Permitted Use	ITE Use	ITE Use Code	Trip Gen.	Entering %	Exiting %
Bank & Credit Agencies	Walk-In Bank	911	21.49	50%	50%
Furniture & Home Furnishings	Furniture Store	890	0.17	69%	31%
Auto & Home Supply Store	Automobile Parts Sales	843	2.21	N/A	N/A
Retail Center	Specialty Retail Center	814	6.84	48%	52%
Church	Church	560	0.72	54%	46%
Restaurant, Standard	High-Turnover (Sit-Down) Restaurant	932	11.52	52%	48%
Offices of Physicians, Dentists, etc.	Medical-Dental Office Building	720	2.48	79%	21%
AM Peak Hour Average Trip Generation			6.5	59%	41%

PM Peak Hour Average

Permitted Use	ITE Use	ITE Use Code	Trip Gen.	Entering %	Exiting %
Bank & Credit Agencies	Walk-In Bank	911	42.02	50%	50%
Furniture & Home Furnishings	Furniture Store	890	0.46	45%	55%
Auto & Home Supply Store	Automobile Parts Sales	843	5.98	49%	51%
Retail Center	Specialty Retail Center	814	5.02	56%	44%
Church	Church	560	.66	52%	48%
Restaurant, Standard	High-Turnover (Sit-Down) Restaurant	932	10.92	61%	39%
Offices of Physicians, Dentists, etc.	Medical-Dental Office Building	720	3.72	27%	73%
PM Peak Hour Average Trip Generation			11.4	48%	52%

Figure IV.7-3a

Hamlet Build-Out Analysis in Commercial Districts

	TRIP-ENDS					
	ENTIRE HAMLET		CORRIDOR		DIFFERENCE	
Zone	NO ACTION	ZONE CHANGE	NO ACTION	ZONE CHANGE	NO ACTION	ZONE CHANGE
HB	8,160	4,320	4,164	336	3,996	3,984
HC	0	0	0	1,695	0	-1,695
HO	0	0	0	44	0	-44
OD	370	222	342	0	27	222
RWB	210	210	8	8	202	202
VB	1,800	1,560	1,200	36	600	1,524
SCB	0	0	0	0	0	0
PDD	0	0	0	778	0	-778
TOTALS	*10,540*	*6,312*	*5,715*	*2,898*	*4,825*	*3,414*

Figure IV.7-4
Projected Trip Generation, Hampton Bays Corridor Strategy Study Area No Action Scenario

Address	Area (Sq. Ft.)	No Action Alternative (Sq. Ft.)	No Action Alternative AM Trip Gen. (Veh.)	No Action Alternative PM Trip Gen. (Veh.)
*Boardy Barn	113,256.00	14000	91	137
*Arborview	357,192.00	0	0	0
**Good Ground Green	N/A	50000	325	490
**Tiana Commons	767,889.83	58210	378	570
***Stop and Shop			0	0
172 W Montauk Hwy	34,978.67	4015	26	39
147 W Montauk Hwy	40,562.19	3690	24	36
145 W Montauk Hwy	25,143.28	769	5	8
139 W Montauk Hwy	164,505.95	21624	141	212
133 W Montauk Hwy	38,035.04	0	0	0
4 Springville Rd.	38,143.10	3381	22	33
131 W Montauk Hwy	26,444.80	1294	8	13
168 W Montauk Hwy	74,823.54	8589	56	84
166 W Montauk Hwy	245,227.56	9315	61	91
149 W Montauk Hwy	130,623.23	17009	111	167
162 W Montauk Hwy	38,382.73	4406	29	43
143 W Montauk Hwy	147,159.14	0	0	0
164 W Montauk Hwy	40,719.23	0	0	0
6 Springville Rd.	42,650.78	0	0	0
158 W Montauk Hwy	18,105.75	0	0	0
61 E Montauk Hwy	65,935.56	4814	31	47
192 E Montauk Hwy	8,430.02	0	0	0
194 E Montauk Hwy	15,619.97	0	0	0
204 E Montauk Hwy	13,588.49	1192	8	12
73 E Montauk Hwy	25,964.32	3325	22	33
80 E Montauk Hwy	55,826.33	5104	33	50
98 E Montauk Hwy	43,355.72	4493	29	44
94 E Montauk Hwy	53,330.55	5977	39	59
102 E Montauk Hwy	20,960.39	2604	17	26
122 E Montauk Hwy	46,906.60	4676	30	46
130 E Montauk Hwy	7,260.14	0	0	0
148 E Montauk Hwy	31,009.98	2187	14	21
150 E Montauk Hwy	35,396.40	1709	11	17
156 E Montauk Hwy	17,728.03	555	4	5
164 E Montauk Hwy	13,156.75	0	0	0
166 E Montauk Hwy	6,470.45	603	4	6
172 E Montauk Hwy	18,536.29	1354	9	13
174 E Montauk Hwy	19,212.89	172	1	2
182 E Montauk Hwy	13,807.79	721	5	7
93 E Montauk Hwy	177,454.91	23494	153	230
12 Ardmore Ct.	6,568.15	0	0	0
67 E Montauk Hwy	14,448.17	2167	14	21
110 E Montauk Hwy	35,906.50	5386	35	53
130 E Montauk Hwy	6,403.17	960	6	9
140 E Montauk Hwy	16,757.34	2514	16	25
132 E Montauk Hwy	4,245.71	637	4	6
134 E Montauk Hwy	5,000.23	750	5	7
136 E Montauk Hwy	3,791.90	569	4	6
138 E Montauk Hwy	3,736.18	50687	329	497
212 E Montauk Hwy	52,665.37	6187	40	61
216 E Montauk Hwy	19,846.66	0	0	0
220 E Montauk Hwy	42,339.62	4896	32	48
246 E Montauk Hwy	58,452.07	0	0	0
211 E Montauk Hwy	40,298.27	0	0	0
226 E Montauk Hwy	76,925.61	10966	71	107
228 E Montauk Hwy	21,632.01	2946	19	29
230 E Montauk Hwy	10,616.61	670	4	7
201 E Montauk Hwy	4,227.24	0	0	0
209 E Montauk Hwy	15,186.95	0	0	0
209 E Montauk Hwy	16,914.79	2537	16	25
203 E Montauk Hwy	14,377.31	0	0	0
205 E Montauk Hwy	11,230.58	0	0	0
207 Wakeman Rd.	19,196.56	0	0	0
****Canoe Place Inn			0	0

* Data from Hampton Bays DGEIS Proposed Zoning Build out Report; Directional Percentages have changed due to the location of the property

** Data from Hampton Bays DGEIS Proposed Zoning Build Out Report

*** Data from Traffic Impact Study for Stop & Shop Supermarket by Dunn Engineering Assoc 09/2005

**** Data from Canoe Place Inn car distribution are taken from Draft Environmental Impact Statement for the Residences at Canoe Place by Nelson. Pope, & Voorhis, LLC. 07/2007

Figure IV.7-5
Projected Trip Generation, Hampton Bays Corridor Strategy Study Area
Proposed Rezoning

Address	Area (Sq. Ft.)	Proposed Zoning & Pending Apps & Dev (Sq. Ft.)	Proposed Zoning & Pending Apps & Dev AM Trip Gen. (Veh.)	Proposed Zoning & Pending Apps & Dev PM Trip Gen. (Veh.)
*Boardy Barn	113,256.00	14000	91	137
*Arborview	357,192.00	0	0	0
**Good Ground Green	N/A	50000	325	490
**Tiana Commons	767,889.83	39200	255	384
***Stop and Shop			0	0
172 W Montauk Hwy	34,978.67	2328	15	23
147 W Montauk Hwy	40,562.19	1162	8	11
145 W Montauk Hwy	25,143.28	0	0	0
139 W Montauk Hwy	164,505.95	3399	22	33
133 W Montauk Hwy	38,035.04	0	0	0
4 Springville Rd.	38,143.10	1474	10	14
131 W Montauk Hwy	26,444.80	0	0	0
168 W Montauk Hwy	74,823.54	4962	32	49
166 W Montauk Hwy	245,227.56	7929	52	78
149 W Montauk Hwy	130,623.23	10478	68	103
162 W Montauk Hwy	38,382.73	0	0	0
143 W Montauk Hwy	147,159.14	0	0	0
164 W Montauk Hwy	40,719.23	0	0	0
6 Springville Rd.	42,650.78	0	0	0
158 W Montauk Hwy	18,105.75	0	0	0
61 E Montauk Hwy	65,935.56	1518	10	15
192 E Montauk Hwy	8,430.02	0	0	0
194 E Montauk Hwy	15,619.97	0	0	0
204 E Montauk Hwy	13,588.49	513	3	5
73 E Montauk Hwy	25,964.32	2026	13	20
80 E Montauk Hwy	55,826.33	2313	15	23
98 E Montauk Hwy	43,355.72	2326	15	23
94 E Montauk Hwy	53,330.55	3310	22	32
102 E Montauk Hwy	20,960.39	1556	10	15
122 E Montauk Hwy	46,906.60	2333	15	23
130 E Montauk Hwy	7,260.14	0	0	0
148 E Montauk Hwy	31,009.98	637	4	6
150 E Montauk Hwy	35,396.40	0	0	0
156 E Montauk Hwy	17,728.03	0	0	0
164 E Montauk Hwy	13,156.75	0	0	0
166 E Montauk Hwy	6,470.45	279	2	3
172 E Montauk Hwy	18,536.29	428	3	4
174 E Montauk Hwy	19,212.89	0	0	0
182 E Montauk Hwy	13,807.79	0	0	0
93 E Montauk Hwy	177,454.91	14621	95	143
12 Ardmore Ct.	6,568.15	0	0	0
67 E Montauk Hwy	14,448.17	1445	9	14
110 E Montauk Hwy	35,906.50	3591	23	35
130 E Montauk Hwy	6,403.17	576	4	6
140 E Montauk Hwy	16,757.34	1676	11	16
132 E Montauk Hwy	4,245.71	425	3	4
134 E Montauk Hwy	5,000.23	500	3	5
136 E Montauk Hwy	3,791.90	379	2	4
138 E Montauk Hwy	3,736.18	34095	222	334
212 E Montauk Hwy	52,665.37	3554	23	35
216 E Montauk Hwy	19,846.66	0	0	0
220 E Montauk Hwy	42,339.62	2779	18	27
246 E Montauk Hwy	58,452.07	0	0	0
211 E Montauk Hwy	40,298.27	0	0	0
226 E Montauk Hwy	76,925.61	7120	46	70
228 E Montauk Hwy	21,632.01	1863	12	18
230 E Montauk Hwy	10,616.61	0	0	0
201 E Montauk Hwy	4,227.24	0	0	0
209 E Montauk Hwy	15,186.95	0	0	0
209 E Montauk Hwy	16,914.79	1691	11	17
203 E Montauk Hwy	14,377.31	0	0	0
205 E Montauk Hwy	11,230.58	0	0	0
207 Wakeman Rd.	19,196.56	0	0	0
****Canoe Place Inn			0	0

* Data from Hampton Bays DGEIS Proposed Zoning Build out Report; Directional Percentages have changed due to the location of the property

** Data from Hampton Bays DGEIS Proposed Zoning Build Out Report

*** Data from Traffic Impact Study for Stop & Shop Supermarket by Dunn Engineering Assoc 09/2005

**** Data from Canoe Place Inn car distribution are taken from Draft Environmental Impact Statement for the Residences at Canoe Place by Nelson, Pope, & Voorhis, LLC. 07/2007

Figure IV.7-6
AM/PM Generated Turning Movement Distribution @ Bellows Pond Road / Montauk Hwy / East Tiana Road

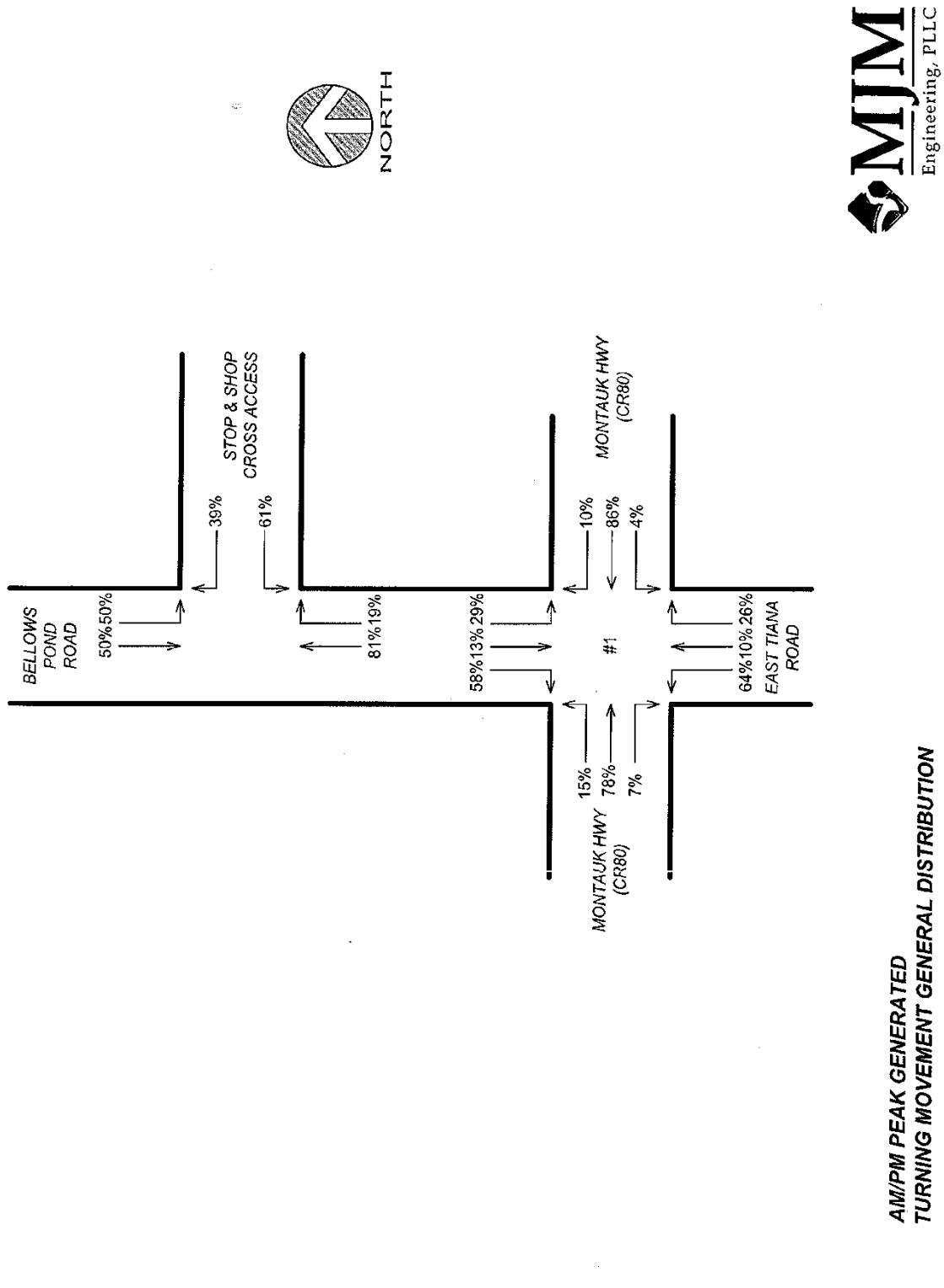


Figure IV.7-7
AM/PM Generated Turning Movement Distribution @ Cemetery Road / Montauk Hwy / Springville Road / Riverhead-Hampton Bays Road / Good Ground Road

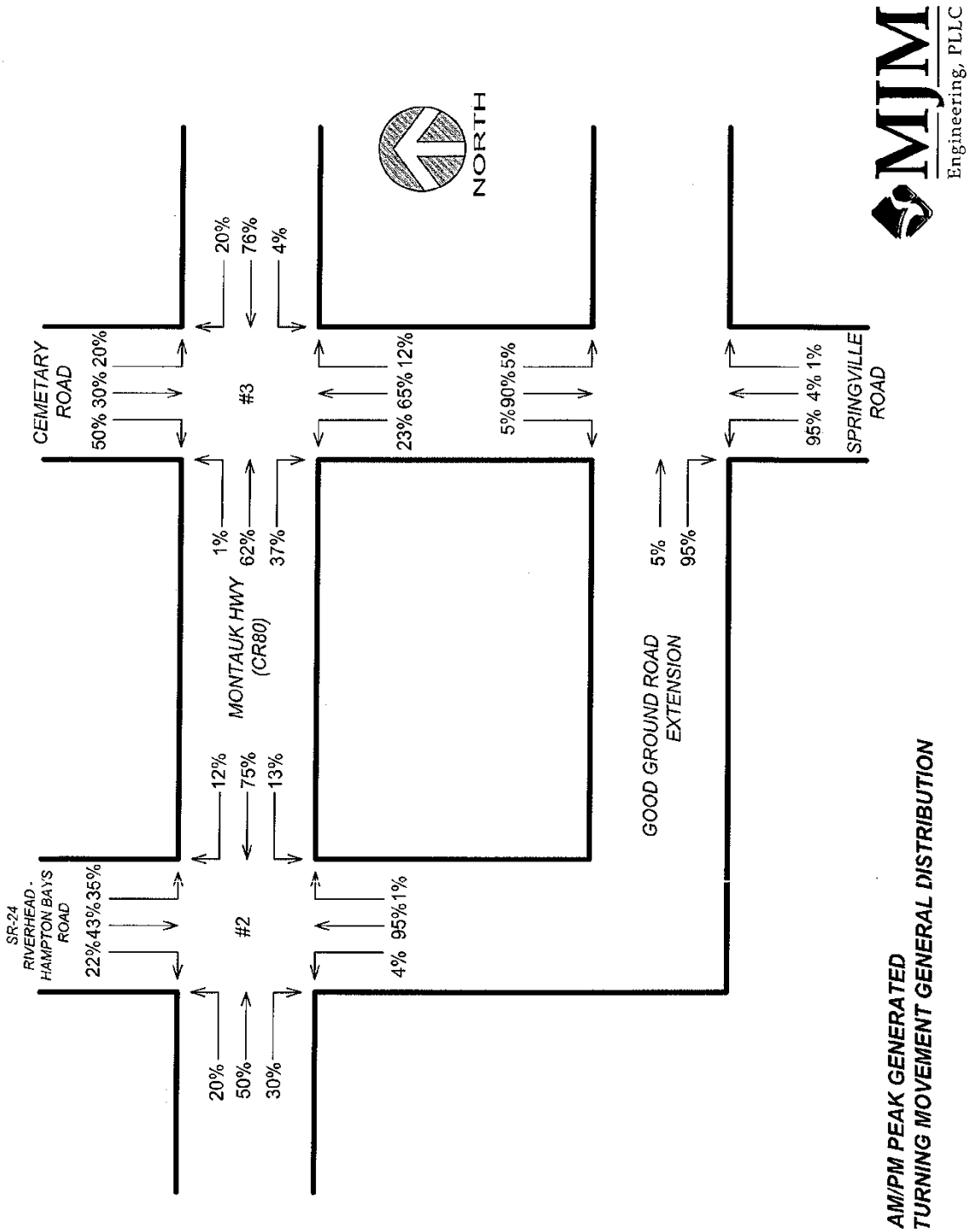


Figure IV.7-8
AM/PM Generated Turning Movement Distribution @ Cemetary Road / Montauk Hwy / Springville Road / Squiretown Road / Ponquogue Road

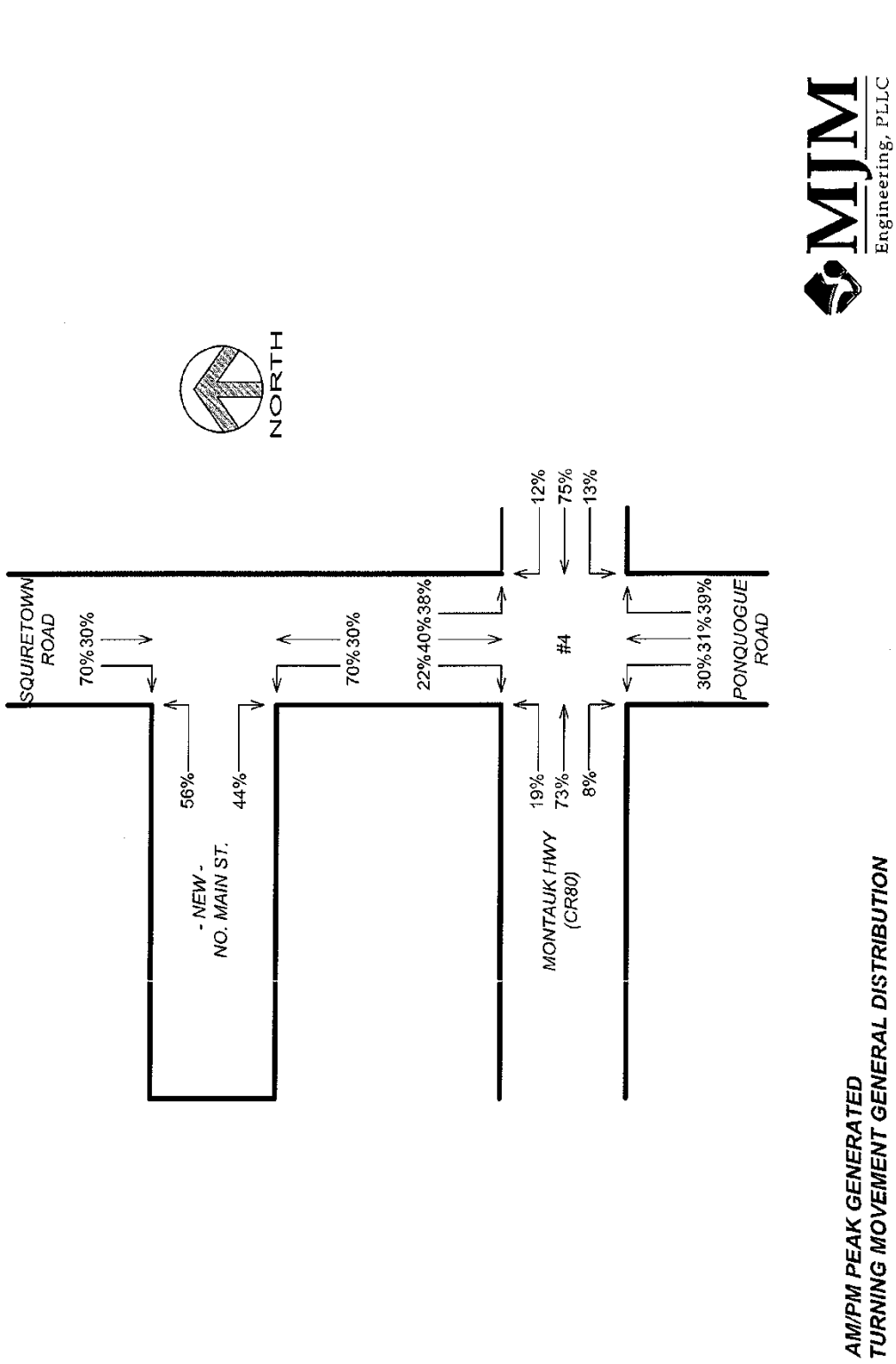


Figure IV.7-9
Level of Service Description for Signalized Intersections

LOS (Level of Service)	Average Control Delay (second)	Description
A	< 10	This Level of Service occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	> 10 - 20	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than for LOS A, causing higher levels of average delay.
C	> 20 - 35	These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	> 35 - 55	At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, longer cycle lengths, or high volume to capacity (v/c) ratios, Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55 - 80	These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
F	> 80	This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and cycle lengths may also be major contributing causes to such delay levels.

Figure IV.7-10
LOS for Selected Hampton Bays Intersections, Weekday AM Peak

INTERSECTION	MOVEMENT	LANE GROUP	EXISTING 2009		NO ACTION		PROPOSED		MITIGATION	
			DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
Intersection # 1 (E/W) Montauk Highway & (N/S) Bellows Pond Rd.	EB	Approach	9.8	A	12.0	B	10.9	B		
	WB	Approach	7.2	A	10.8	B	9.0	A		
	NB	Approach	13.3	B	13.3	B	13.1	B		
	SB	Approach	12.5	B	12.5	B	12.4	B		
Results			9.4	A	11.6	B	10.3	B		
Intersection # 2 (E/W) Montauk Highway & (N/S) Riverhead-Hampton Bay Road	EB	Approach	12.7	B	13.8	B	11.3	B		
	WB	Approach	16.0	B	37.0	D	12.7	B		
	NB	Approach					12.5	B		
	SB	Approach	15.5	B	13.3	B	11.5	B		
Results			14.8	B	23.5	C	12.0	B		
Intersection # 3 (E/W) Montauk Highway & (N/S) Springville / Cemetery	EB	Approach	13.7	B	15.7	B	4.2	A		
	WB	Approach	14.9	B	15.4	B	6.2	A		
	NB	Approach	26.1	C	27.9	C	38.0	D		
	SB	Approach	40.5	D	40.1	D	40.1	D		
Results			17.5	B	19.1	B	7.4	A		
Intersection # 4 (E/W) CR80 & (N/S) Squiretown/Ponquogue	EB	Approach	20.5	C	22.8	C	18.2	B		
	WB	Approach	15.0	B	16.9	B	26.2	C		
	NB	Approach	14.8	B	16.6	B	15.4	B		
	SB	Approach	26.1	C	127.3	F	26.1	C		
Results			19.1	B	40.9	D	21.8	C		

Figure IV.7-11
LOS for Selected Hampton Bays Intersections, Weekday PM Peak

INTERSECTION	MOVEMENT	LANE GROUP	EXISTING 2009		NO ACTION		PROPOSED		MITIGATION	
			DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
Intersection # 1 (E/W) Montauk Highway & (N/S) Bellows Pond Rd.	EB	Approach	9.0	A	83.6	F	43.5	D		
	WB	Approach	8.9	A	108.1	F	9.6	A		
	NB	Approach	15.7	B	15.3	B	14.9	B		
	SB	Approach	14.3	B	14.3	B	14.2	B		
Results			9.7	A	89.6	F	25.8	C		
Intersection # 2 (E/W) Montauk Highway & (N/S) Riverhead-Hampton Bay Road	EB	Approach	22.0	C	26.0	c	51.1	D		
	WB	Approach	31.0	C	123.7	F	16.8	B		
	NB	Approach					23.2	C		
	SB	Approach	45.3	D	38.3	D	20.9	C		
Results			31.5	C	75.3	E	30.0	C		
Intersection # 3 (E/W) Montauk Highway & (N/S) Springville / Cemetery	EB	Approach	11.7	B	105.9	F	5.3	A		
	WB	Approach	16.7	B	38.6	D	7.5	A		
	NB	Approach	23.0	C	57.3	E	34.5	C		
	SB	Approach	35.1	D	32.5	C	35.2	D		
Results			16.0	B	73.3	E	7.8	A		
Intersection # 4 (E/W) CR80 & (N/S) Squiretown/Ponquogue	EB	Approach	21.4	C	56.1	E	33.2	C		
	WB	Approach	18.3	B	67.7	E	71.7	E		
	NB	Approach	17.9	B	20.5	C	22.4	C		
	SB	Approach	29.1	C	354.4	F	175.3	F		
Results			20.7	C	109.9	F	71.1	E		

Figure IV.7-12
LOS for Selected Hampton Bays Un-signalized Intersections, Weekday AM Peak

INTERSECTION	MOVEMENT	LANE GROUP	EXISTING 2009		NO ACTION		PROPOSED		MITIGATION	
			DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
Intersection # 5 (E/W) Montauk Highway & (N/S) Old Riverhead Road	EB	Approach	7.8	A	8.3	A	9.1	A	3.3	A
	WB	Approach							3.6	A
	NB	Approach								
	SB	Approach	26.3	D	55.4	F	57.5	F	55.0+	E
Results			26.3	B	55.4	F	57.5	F	7.7	A
Intersection # 6 (E/W) CR80 & (N/S) Canoe Place	EB	Approach							16.7	B
	WB	Approach	11.4	B	12.6	B	10.6	B	11.2	B
	NB-L	Approach	25.8	D	31.8	D	34.3	D	34.1	C
	NB-R	Approach	135.7	F	202.9	F	68.4	F		
Results			130.4	F	190.7	F	64.8	F	18.1	B
Intersection # 7 (E/W) Montauk Highway & (N/S) Newtown Road	EB	Approach	9.2	A	9.8	A	10.9	B		
	WB	Approach								
	NB	Approach								
	SB	Approach								
Results			9.2	A	9.8	A	10.9	B		
Intersection # 8 (E/W) Montauk Highway & (N/S) N. Shore Road	EB	Approach	10.1	B	11.0	B	10.9	B		
	WB	Approach								
	SB-L	Approach	106.8	F	177.9	F	73.9	F		
	SB-R	Approach	14.3	B	17.6	C	39.0	E		
Results			26.5	D	34.3	D	41.9	E		

Figure IV.7-13
LOS for Selected Hampton Bays Un-signalized Intersections, Weekday PM Peak

INTERSECTION	MOVEMENT	LANE GROUP	EXISTING 2009		NO ACTION		PROPOSED		MITIGATION	
			DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
Intersection # 5 (E/W) Montauk Highway & (N/S) Old Riverhead Road	EB	Approach	9.4	A	10.4	C	10.3	B	1.6	A
	WB	Approach							3.4	A
	NB	Approach								
	SB	Approach	39.2	E	128.3	F	57.0	F	76.5	E
Results			39.2	E	128.3	F	57.0	F	4.8	A
Intersection # 6 (E/W) CR80 & (N/S) Canoe Place	EB	Approach							8.1	A
	WB	Approach	10.2	B	11.4	B	9.9	A	5.1	A
	NB-L	Approach	35.9	E	47.7	E	43.3	E	15.6	B
	NB-R	Approach	16.5	C	22.1	C	15.5	C		
Results			19.0	C	26.4	D	20.3	C	7.1	A
Intersection # 7 (E/W) Montauk Highway & (N/S) Newtown Road	EB	Approach	11.6	B	13.2	B	13.2	B		
	WB	Approach								
	NB	Approach								
	SB	Approach								
Results			11.6	B	13.2	B	13.2	B		
Intersection # 8 (E/W) Montauk Highway & (N/S) N. Shore Road	EB	Approach	10.3	B	11.2	B	10.9	B	9.7	A
	WB	Approach							11.2	B
	SB-L	Approach	24.3	C	35.0	E	23.4	C		
	SB-R	Approach	96.7	F	204.1	F	221.7	F	22.5	C
Results			79.0	F	169.4	F	181.3	F	13.6	B

Figure IV.7-14
LOS for Selected Hampton Bays Un-signalized Additional Intersections, Weekday AM Peak

INTERSECTION	MOVEMENT	LANE GROUP	EXISTING 2009		NO ACTION		PROPOSED		MITIGATION	
			DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
Stop & Shop Cross Access (E/W) Cross Access & (N/S) Bellows Pond Rd.	EB	Approach								
	WB	Approach					9.1	A		
	NB	Approach								
	SB-L	Approach					7.4	A		
Results							9.1	A		
Good Ground Rd. Extension (E/W) Good Ground Rd. Extension & (N/S) Springville Rd.	EB	Approach					9.4	A		
	WB	Approach					7.2	A		
	NB	Approach					10.3	B		
	SB	Approach					9.4	A		
Results							9.8	A		
New North Main St. (E/W) New North Main St. & (N/S) Squiretown Rd.	EB	Approach					18.3	B		
	WB	Approach								
	NB	Approach					9.2	A		
	SB	Approach					8.1	A		
Results							12.3	B		

Figure IV.7-15
LOS for Selected Hampton Bays Un-signalized Additional Intersections, Weekday PM Peak

INTERSECTION	MOVEMENT	LANE GROUP	EXISTING 2009		NO ACTION		PROPOSED		MITIGATION	
			DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
Stop & Shop Cross Access (E/W) Cross Access & (N/S) Bellows Pond Rd.	EB	Approach								
	WB	Approach					9.5	A		
	NB	Approach								
	SB	Approach					7.4	A		
Results							9.5	A		
Good Ground Rd. Extension (E/W) Good Ground Rd. Extension & (N/S) Springville Rd.	EB	Approach					7.5	A		
	WB	Approach					5.4	A		
	NB	Approach					13.5	B		
	SB	Approach					17.4	B		
Results							12.8	B		
New North Main St. (E/W) New North Main St. & (N/S) Squiretown Rd.	EB	Approach					21.1	C		
	WB	Approach								
	NB	Approach					30.3	C		
	SB	Approach					20.0-	B		
Results							25.5	C		

FIGURE IV.7-16
LOS FOR SELECTED HAMPTON BAYS INTERSECTIONS (WEEKDAY AM PEAK)

INTERSECTION	MOVEMENT	LANE GROUP	NO ACTION (CORRIDOR)		NO ACTION (HAMLET)		PROPOSED * (CORRIDOR)		PROPOSED *** (HAMLET)		MITIGATION (HAMLET)	
			DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
INTERSECTION #1 (E/W) MONTAUK HWY. (CR 80) & (N/S) BELLOWS POND RD.	EB	APPROACH	12.0	B	13.7	B	10.9	B	12.4	B	-	-
	WB	APPROACH	10.8	B	20.6	C	9.0	A	11.7	B	-	-
	NB	APPROACH	13.3	B	14.0	B	13.1	B	13.7	B	-	-
	SB	APPROACH	12.5	B	12.7	B	12.4	B	12.6	B	-	-
RESULTS			11.6	B	16.8	B	10.3	B	12.2	B	-	-
INTERSECTION #2 (E/W) MONTAUK HWY. (CR 80) & (N/S) RIVERHEAD - HAMPTON BAY RD.	EB	APPROACH	13.8	B	13.8	B	9.1	A	-	-	23.7	C
	WB	APPROACH	37.0	D	125.2	F	9.3	A	-	-	34.2	C
	NB	APPROACH	-	-	-	-	19.8	B	-	-	39.6	D
	SB	APPROACH	13.3	B	13.8	B	18.4	B	-	-	35.1	D
RESULTS			23.5	C	66.0	E	12.5	B	-	-	32.6	C
INTERSECTION #3 (E/W) MONTAUK HWY. (CR 80) & (N/S) SPRINGVILLE RD. / CEMETERY	EB	APPROACH	15.7	B	36.5	D	4.2	A	7.2	A	26.4	C
	WB	APPROACH	15.4	B	18.1	B	6.2	A	9.3	A	24.5	C
	NB	APPROACH	27.9	C	52.6	D	38.0	D	47.0	D	38.4	D
	SB	APPROACH	40.1	D	40.1	D	40.1	D	203.5	F	31.2	C
RESULTS			19.1	B	36.5	D	7.4	A	14.3	B	26.2	C
INTERSECTION #4 (E/W) MONTAUK HWY. (CR 80) & (N/S) SQUIRETOWN RD. / PONQUOQUE AVE.	EB	APPROACH	22.8	C	78.9	E	18.2	B	-	-	21.6	C
	WB	APPROACH	16.9	B	20.0	C	26.2	C	-	-	18.1	B
	NB	APPROACH	16.6	B	16.7	B	15.4	B	-	-	17.5	B
	SB	APPROACH	127.3	F	279.6	F	26.1	C	-	-	22.5	C
RESULTS			40.9	D	91.5	F	21.8	C	-	-	19.5	B
INTERSECTION #5 (E/W) MONTAUK HWY. (CR 80) & (N/S) OLD RIVERHEAD RD.	EB	APPROACH	8.3	A	8.8	A	3.3	A	4.3	A	19.3	B
	WB	APPROACH	-	-	-	-	3.6	A	5.1	A	24.6	C
	NB	APPROACH	-	-	-	-	-	-	-	-	-	-
	SB	APPROACH	55.4	F	358.6	F	55.0	E	126.1	F	27.3	C
RESULTS			55.4	F	358.6	F	7.7	A	16.4	B	22.6	C
INTERSECTION #6 (E/W) MONTAUK HWY. (CR 80) & (N/S) CANOE PL.	EB	APPROACH	-	-	-	-	16.7	B	20.7	C	19.6	B
	WB	APPROACH	12.6	B	15.8	C	11.2	B	27.3	C	16.3	B
	NB-L	APPROACH	31.8	D	56.8	F	34.1	C	124.4	F	23.6	C
	NB-R	APPROACH	202.9	F	711.9	F	-	-	-	-	-	-
RESULTS			190.7	F	653.1	F	18.1	B	48.4	D	19.3	B
INTERSECTION #7 (E/W) MONTAUK HWY. (CR 80) & (N/S) NEWTOWN RD.	EB	APPROACH	9.8	A	10.4	B	10.9	B	11.8	B	-	-
	WB	APPROACH	-	-	-	-	-	-	-	-	-	-
	NB	APPROACH	-	-	-	-	-	-	-	-	-	-
	SB	APPROACH	-	-	-	-	-	-	-	-	-	-
RESULTS			9.8	A	10.4	B	10.9	B	11.8	B	-	-
INTERSECTION #8 (E/W) MONTAUK HWY. (CR 80) & (N/S) NORTH SHORE RD. (CR 39)	EB	APPROACH	11.0	B	13.8	B	10.9	B	-	-	16.9	B
	WB	APPROACH	-	-	-	-	-	-	-	-	15.9	B
	SB-L	APPROACH	177.9	F	1327.0	F	73.9	F	-	-	-	-
	SB-R	APPROACH	17.6	C	24.8	C	39.0	E	-	-	16.7	B
RESULTS			34.3	D	167.3	F	41.9	E	-	-	16.7	B

* WITH OR WITHOUT MITIGATION (BEST LOS OBTAINED)
*** INTERSECTIONS WITH NO DATA INDICATE GEOMETRY MODIFICATIONS. SEE ALTERNATE TIME PERIOD FOR PROPOSED MITIGATION.

FIGURE IV.7-17
LOS FOR SELECTED HAMPTON BAYS INTERSECTIONS (WEEKDAY PM PEAK)

INTERSECTION	MOVEMENT	LANE GROUP	NO ACTION (CORRIDOR)		NO ACTION (HAMLET)		PROPOSED * (CORRIDOR)		PROPOSED *** (HAMLET)		MITIGATION (HAMLET)	
			DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
INTERSECTION #1 (E/W) MONTAUK HWY. (CR 80) & (N/S) BELLOWS POND RD.	EB	APPROACH	83.6	F	148.5	F	43.5	D	97.5	F	41.9	D
	WB	APPROACH	108.1	F	135.1	F	9.6	A	12.0	B	7.5	A
	NB	APPROACH	15.3	B	15.4	B	14.9	B	15.0	B	17.5	B
	SB	APPROACH	14.3	B	14.5	B	14.2	B	14.4	B	17.1	B
RESULTS			89.6	F	129.4	F	25.8	C	52.3	D	24.6	C
INTERSECTION #2 (E/W) MONTAUK HWY. (CR 80) & (N/S) RIVERHEAD - HAMPTON BAY RD.	EB	APPROACH	26.0	C	28.5	C	51.1	D	-	-	30.8	C
	WB	APPROACH	123.7	F	137.4	F	16.8	B	-	-	30.2	C
	NB	APPROACH	-	-	-	-	23.2	C	-	-	39.4	D
	SB	APPROACH	38.3	D	41.5	D	20.9	C	-	-	47.8	D
RESULTS			75.3	E	80.6	F	30.0	C	-	-	36.3	D
INTERSECTION #3 (E/W) MONTAUK HWY. (CR 80) & (N/S) SPRINGVILLE RD. / CEMETERY	EB	APPROACH	105.9	F	237.6	F	5.3	A	10.6	B	-	-
	WB	APPROACH	38.6	D	107.1	F	7.5	A	9.1	A	-	-
	NB	APPROACH	57.3	E	60.2	E	34.5	C	37.1	D	-	-
	SB	APPROACH	32.5	C	32.5	C	35.2	D	36.7	D	-	-
RESULTS			73.3	E	159.5	F	7.8	A	11.2	B	-	-
INTERSECTION #4 (E/W) MONTAUK HWY. (CR 80) & (N/S) SQUIRETOWN RD. / PONQUOQUE AVE.	EB	APPROACH	56.1	E	166.6	F	33.2	C	75.1	E	28.7	C
	WB	APPROACH	67.7	E	180.0	F	71.7	E	151.1	F	19.4	B
	NB	APPROACH	20.5	C	20.5	C	22.4	C	22.3	C	27.3	C
	SB	APPROACH	354.4	F	390.7	F	175.3	F	289.4	F	35.0	C
RESULTS			109.9	F	186.0	F	71.1	E	128.4	F	26.2	C
INTERSECTION #5 (E/W) MONTAUK HWY. (CR 80) & (N/S) OLD RIVERHEAD RD.	EB	APPROACH	10.4	C	12.0	B	1.6	A	2.1	A	12.0	B
	WB	APPROACH	-	-	-	-	3.4	A	6.0	A	40.6	D
	NB	APPROACH	-	-	-	-	-	-	-	-	-	-
	SB	APPROACH	128.3	F	460.0	F	76.5	E	118.7	F	41.6	D
RESULTS			128.3	F	460.0	F	4.8	A	8.0	A	28.8	C
INTERSECTION #6 (E/W) MONTAUK HWY. (CR 80) & (N/S) CANOE PLACE	EB	APPROACH					8.1	A	-	-	8.0	A
	WB	APPROACH	11.4	B	14.5	B	5.1	A	-	-	17.9	B
	NB-L	APPROACH	47.7	E	233.5	F	15.6	B	-	-	23.1	C
	NB-R	APPROACH	22.1	C	28.0	D	-	-	-	-	-	-
RESULTS			26.4	D	69.6	F	7.1	A	-	-	15.5	B
INTERSECTION #7 (E/W) MONTAUK HWY. (CR 80) & (N/S) NEWTOWN RD.	EB	APPROACH	13.2	B	18.3	C	13.2	B	16.8	C	-	-
	WB	APPROACH	-	-	-	-	-	-	-	-	-	-
	NB	APPROACH	-	-	-	-	-	-	-	-	-	-
	SB	APPROACH	-	-	-	-	-	-	-	-	-	-
RESULTS			13.2	B	18.3	C	13.2	B	16.8	C	-	-
INTERSECTION #8 (E/W) MONTAUK HWY. (CR 80) & (N/S) NORTH SHORE RD. (CR 39)	EB	APPROACH	11.2	B	14.5	B	9.7	A	13.1	B	-	-
	WB	APPROACH	-	-	-	-	11.2	B	15.7	B	-	-
	SB-L	APPROACH	35.0	E	103.2	F	-	-	-	-	-	-
	SB-R	APPROACH	204.1	F	625.6	F	22.5	C	24.4	C	-	-
RESULTS			169.4	F	539.1	F	13.6	B	17.2	B	-	-

* WITH OR WITHOUT MITIGATION (BEST LOS OBTAINED)
*** INTERSECTIONS WITH NO DATA INDICATE GEOMETRY MODIFICATIONS. SEE ALTERNATE TIME PERIOD FOR PROPOSED MITIGATION.

FIGURE IV.7-18

LOS FOR SELECTED HAMPTON BAYS ADDITIONAL INTERSECTIONS (WEEKDAY AM PEAK)

INTERSECTION	MOVEMENT	LANE GROUP	NO ACTION (CORRIDOR)		NO ACTION (HAMLET)		PROPOSED * (CORRIDOR)		PROPOSED (HAMLET)		MITIGATION (HAMLET)	
			DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
STOP & SHOP CROSS ACCESS (E/W) CROSS ACCESS & (N/S) BELLOWS POND RD.	EB	APPROACH	-	-	-	-	-	-	-	-	-	-
	WB	APPROACH	-	-	-	-	9.1	A	9.3	A	-	-
	NB	APPROACH	-	-	-	-	-	-	-	-	-	-
	SB-L	APPROACH	-	-	-	-	7.4	A	7.5	A	-	-
RESULTS			-	-	-	-	9.1	A	9.3	A	-	-
GOOD GROUND RD. EXTENSION (E/W) GOOD GROUND RD. & (N/S) SPRINGVILLE RD.	EB	APPROACH	-	-	-	-	9.4	A	10.2	B	-	-
	WB	APPROACH	-	-	-	-	7.2	A	7.2	A	-	-
	NB	APPROACH	-	-	-	-	10.3	B	11.4	B	-	-
	SB	APPROACH	-	-	-	-	9.4	A	9.1	A	-	-
RESULTS			-	-	-	-	9.8	A	10.7	B	-	-
NEW NORTH MAIN ST. (E/W) NEW NORTH MAIN ST. & (N/S) SQUIRETOWN RD.	EB	APPROACH	-	-	-	-	18.3	B	18.4	B	-	-
	WB	APPROACH	-	-	-	-	-	-	-	-	-	-
	NB	APPROACH	-	-	-	-	9.2	A	9.4	A	-	-
	SB	APPROACH	-	-	-	-	8.1	A	8.5	A	-	-
RESULTS			-	-	-	-	12.3	B	12.0	B	-	-

*** WITH OR WITHOUT MITIGATION (BEST LOS OBTAINED)

FIGURE IV.7-19

LOS FOR SELECTED HAMPTON BAYS ADDITIONAL INTERSECTIONS (WEEKDAY PM PEAK)

INTERSECTION	MOVEMENT	LANE GROUP	NO ACTION (CORRIDOR)		NO ACTION (HAMLET)		PROPOSED * (CORRIDOR)		PROPOSED (HAMLET)		MITIGATION (HAMLET)	
			DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
STOP & SHOP CROSS ACCESS (E/W) CROSS ACCESS & (N/S) BELLOWS POND RD.	EB	APPROACH	-	-	-	-	-	-	-	-	-	-
	WB	APPROACH	-	-	-	-	9.5	A	9.7	A	-	-
	NB	APPROACH	-	-	-	-	-	-	-	-	-	-
	SB-L	APPROACH	-	-	-	-	7.4	A	7.4	A	-	-
RESULTS			-	-	-	-	9.5	A	9.7	A	-	-
GOOD GROUND RD. EXTENSION (E/W) GOOD GROUND RD. & (N/S) SPRINGVILLE RD.	EB	APPROACH	-	-	-	-	7.5	A	8.9	A	-	-
	WB	APPROACH	-	-	-	-	5.4	A	5.4	A	-	-
	NB	APPROACH	-	-	-	-	13.5	B	14.2	B	-	-
	SB	APPROACH	-	-	-	-	17.4	B	31.8	C	-	-
RESULTS			-	-	-	-	12.8	B	17.6	B	-	-
NEW NORTH MAIN ST. (E/W) NEW NORTH MAIN ST. & (N/S) SQUIRETOWN RD.	EB	APPROACH	-	-	-	-	21.1	C	21.3	C	-	-
	WB	APPROACH	-	-	-	-	-	-	-	-	-	-
	NB	APPROACH	-	-	-	-	30.3	C	35.2	D	-	-
	SB	APPROACH	-	-	-	-	20.0	B	20.3	C	-	-
RESULTS			-	-	-	-	25.5	C	28.2	C	-	-

*** WITH OR WITHOUT MITIGATION (BEST LOS OBTAINED)

8. Energy Consumption, Air Quality

8.A. Anticipated Impacts to Energy Consumption

8.A.i)Anticipated Impacts to Energy Consumption

The estimated residential increase under maximum residential build out is around 10%. Maximum build out of vacant commercial property could increase existing commercial development by approximately 7%. Redevelopment of commercial property could add to the current baseline by as much as a third.

These development increases can be expected to result in a somewhat less than proportionate increase in energy consumption due to the relative efficiency of new construction, appliances, equipment, etc.

The *Hampton Bays Corridor Strategic Plan* does not provide recommendations that directly address energy consumption, nor do any of the other plans or recommendations noted in section III of this DGEIS. As described in II.9, the Town is addressing energy at the Town-wide level through its Sustainability Committee. Recommendations and strategies promoting concentrated and infill development in the hamlet center, the transfer of development rights to support shifting development to the hamlet center, and development features to support increased use of alternative transportation modes, will all work to reduce energy consumption.

8.A.ii)Mitigation to Address Increases in Energy Consumption

It is recommended here that mitigation regarding energy impacts be pursued at the Town-wide level, and at the regional level via efforts such as the Volpe study to develop transit as a viable alternative to individual vehicle use.

- Mitigation should also come in terms of support for, and implementation of, planning recommendations to concentrate development in ways that will increase the viability and attractiveness of alternative transportation modes. Site plan reviews should assess development and redevelopment applications for their support of alternative transportation modes including sidewalks, pedestrian

pathways, building orientation, bicycle parking, bus pull-ins and bus stops, benches, water fountains, etc.

- Hampton Bays has significant community capital in terms of a strong base of community volunteers. Consideration should be given to creating a hamlet off-shoot of the Town's Sustainability Committee to pursue and facilitate energy conservation on the local level, such as:
  - Energy audits for homes and small businesses
  - Water conservation audits
  - Weatherization training
  - Light-bulb swap-outs
  - Implementation of expanded recycling and/or composting programs for yard and food wastes
  - Development and installation of living (i.e. vegetated) and/or white roofs
  - Renewable energy siting assessments — e.g. solar access, placement of shade trees
  - Community gardens/Local food production/Hampton Bays CSA
  - Public education and outreach
- Utilize the site plan and design review processes to promote energy conserving designs including:
  - maximizing the "daylighting" of buildings to reduce indoor lighting demands;
  - the use of shade trees to moderate climate, improving the pedestrian environment and potentially reducing air conditioning needs.

8.B. Air Quality

8.B.i)Anticipated Impacts to Air Quality

None of the land uses contemplated nor any of the zoning districts recommended by the proposed Hampton Bays Corridor Strategic Plan are expected to generate significant air pollution. Although additional vehicle trips are expected, it is not anticipated that this level of traffic would result in a significant decline in ambient air quality.

8.B.ii) Air Quality Mitigation

As with energy consumption, planning recommendations to promote alternative modes of transportation will mitigate air quality impacts. The *Corridor Strategic Plan* calls for off-road bike paths that may help reduce the

vehicle trips and associated air pollutant discharge. Installing bicycle racks at key locations such as the Hampton Bays railroad station, Red Creek Park, Macy's Shopping Center, Stop & Shop and King Kullen shopping centers, as well as at the canal, if not already existing, may help to promote a small number of additional bike riders.

The Plan also promotes pedestrian activity by recommending commercial infill and apartments above businesses that may induce possible live/work/shop opportunities. The build out analysis identified barriers to the incorporation or residential uses into HO/HC properties, specifically Sufolk County Health Department requirements. As recommended elsewhere, TDRs and transfers of sanitary credits should be promoted to shift remaining growth into the hamlet core.

The Plan also recommends the establishment of a minibus route along Montauk Highway to enhance local mass transportation options. As the community grows, it is expected that more individuals will use available alternative and mass transportation services. Development of mixed use projects may help reduce automobile use by creating an environment that allows residents opportunities to work, attain necessities and engage in recreation with minimal travel.

The above mass transit and proposed alternative transportation will contribute in a small way to mitigate potential air quality impacts from additional future automobile traffic. No significant impact to air quality is anticipated from the implementation of the proposed Plan.

9. Growth Inducing Impacts

9.A. Anticipated Growth Inducing Impacts

The draft *Hampton Bays Corridor Strategic Plan,* and the supplementary hamlet recommendations given in Section III of this DGEIS are conceived of as promoting the planning concept of "smart growth." They recognize that, although the hamlet is largely built out there is some remaining development potential. Recommendations and mitigations seek to concentrate that potential, to the extent feasible, into the hamlet center in order to stimulate vitality and achieve transportation efficiencies.

The net overall effect of the proposed rezoning will be to reduce the maximum potential commercial growth on the corridor, primarily through the lot coverage restrictions of applying the HO and HC designation.

The proposed North Main Street, extending from Cemetery Road to Squiretown Road, could promote additional site development and redevelopment on lots that having frontage on it. New growth in this area could, in turn stimulate redevelopment of other properties in the hamlet center. This is a goal of the Plan, as it also recommends infill development and aesthetic upgrades.

The extension of Good Ground Road is not anticipated to promote additional growth as land having frontage along it is either fully developed or owned by the Town or State. Both the Good Ground Road Extension and new North Main Street would help to distribute traffic in the area and offset growth related traffic impacts.

The DGEIS identifies new growth in the western portion of the hamlet as a potentially having adverse impacts on community character, since formula businesses have begun to establish themselves there. The *Corridor Strategic Plan* proposes to address this though the recommended design overlay district. The DGEIS further recommends the development of an "anti-formula business" regulation to control the impacts of such uses.

Although the *Corridor Strategic Plan* promotes centralized growth and redevelopment, and development of currently vacant properties, it also identifies

several relatively large properties that should be preserved as open space. These total 15.2 acres and would otherwise yield an estimated 27 single-family homes:

One such property is an approximately 8.25-acre tract of land zoned R-20 and located north of Montauk Highway between Bittersweet South Extension and Old Riverhead Road. If the Town is able to acquire this property, it would reduce overall build out within the corridor study area by an estimated 14 single-family homes, as well as secure some remaining open space along the highway and enable improvements to the road alignment.

The Plan also recommends preservation of approximately 5.5-acres at the west end of the corridor on the south side of Montauk Highway that could yield an estimated 11 new residential lots and homes. Finally, two adjacent lots totaling 1.4 acres on the north side of Montauk Highway, west of George Street and east of Stuart Court, could yield two single-family homes. The site is currently land-locked but access could conceivably be gained via an adjacent Town-owned stormwater recharge area.

The DGEIS notes that more properties are targeted for preservation by the Town's Community Preservation Fund, and the Hampton Bays Civic Association has recommended a number of others that it would like added to the CPF list.

9.B. Mitigation to Address Growth Inducing Impacts

The *Hampton Bays Corridor Strategic Plan* was prepared to guide future growth in the Montauk Highway Corridor. Implementation of *Plan* recommendations, as well as the additional recommendations given in Section III and others identified as mitigations in the preceding chapters, is the preferred mitigation. Implementation should be facilitated by:

- Conversion of the various recommendations contained here into an action plan which identifies priorities, time frames, responsible parties and funding mechanisms.
- Creating a mechanism to monitor and advance implementation
- Completion and/ or continuation of Town-wide initiatives addressing:
    - The conversion of transient lodging into full time residences
    - Waterfront planning via the LWRP and review of the Resort Waterfront Business zoning designation
    - Environmental initiatives of the "green committee"
    - Transit planning, including the Volpe Study

9.C. Miscellaneous

The preceding discussion represents the impact and mitigation analysis for the adoption of the "Hampton Bays Corridor Strategic Plan Draft Generic Environmental Impact Statement and Cumulative Impact of Build Out Study". Future projects occurring in the hamlet and Corridor Study Area, that are funded by, undertaken or that require approval from the Town or other agency are not covered by this GEIS. Each future action that is subject to review under SEQR must be examined on its own merits based on site- and project-specific details and conditions in the community and on affected properties at the time an actionable proposal is formally submitted.

HAMPTON BAYS Corridor Strategic Plan GEIS and Cumulative Impact of Build-Out Study

Part IV: BUILDOUT, IMPACTS & MITIGATION

10. Alternatives

New York's SEQRA regulations require that EISs include an evaluation of reasonable project alternatives. The purpose of this investigation is to:

- provide a mechanism for a comparative analysis of possible plans and available planning tools and strategies so that the range of reasonable actions and their impacts can be more fully explored;
- expand the discussion of the project, area environmental conditions, and planning and zoning issues associated with the Plan and its study area;
- identify reasonable project alternatives that might improve the final plan through plan modification, impact avoidance strategies, enhanced mitigation or selection of a new course of action.

The project, or plan of reference, for which alternatives will be considered is the draft *Hampton Bays Corridor Strategic Plan*. This chapter provides an assessment of two alternatives:

1. The mandatory "No-action Alternative" assesses the potential conditions, impacts and benefits likely to occur if the subject action (adoption of the proposed *Hampton Bays Corridor Strategic Plan*) is not undertaken. For the purposes of this DGEIS, the evaluation of alternatives looks at the anticipated effects of build-out under current zoning as compared to build-out under the proposed rezoning recommended in the Strategic Plan. This is essentially the application of the Town's Hamlet Office (HO) and Hamlet Commercial (HC) zoning districts, as well as overlay districts to impose location-specific design controls. The *Strategic Plan* also recommends a set of transportation infrastructure improvements to the Montauk Highway Corridor.
2. The second alternative is the "Modified Plan Alternative" consistent with the July 2008 Final Scoping Document, which is provided in the Attachments section. The Modified Plan Alternative examines a different zoning scheme including a generic assessment of two currently proposed planned development districts (PDDs) (Canoe Place Inn and Tiana Commons). It identifies additional lands to be considered for preservation and places emphasis on ensuring that transferred development rights (TDRs) or appropriate fees in lieu of rights are used for any future PDDs. Requiring TDRs for all PDDs would help in achieving various goals such as controlling overall growth and the impacts associated with this growth and protecting natural resources to

the maximum extent practicable while balancing social and economic considerations.

10.A The No-Action Alternative

The *Hampton Bays Corridor Strategic Plan* was specifically created for the purposes of addressing future growth-related impacts so that they may be avoided or appropriately alleviated. Without its adoption and implementation, the following impacts would likely occur. It should be noted that adoption of the plan is not synonymous with implementation. In particular, infrastructure improvements proposed in the *Strategic Plan* will require further planning, public discussion and environmental review.

- Rezoning of certain properties to HO and HC, and the application of design overlays, would not occur and the land use and dimensional zoning standards and benefits of these districts would not come to fruition. This could result in the establishment of less than optimal land uses, inadequate transition zones, loss of buffers and open spaces, and degradation of community character as it relates to development density and land use patterns, architecture, landscaping, and other development design parameters. It would also allow for more intense commercial development, with associated impacts on community character, views along Montauk Highway, open space, stormwater management and natural resources.
- Redevelopment of the Boardy Barn site, if and when it should occur, would do so without the guidance contained in the *Plan* for improved site access and coordination with adjacent commercial sites.
- The community-based recommendation for preserving certain lots as open space or maintaining wooded buffers and enhanced setbacks in transitional areas would not be formally documented in an approved long-range hamlet plan. This could result in the loss of opportunities to preserve existing undeveloped open spaces and natural character, create hamlet greens, vest pocket parks, plazas, and tree-lined buffers.
- Enhanced alternative transportation and mass transportation opportunities, such as new trails and bikeways, compact pedestrian-friendly development and amenities, new mini-bus transit routes, and enhanced bus service, which can help to reduce traffic and energy consumption and mitigate air quality impacts associated with growth, would be less likely to occur.
- Transportation infrastructure improvements proposed in the Plan would have no documented support. These include the proposed access lane in the area opposite the Montauk Highway/Old Riverhead Road intersection, and the relocation of that intersection to improve sight distance and create more efficient traffic flow. This inaction would continue to jeo-

pardize public safety and perpetuate dangerous and inefficient access to area businesses. Lack of safe and convenient access can and probably would continue to affect patronage of business establishments in this area.

- Special emphasis on enhancing the visual qualities of Hamlet gateways may not be implemented. Enhancements to the community's gateways, including the installation of a public artwork on the east end of the corridor at CR 39A, recommendations for painting the railroad trestle over Montauk Highway on the west end of the study area, implementation of special design standards associated with the recommended overlay district, maintaining wooded buffers along Montauk Highway at the east and west ends of the study area, and planting of new street trees would be less likely to occur.
- If the No-action Alternative proceeds there would be less formal support for certain development themes such as cultural and recreational amenities along the Shinnecock Canal waterfront, pocket parks, and development of the new "North Main Street" business area. The benefits of these proposals, such as reinforcement of the central business district character, facilitation of a grid-style street network in the traditional hamlet center, and increased hamlet tax revenues to support the Hampton Bays School District, would not be achieved.
- No action on the Plan's recommendation to extend Good Ground Road would avoid development on half an acre of Town owned open space. Traffic circulation in the area would continue to lack access to/from the Route 24 intersection to the alternative east-west route provided by the existing portion of Good Ground. Traffic would not be alleviated and the bottlenecks that sometimes occur along Montauk Highway near the intersections of Springville Road and Ponquogue Avenue in Hampton Bays would continue and increase over time.
- No action to construct the proposed North Main Street would avoid construction on approximately 2.2 acres. Access to Good Ground Park would be limited to the existing small and undeveloped parking area off Squiretown Road. The central business district would lack the opportunities provided by the road for increased ratable development and the potential to achieve a pedestrian-friendly street grid would be stunted. The potential for the new "North Main Street" to assist in distributing vehicle activity by providing an alternative route between Squiretown Road and the intersection of Springville Road and Montauk Highway would not be realized. At the same time, not creating the additional development opportunity in the area opposite Good Ground Park would also avoid associated increases in overall trip generation.

10.B Modified Alternative

The second alternative, the "Modified Alternative", involves modifications to the draft *Hampton Bays Corridor Strategic Pl*an. It considers a number of the proposed mitigations and modifications to that plan, including:

- Instead of rezoning land immediately adjacent to the canal for unspecified PDDs that would likely increase development density around the canal, in this scenario the area is retained as Resort Waterfront Business (RWB) and overlay zoning and other design controls be used instead to create compatible, themed, waterside development with designs that would protect the Great Peconic and Shinnecock Bays and ensure a desired character and sense of place.
- No additional density would be permitted on any PDD unless a suitable number of development rights or Pine Barrens credits are acquired from the Central Pine Barrens Core Preservation Area or designated Pine Barrens Critical Natural Area, appropriate fees in lieu of rights are paid to the Town to deposit in a dedicated fund for the purpose of preserving pine barrens in the school district, or a significant community benefit that justifies the additional density is provided.
- Land within the Central Pine Barrens Core Preservation Area not currently preserved is targeted for protection. Two contiguous lots that are located outside the Core Preservation Area but should be considered as potential TDR sending sites (or otherwise be preserved in whole or part through other mechanisms) are SCTM Nos. 900-205-1-1.3 and 900-173-1-1.3. These lots total 67.6 acres and are located to the west of the Town's Jackson Avenue Complex. These lots fall within the Central Pine Barrens' Compatible Growth Area and one of its Critical Natural Areas, and are adjacent to a large expanse of preserved County owned open space.

  The Modified Alternative also recommends that SCTM Nos. 900-255-1-11 and 32.4 located near Munn's Pond and upper Hidden Cove be considered for negotiated acquisition and preservation.

The Modified Alternative is anticipated to yield beneficial impacts, as follows:

- PDD zoning would be utilized with greater control in order to achieve the intended goals of the zoning tool including land preservation and natural resource protection through the purchase of Pine Barren Credits and development rights, and the coordination of land uses and themed development not achievable under standard zoning regulations. Use of PBCs or TDRs would help to reduce future sprawl assuming they are obtained proportionately in accordance with the additional development

density requested as determined by site- and project-specific environmental reviews.

- Requiring that there be no net additional development density in PDDs without sufficient protection of open space in the Hampton Bays school district would help to offset impacts associated with PDD density increases by:
    - balancing overall land disturbance and stormwater and wastewater loading including protection of deep recharge areas;
    - balancing overall traffic impacts;
    - balancing fiscal impacts of having to educate additional school-aged children in the district;
    - protecting open space and providing for additional outdoor recreational resources;
    - protecting water resources;
    - protecting wildlife habitat;
    - maintaining rural character in forested areas; and
    - addressing impacts to the implementation of the Central Pine Barrens Comprehensive Land Use Plan, to which the Town is a signatory, due to the limited RRADs available for Pine Barrens Credit redemption.
- Significant impacts to the school district from PDDs would either not be anticipated or be greatly mitigated so long as a sufficient number of Pine Barrens Credits are purchased in the school district and transferred and redeemed on PDD sites. This impact assessment gains strength from the fact that single-family detached residences from sending sites would tend to generate more school-aged children than multi-family rental units that have five or more units per structure and have one- to two-bedrooms per unit; although three-bedroom multifamily units in structures containing five or more units tend to generate slightly more. Single-family residences are also more likely to contain multiple bedrooms (4 or more) which tend to yield more school-aged children (Rutgers University, 2006).
- Use of sequencing batch reactor sewage treatment technology at PDD sites could reduce total nitrate loading, subject to verification during EIS reviews of specific projects.
- Retaining the RWB zoning adjacent to each side of the canal, rather than establishing a canal district PDD as proposed in the d*raft Corridor Strategic Plan* would avoid potential increases in density. While it is not likely at

this time that significant additional development will occur along the west side of the canal (with the exception of CPI redevelopment), the east side can support a substantial amount of new development under existing zoning. Most uses in the existing RWB zone are Special Exception uses subject to Code-specified performance standards and consistency review requirements, thereby ensuring suitable water dependent or water enhanced land uses. Overlay district standards and guidelines could be used to achieve coordinated and thematic site and architectural design, as well as enhanced environmental protection strategies such as use of pervious, grassed, or land-banked parking areas, restrictions on chemical storage or application of pesticides and fertilizers, provisions for suitable drainage controls, and protection of scenic view corridors from major roadways.

Potential adverse impacts of the modified alternative relate to the discretionary use of PDDs. Maintaining the current zoning along the east side of the canal could result in a lower density of development than if a PDD were applied, potentially limiting the level of social and economic activity around the canal. However, if PDD zoning was used under the modified plan's constraints of maintaining density neutrality through open space protection, localized impacts could occur such as increased traffic near PDD sites, stress on natural systems, and increases in building density, bulk, massing and height that affect community character.