

Hampton Bays Corridor Strategic Plan and Cumulative Impact of Build-Out Study

SEQR FINDINGS STATEMENT



Prepared for:
Town of Southampton
Town Board
(Lead Agency)

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1.0 INTRODUCTION

1.1 Name of Proposed Action

Adoption of the Hampton Bays Corridor Strategic Plan and Cumulative Impact of Build-Out Study/GEIS

1.2 Lead Agency and SEQR Classification

The Southampton Town Board is Lead Agency in this matter and has identified the subject action as a “Type I action” pursuant to §330-244 (b)(1) of the Southampton Town Code as it involves: “the adoption of a municipality’s land use plan [or] the adoption by an agency of a comprehensive resource management plan...”. The Town Board/Lead Agency determined that the proposed action had the potential to result in one or more significant environmental impacts and that the preparation of an Environmental Impact Statement (EIS) to evaluate potential impacts, as well as to identify possible impact avoidance and mitigation strategies was warranted. Due to the nature and scope of the project and the size of the study area, a Generic Environmental Impact Statement (GEIS) was determined to be the best format for reviewing the action.

1.3 Findings Statement Guidelines

This Findings Statement has been prepared in accordance with Article 8 of the Environmental Conservation Law (SEQR) and its implementing regulations at 6 NYCRR Part 617.

1.4 Location

The Hampton Bays Corridor Strategic Plan (“Plan”) study area is located in the Hamlet of Hampton Bays, Town of Southampton, Suffolk County, New York as described and

graphically depicted in the Plan and DGEIS. It includes a primarily commercially developed section of Montauk Highway (CR80), locally known as “East Main Street” and “West Main Street”, extending 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 126.4 acres or 8.5 percent of the corridor study area consists of vacant property.

The Cumulative Impact of Build-Out Study involves the entire Hampton Bays Hamlet including the Hampton Bays Corridor Strategic Plan’s study area but excluding some expansive Pine Barrens open space preserves in the northwestern section of the Hamlet. The Hamlet includes the land and waters falling between the Peconic Estuary to the north, the Atlantic Ocean to the south, Peconic Road to the east and Jones Road to the west. The Hamlet study area is approximately 12 square miles and includes all or portions of the communities of Tiana, Tiana Beach, West Tiana, Springville, Squiretown, Red Creek, Hampton Bays, Rampasture, Shinnecock, and Ponquogue.

1.5 Description of Proposed Action

The proposed action is the adoption of the proposed Hampton Bays Corridor Strategic Plan and the Hampton Bays Cumulative Impact of Buildout Study/GEIS by the Southampton Town Board.

The proposed Hampton Bays Corridor Strategic Plan provides zoning, planning, and capital improvements recommendations to guide development along a portion of the Montauk Highway/East/West Main Street corridor from Jones Road in West Tiana to

Peconic Road in Shinnecock Hills and includes several environmental protection, parks and open space recommendations.

The Cumulative Impact of buildout study/GEIS component expands on the Hampton Bays Corridor Strategic Plan. The buildout study involves a comprehensive assessment of “worst case” conditions at buildout within the greater Hampton Bays community, including the Corridor study area. Topics addressed include, but are not limited to, demographics, land use and zoning, transportation, hamlet build-out, housing, hotel conversions, utilities and public services, historic and environmental resources, potential impacts, and impact avoidance and mitigation techniques.

1.6 EIS Process

1.6.1 SEQR Scoping Session and Draft and Final Scopes

The Town opted to hold a public scoping session for the DGEIS. A draft scope was prepared by the Town’s consultants in May of 2008. A notice of public hearing was published and the scoping session was held on June 20, 2008 during a special Town Board meeting. The draft scoping document was considered at the meeting and input was accepted from the public and any involved or interested agencies. A 10-day comment period was provided for the submission of written comments. The draft scope was modified to address comments received as part of the scoping session and comment period and the final scoping document was adopted by the Town Board/Lead Agency in July 2008.

1.6.2 Draft Generic Environmental Impact Statement and Public Hearings

A Draft Generic Environmental Impact Statement (DGEIS) was prepared to assess the proposed actions and was submitted to the Town Board/Lead Agency in November 2010 for its consideration. At its regularly scheduled meeting of December 28, 2010, the

Board, by resolution 2010-1374, accepted the DGEIS as complete with respect to the adequacy of its scope and content for the purposes of commencing public review in accordance with 6 NYCRR §617.9(a)(2). The Board subsequently scheduled a joint public hearing for the draft Hampton Bays Corridor Strategic Plan and Cumulative Impact of Build-out Study DGEIS. The Town Board's acceptance of the DGEIS and the scheduling of a public hearing were duly noticed in the NYSDEC's Environmental Notice Bulletin (ENB) on January 12, 2011 and the first hearing notice was published in a local newspaper of area-wide distribution (i.e., *The Southampton Press*). The DGEIS was made available to the public at Town Hall and the Hampton Bays Library and was posted on the Town's website. The DGEIS was also circulated to involved and interested agencies to request their input.

In total, there were three public hearings for the DGEIS, as well as two ad-hoc committee workshops and seven ad hoc committee meetings. Public hearings for the Plan and DGEIS were held by the Town Board/Lead Agency on February 8, 2011, March 8, 2011, and March 22, 2011 in accordance with the procedures and scheduling requirements of 6 NYCRR §617.9(a)(4). The public comment period was held open for a period of 30 days following the close of the March 22, 2011 hearing to allow the opportunity for further written commentary. The total time period allocated for the Town Board/Lead Agency to receive public and interested and involved agency comments ranged from December 28, 2010 (the date the DGEIS was accepted as adequate for public review) through April 2, 2011 (the close of the written comment period).

1.6.3 Final Generic Environmental Impact Statement

After the close of the public hearing component of the DGEIS and review of public hearing notes, minutes, and written comments, the FGEIS was prepared. The Town's consultants for the project and Town staff presented pertinent details of the FGEIS to the Board at its February 14, 2013 work session. Past and pending procedures and additional impact mitigation strategies to further address identified issues were discussed. The

Town Board was given copies of the FGEIS to review, and after said review and consideration, accepted the document as adequate for review by Town Board Resolution 17324 dated April 23, 2013. Following the official acceptance of the FGEIS by the Southampton Town Board/Lead Agency, a 60-day FGEIS review period for public and involved and interested agency consideration was provided. A Notice of Completion indicating acceptance of the FGEIS was subsequently filed with the NYSDEC's Environmental Notice Bulletin and posted on July 10, 2013. The FGEIS was circulated to involved and interested agencies and made available to the general public by filing copies with the Town Clerk's Office, the Clerk's annex in Hampton Bays, the Hampton Bays Library and on the Town's website.

1.6.4 SEQR Findings Statement

Once the consideration period had lapsed and letters received were reviewed and taken into consideration, the SEQR Findings Statement was finalized and submitted to the Town Board/Lead Agency for analysis. Applicable revisions, as indicated in the SEQR Findings Statement would have to be made to the Plan so that it would be ready for adoption.

2.0 SUMMARY OF FACTS AND CONCLUSIONS RELIED UPON TO SUPPORT A DECISION

2.1 Identification and Analysis of Impacts

Table 1 outlines the potential impacts identified during the GEIS process and applicable issues, circumstances and considerations that have been considered. A Table of Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies follow. The impact assessment focuses on the potentially significant effects of the proposed action (adoption of the *Corridor Strategic Plan*) and future build out along the corridor and within the larger Hamlet study area. The impact assessment process

involved consideration of possible short-term, long-term, cumulative, unavoidable and 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, though the scale and intensity of impacts vary from project to project.

Table 1 Identification and Analysis of Impacts	
Topic	Impact Analysis
<i>Demographics</i>	<ul style="list-style-type: none"> • Full buildout would increase the number of residents in the Hamlet and the number of school-aged children in the district which could affect the community. Buildout analyses are designed to show an absolute worst case scenario. It is unclear when, if ever, the hamlet will reach full build out. • Recent acquisition of the Tiana Commons (RRAD) property and Good Ground Park site, acquisition of other targeted properties such as the large tract located west of the transfer station, use of PBCs for any future PDDs to ensure density neutrality, new motel conversion standards that will reduce the number of potential dwellings by up to one-half, and various other recommendations in the Plan, DGEIS, and FGEIS are expected to significantly reduce demographic impacts. • The two largest vacant developable lots in the Hamlet are zoned for large lot development (CR120 & R60). Another of the largest lots is zoned R80 and another is R40 and is constrained in terms of its buildout by wetlands. The vast majority of vacant lots in the Hamlet are small widely dispersed, house lots that are actually either “grandfathered”, undevelopable or undesirable as house lots, constrained in some way, or are in the same name as the adjacent land owner and are incorporated into existing house lots as additional yard space and privacy buffers. • The type of future dwelling is important. A study by Stanton & Legett for the HBSD indicates a trend toward more senior housing in the Hamlet. Maintaining or promoting resort uses, senior housing, second homes and condos, and cooperatives, and smaller dwelling units would mitigate impacts on schools. • Future commercial development such as that considered along the proposed North Main Street in the Hamlet center will help to offset economic impacts of any increases in enrollment. • Recent data from the school district shows enrollment growth outstripping growth in development. The data point to the driving role of other factors such as increases in local birth rates and family sizes. The current long-term economic downturn may have the effect of depressing birthrates but this assertion can not be verified at this time.
<i>Land Use & Zoning</i>	<ul style="list-style-type: none"> • The proposed application of HO/HC zoning will result in less intensive commercial development. The proposed North Main Street would offset this with desirable Village business type land uses and help to provide revenue to support the school district. • Although residential uses are permitted in the HO/HC zones, the potential for accessory apartments is minimal due to SCDH sanitary requirements.

Table 1 Identification and Analysis of Impacts	
Topic	Impact Analysis
	<ul style="list-style-type: none"> • PDD rezoning proposals must be considered on an application by application basis. Pending applications on a site 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 have resulted in a tighter link between PDD projects, hamlet planning goals, and community benefits. The Tiana Commons property was acquired by the Town for open space eliminating as many as 92 new dwelling units. • 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.
<i>Community Character & Visual Resources</i>	<ul style="list-style-type: none"> • 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 criteria including HO/HC standards, transition overlay zones, motel conversion regulations, target land acquisitions, landscaping standards, use of PBCs, compliance with clearing restrictions, architectural review, wetlands requirements, gateway enhancements, the proposed tree ordinance, new parkland and pocket parks, and other existing regulations and identified mitigations will help to offset these concerns and actually enhance the community. • Hampton Bays seeks to maintain and enhance the character of a historic, seaside resort community with single family residential neighborhoods. Various concepts for maintaining community character and aesthetics are outlined in the <i>Hamlet Corridor Strategic Plan</i> and GEIS. • Design controls recommended in the <i>Corridor Strategic Plan</i> 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.
<i>Open Space & Recreation</i>	<ul style="list-style-type: none"> • 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 & Tiana Commons — and have reduced possible buildout, but active recreation facilities would be needed to meet the standards in the Town’s draft Recreation Plan. • Implementing recommendations for bike trails and bike lanes would not necessarily provide what is traditionally known as active recreational facilities (e.g., ballfields) but would, nevertheless, provide new recreational opportunities for residents while providing alternative transportation options and reducing traffic impacts and conserving energy to a small degree. • 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. Acquisition of the good Ground Park property has been beneficial in this regard. The Tiana Commons property was recently acquired which includes a large tract of native woodland. It should

Table 1 Identification and Analysis of Impacts	
Topic	Impact Analysis
	<p>be noted that large tracts of preserved open space with indigenous species, such as has been provided in the northwest section of the Hamlet, tend to have greater wildlife, passive recreation, water quality, and aesthetic values when compared to smaller widely dispersed open space parcels, that often contain invasive species and have lesser ecological value.</p> <ul style="list-style-type: none"> • Nevertheless, open space preservation is also desired for smaller, remaining undeveloped residential lots in order to provide neighborhood pocket parks, a respite from saturation development in the community, and to facilitate stormwater runoff best management practices and buffer coastal areas. A list of target open space acquisition properties was developed and is included in the mitigations table.
<i>Geology, Soils & Topography</i>	<ul style="list-style-type: none"> • As with all development, future growth could cause potential erosion and alterations to existing topography, vegetation, ground cover and drainage patterns. Steep slopes are rare in the hamlet. Less impact is likely to occur with implementation of the proposed <i>Corridor Management Plan</i> due to recommendations for increased open space and landscaping. Standard erosion and sedimentation requirements, stormwater maintenance and construction including use of nonstructural options, wetlands buffers and setbacks, and various other existing and proposed controls would greatly mitigate or prevent these possible impacts.
<i>Surface Waters & Wetlands</i>	<ul style="list-style-type: none"> • Great Peconic, Shinnecock and Tiana Bays experience periodic beach closings and shellfish advisories, raising concerns about long-term water quality and the impacts of development. Recommendations including but not limited to public education, a septic system maintenance and upgrade program, use of the most effective innovative sewer treatment facilities, requirements for considering nitrate loading as part of EISs for PDDs, stormwater controls, use of pine barrens credits, open space protections, and many others have been developed to address and greatly mitigate these concerns. • No discharge zones now exist in the Peconic Estuary and Shinnecock Bay. Vessel pumpout facilities are also available. Public education and strict enforcement of no-discharge laws are recommended. • Compliance with Town wetlands setback and buffering standards and restrictions on the disturbance and application of fertilizers and pesticides in these areas will help to protect surface waters and wetlands. • The Corridor Strategic Plan proposes HO/HC rezonings that would reduce the amount of lot coverage on future commercial developments in transition areas, and other recommendations are for converting 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 from the street. The DGEIS advises against this. • While the Corridor Strategic Plan does not directly address water issues, the DGEIS recommends mitigations. Water protection policies and regulations will be addressed at the Town-wide level in the LWRP which is currently underway. The consultants for the LWRP project have been apprised of issues that have arisen from the Corridor and Buildout study. • Some pollution of the area water bodies may be associated in-part with natural processes such as wastes from water fowl and other wildlife.

Table 1 Identification and Analysis of Impacts	
Topic	Impact Analysis
<i>Groundwater</i>	<ul style="list-style-type: none"> • The site of the proposed Tiana Commons PDD is adjacent to an existing public wellfield. Development could have affected groundwater in the area; however, the Town acquired the property and development will not occur. The junkyard on the site which potentially posed a threat to area groundwater resources was assessed and remediated as a condition before the Town would purchase the property. • New development featuring chemical-dependent landscaping can adversely affect groundwater. Public education, stormwater improvements, use of native drought tolerant vegetation were identified as mitigations. Compliance with existing APOD and CPBOD restrictions will also protect these resources. • 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. Water conservation, land acquisition, regulations controlling motel conversions, and other strategies will reduce impacts. • 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 and exist south of Montauk Highway in residential neighborhoods. Recommendations for suitable sanitary systems, maintenance and upgrades to old systems and compliance with modern requirements will help to mitigate these impacts. There is a potential for connecting land uses near the canal to the CPI’s sewage treatment plant, if the project is approved. • Recommendations including but not limited to public education, a septic system maintenance and upgrade program, use of the most effective innovative sewer treatment facilities for large developments (PDDs), requirements for considering nitrate loading as part of EISs for PDDs, stormwater controls and maintenance, compliance with APOD & CPBOD regulations, use of pine barrens credits, open space protection, and other strategies have been developed or exist to address groundwater concerns. The Plan does not call for any intensive industrial or other potentially hazardous land uses.
<i>Ecological Resources</i>	<ul style="list-style-type: none"> • 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 of 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. • Some of the target acquisition parcels from the DGEIS which are not on the Town’s CPF list are ecologically important including land containing wetlands, land adjacent to Tiana Bay, and land designated as Central Pine Barrens Critical Natural Resource Area. • Future development or road improvements would affect some native vegetation. A review of vacant wooded lands in the corridor revealed primarily common Pine Barrens vegetation. No rare species were noted, however, follow-up site assessments should be conducted for future clearing if and when roadbed locations are identified. Future actions that are subject to SEQR will involve consideration of the potential environmental impacts on a project- and site-specific basis. Limits on clearing are in place in APOD and CPBOD. Realignment of Old Riverhead Road at its intersection with Montauk Highway will involve revegetation. Use of native vegetation is recommended. Several open space acquisition properties have been identified. Stormwater controls and maintenance will help to protect marine and aquatic environments. A septic system maintenance and upgrade program and requirements for nitrate budgets and assessment of available sewage treatment technologies during EIS reviews will help to protect fresh and tidal ecological systems.

Table 1 Identification and Analysis of Impacts	
Topic	Impact Analysis
<i>Critical Environmental Areas</i>	<ul style="list-style-type: none"> • 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 could occur in these areas, existing regulations provide for increased development review as well as clearing restrictions, limits on the percent of fertilizer-dependent vegetation and others. The plan recommends maintaining Town-owned land in a Pine Barrens Critical Natural Resource Area as passive recreation rather than converting it to active recreational facilities and the DGEIS recommends that a large tract of land in the CNRA be placed on the target open space acquisition list for the Hamlet.
<i>Cultural, Historical & Archaeological Resources</i>	<ul style="list-style-type: none"> • 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. A number of impact mitigation strategies have been identified to reduce these impacts to the extent practicable. • Design guidelines recommended by the Plan would support the hamlet goals of enhancing its identity as a historic community. • The DGEIS identifies archaeological assessments in sensitive areas as mitigation to potential cultural resources impacts if resources are identified.
<i>Community Services & Facilities</i>	<ul style="list-style-type: none"> • 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. • Impacts are expected on the Hampton Bays Union Free School District. However, enrollment growth appears primarily driven by demographic changes rather than new development. Enhanced business development along North Main Street will help to moderate impacts. The extent to which future PDDs will impact the schools depends on whether there is a residential component to the project and whether the residential development is designed to serve families, seasonal visitors, retirees/empty nesters, singles or young couples. Growth is moderated by various recommendations including but not limited to open space preservation, motel conversion standards, the need to use PBCs and others. The Tiana Commons property was acquired reducing the total yield of the property from 92 dwelling units to 0 units. Previous acquisition of the Good Ground property also substantially reduced total potential yield. • Enhancement of alternatives modes of transportation (walking, biking, bus, shuttle, cab, etc.) would help potential future parking issues at the library. • Services that rely on volunteers — i.e. fire and ambulance services — that are already stressed for help will need new recruits. The remaining growth potential in the hamlet will provide opportunities for additional tax ratable development, fundraising, donations, and volunteerism. • Additional open space has been acquired and more properties are on a target acquisition list which reduces overall demand for services. The loss of tax revenues from these properties is typically low since they are almost always undeveloped. • Approximately 20 additional acres of active parkland will be required to service the community at full build out. Acquisition of Tiana Commons and other properties and addressing motel conversions are among the mitigations to reduce demand for additional active recreational facilities. Providing bicycle paths and bike lanes as proposed may be considered passive recreation but would nevertheless provide a unique recreational

Table 1 Identification and Analysis of Impacts	
Topic	Impact Analysis
	<p>opportunity for adults, children, families, and bike clubs and enhance access to the beach, parkland, shopping, employment, and other destinations.</p>
<i>Economic & Fiscal Considerations</i>	<ul style="list-style-type: none"> • 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 a significant 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. Development associated with the new North Main Street, any future PDDs, and other development will help to raise funding for the Community Preservation Fund that can be used to acquire critical target acquisition lands in Hampton Bays in the future if there are willing sellers a fair price can be negotiated. • The proposed creation of North Main Street will open up village business development opportunities for properties adjacent to it, adding potential value to those parcels and potentially drawing more customers to the area and offering jobs to residents. • 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. Condominium associations, however, typically assess common charges for snow removal, stormwater maintenance, wastewater disposal and other typically public services and provide some needed recreational facilities for its residents. The Tiana Commons property was acquired by the Town and therefore will not place strain on public services or the school district.
<i>Traffic & Transportation</i>	<ul style="list-style-type: none"> • Increased population would be expected to increase traffic activity. • The reduction in overall development potential expected to result from the application of HO & HC zoning, the acquisition of the Tiana Commons property, and other land preservation efforts would yield a corresponding reduction in the potential for traffic increase at full hamlet buildout. • The Plan and GEIS promote a more walkable and bikeable community, will enhance mass transportation, improve traffic circulation through cross access agreements, pathways, bike trails, sidewalks, increased bus stops, sidewalks, traffic improvements (e.g., a roundabout, slip street, realignment of Old Riverhead Road) for transportation safety and efficiency, and various methods to reduce total buildout including land acquisitions, development of a motel conversion law, and others. • 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. Realignment of Old Riverhead Road would increase sight distance and traffic safety. A roundabout is expected to improve traffic flow at Montauk Highway and North Road. Improvements along CR 39 have reduced traffic impacts in the area. Other potential improvements, such as the reconfiguration of Newtown Road, could result in unwanted impacts. Review of alternatives is possible under the CPI PDD EIS review. Enhanced

Table 1 Identification and Analysis of Impacts	
Topic	Impact Analysis
	<p>transit, bike paths, sidewalks, pathways, cross accesses, and other recommendations making the community more walkable will help with traffic issues.</p> <ul style="list-style-type: none"> • Recent widening of CR 39 has helped to reduce traffic congestion in the Hamlet.
<i>Air Quality & Energy Conservation</i>	<ul style="list-style-type: none"> • Air quality in Hampton Bays is good and much of the community receives breezes from the Ocean, the South Shore Estuary or the Peconic Estuary. 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. • The Plan does not promote the development of heavy industry, light industry or any land uses that would be expected to significantly affect air quality in the Hamlet. • Creation of a green building/green community ordinance or rating systems similar to LEED could help with energy conservation issues.
<i>Growth Inducing Impacts</i>	<ul style="list-style-type: none"> • 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.).

2.2 Identification and Consideration of Impact Avoidance and Mitigation Strategies

The impact avoidance and mitigation strategies are designed to alleviate the severity of potential impacts to the extent practicable while considering social and economic factors. The DGEIS and FGEIS provide the foundation and further support for the impact and avoidance mitigation strategies.

Table 2 identifies the impact avoidance and mitigation strategies developed as part of the Hampton Bays Corridor Strategic Plan, DGEIS and FGEIS. It should be noted that elimination of the previously proposed Good Ground Road Extension recommendation and purchase of the Tiana Commons property by the Town has eliminated the need for a number of impact avoidance and mitigation items that were identified in the DEIS.

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
(1) Land Use & Zoning	<ul style="list-style-type: none"> • 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. 	<p>Recommendation of the <i>Hampton Bays Corridor Strategic Plan</i></p>	<ul style="list-style-type: none"> ▪ Increased open space requirements of HO/HC support environmental goals ▪ Improved aesthetics, scale and development ▪ Decrease percentage of impervious surface ▪ Main Street character 	<p>Immediate</p>
(2) Land Use & Zoning	<ul style="list-style-type: none"> • Enact hamlet and location-specific site planning standards to promote improved aesthetics and implement corridor design concepts including: <ul style="list-style-type: none"> ▪ 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 	<p>Recommendation of the <i>Hampton Bays Corridor Strategic Plan</i></p> <p>Additional recommendations in section III of the HB DGEIS</p>	<ul style="list-style-type: none"> ▪ Improved aesthetics, ▪ Increased safety in the hamlet center ▪ Revitalization ▪ Potential to highlight hamlet history 	<p>Immediate, with additional follow up as Town design review regulations are updated</p>
(3) Land Use & Zoning	<ul style="list-style-type: none"> • Explore the potential for coordinated development among multiple owners south of the Good Ground Green site 	<p>DGEIS</p>	<ul style="list-style-type: none"> ▪ Hamlet center revitalization 	<p>Mid term</p>

Table 2				
Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
(4) Land Use & Zoning	<ul style="list-style-type: none"> Consider designating the proposed Good Ground Green commercial area as a Residential Receiving Area for Density (RRAD) in order to preserve the remaining PBCs in the school district and shift density to the hamlet center. This would compensate for the loss of a RRAD at the adjacent Good Ground Park & Tiana Commons properties and would be necessary if the Town decided not to entertain new PDDs in the area. 	Mitigation recommended in the HB DGEIS	<ul style="list-style-type: none"> Hamlet center revitalization 	Implementation of this recommendation is linked to need, which in turn depends on how existing RRAD parcels are developed.
(5) Land Use & Zoning	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Hamlet center revitalization 	Long term
(6) Land Use & Zoning	<ul style="list-style-type: none"> Maintain the RWB zoning districts on the canal-side parcels, and apply an overlay district to promote coordinated design and protect area bays. 	This is a recommended mitigation of the DGEIS that calls for a change to a <i>Strategic Plan</i> recommendation to utilize PDD zoning to unite planning for the east and west sides of the canal. This does not preclude the possibility for someone to apply for a PDD at the location.	<ul style="list-style-type: none"> Ecological protection Area revitalization Improved aesthetics Enhance seaside identity 	<p>No action needed to maintain the RWB zoning</p> <p>Short term time frame to implement overlay district</p>

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
(7) Land Use and Zoning	<ul style="list-style-type: none"> Consider creating a waterfront overlay district as part of the Town's current Local Waterfront Revitalization Program efforts 	FGEIS	<ul style="list-style-type: none"> Appropriate land uses and densities, Protection of water resources 	Short term
(8) Land Use and Zoning	<ul style="list-style-type: none"> 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 <i>Corridor Strategy</i> for suggested site plan improvements. 	Recommendation of the <i>Hampton Bays Corridor Strategic Plan</i>	<ul style="list-style-type: none"> Improved traffic safety Improved corridor appearance, function 	Long Term
(9) Land Use and Zoning	<ul style="list-style-type: none"> 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 <i>Hampton Bays Corridor Strategic Plan</i> , echoed in the DGEIS.	<ul style="list-style-type: none"> Hamlet center revitalization 	Ongoing; Implementation details to be developed, potentially through the recommended economic development plan
(10) Land Use & Zoning: PDDs	<ul style="list-style-type: none"> Review and update policies and procedures for processing PDD applications to achieve: <ul style="list-style-type: none"> transparency in the application review process equity in the calculation of community benefits more 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 <i>Hampton Bays Corridor Strategic Plan</i> , with elaboration in the HB DGEIS	<ul style="list-style-type: none"> 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

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
(11) Land Use & Zoning: PDDs	<ul style="list-style-type: none"> • Site-specific land use recommendations for potential PDD sites include: <ul style="list-style-type: none"> ▪ 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 	<ul style="list-style-type: none"> ▪ Hamlet center vitality ▪ Community sense of place ▪ Fiscal sustainability 	During review of plans	TBD; the public art may be developed and installed prior to creation of a roundabout.
(12) Land Use & Zoning: PDDs	<ul style="list-style-type: none"> • Create a sense of gateway by visually improving the train trestle over CR 80 in the western end of the corridor. 	Recommendation of the <i>Hampton Bays Corridor Strategic Plan</i>	<ul style="list-style-type: none"> ▪ Foster a distinctive sense of place and enhance aesthetics 	TBD
(13) Community Character	<ul style="list-style-type: none"> • Pursue acquisition of the Hampton Bays Diner site should it become available for gateway development. 	DGEIS	<ul style="list-style-type: none"> ▪ Distinctive character 	Long term
(14) Community Character	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> ▪ Enhance community character and aesthetics ▪ Reduce the potential for power outages from falling limbs and trees, ice storms, car accidents, etc. 	Long term

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<i>(15)Community Character</i>	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Improved communications, hamlet character 	Immediate to short term
<i>(16)Community Character</i>	<ul style="list-style-type: none"> Develop a tree protection ordinance to preserve large, mature, or otherwise notable trees, and prevent clear cutting. 	DGEIS	<ul style="list-style-type: none"> Enhancement of community character and visual resources Ecological protection 	Short term
<i>(17)Community Character</i>	<ul style="list-style-type: none"> Create a façade improvement program to stimulate upgrades in the hamlet center through loans, grants or tax abatements. 	DGEIS	<ul style="list-style-type: none"> 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 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<i>(18) Cultural, Historical and Archaeological Resources</i>	<ul style="list-style-type: none"> Review new development in the vicinity of the Prosper King House (i.e. Good Ground green area) for compatibility with that historic building. 	DGEIS	<ul style="list-style-type: none"> Protect historic character 	Ongoing
<i>(19) Cultural, Historical and Archaeological Resources</i>	<ul style="list-style-type: none"> Refer applicable plans (e.g., Canoe Place Inn) to the Landmarks and Historic Board for review and comment. 	DGEIS	<ul style="list-style-type: none"> Protect historic character 	Ongoing
<i>(20) Cultural, Historical and Archaeological Resources</i>	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Protect hamlet heritage 	Ongoing
<i>(21) Cultural, Historical and Archaeological Resources</i>	<ul style="list-style-type: none"> Create outdoor interpretive exhibits at the Shinnecock canalside park to highlight the area's maritime history. 	Recommendation of the <i>Hampton Bays Corridor Strategic Plan</i> and other Town planning efforts	<ul style="list-style-type: none"> Historic identity 	Potential to implement concurrent with CPI site redevelopment
<i>(22) Cultural, Historical and Archaeological Resources</i>	<ul style="list-style-type: none"> Promote the use of façade easements as a tool for historic preservation. 	DGEIS	<ul style="list-style-type: none"> Protection of historic character 	Ongoing

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<i>(23) Cultural, Historical and Archaeological Resources: Canoe Place Inn</i>	<ul style="list-style-type: none"> • SEQRA review of any CPI redevelopment should include: <ul style="list-style-type: none"> ○ A comprehensive history of the site and structures ○ A full assessment of the structural and architectural integrity of the building by credentialed professions with expertise in historic preservation ○ 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	<ul style="list-style-type: none"> ▪ Protection of historic character and distinctive hamlet identity 	To be implemented with development review of any application for the

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<i>(24) Cultural, Historical and Archaeological Resources: Canoe Place Inn</i>	<ul style="list-style-type: none"> • 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. 	DGEIS	<ul style="list-style-type: none"> ▪ Historic and cultural resource preservation ▪ Community character 	During review of any PDD application for the CPI site

Table 2
Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies

Category ¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<p><i>(25)Environment: Existing Mitigations Cited in the DGEIS</i></p>	<ul style="list-style-type: none"> • Existing mitigations include: <ul style="list-style-type: none"> ▪ 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. ▪ Compliance with clearing limits in the CPB and APOD overlays ▪ Compliance with all necessary Town and State wetlands permits including required wetlands setbacks and buffers ▪ Compliance with SCHD sanitary system requirements 	<p>Existing policies, programs, laws, ad best management practices</p>	<ul style="list-style-type: none"> ▪ Environmental resource protection 	<p>As needed</p>

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
(26)Environment: Geology, Soils, Topography	<ul style="list-style-type: none"> Maintain the wooded buffer between CR 80 and Munn’s Pond rather than opening this area up for motorist viewing as currently recommended by the Plan. 	Mitigation from the DGEIS that modifies a recommendation of the <i>Corridor Strategic Plan</i>	<ul style="list-style-type: none"> Environmental resource protection 	No action required
(27)Environment: Geology, Soils, Topography	<ul style="list-style-type: none"> Prohibit the application of pesticides or fertilizers within 100 feet of surface through restrictive covenants, easements and conditions of wetlands permits. 	DGEIS	<ul style="list-style-type: none"> Ecological resource protection — surface and ground waters 	As needed in relation to project applications
(28)Environment: Water Resources	<ul style="list-style-type: none"> Continue to monitor the progress of the gasoline contamination cleanup at the Sunoco station near Macys Shopping Center. 	DGEIS	<ul style="list-style-type: none"> Restore integrity of groundwater, and Hidden Cove and Tiana Bay. 	Ongoing
(29)Environment: Water Resources	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Ecological resource protection — surface and ground waters 	Ongoing, through site plan review
(30)Environment: Water Resources	<ul style="list-style-type: none"> Complete the Town’s Local Waterfront Revitalization Plan (LWRP). 	DGEIS	<ul style="list-style-type: none"> Ecological resource protection — surface and ground waters 	Mid term. Community priority.
(31)Environment: Water Resources	<ul style="list-style-type: none"> 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 Tiana Bay. 	DGEIS	<ul style="list-style-type: none"> Advanced treatment at this location, would help to protect the pond and creek from direct stormwater discharges and pollutant loading. 	TBD. Requires involvement of the Town’s Engineering Division, and possibly the County DPW. Periodic removal of sediment and debris would be required to maximize pollutant attenuation.

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
(32)Environment: Water Resources	<ul style="list-style-type: none"> Promote/require the use of native plant or ornamental species well-adapted to area and site conditions. 	DGEIS	<ul style="list-style-type: none"> Minimizes chemical inputs, protecting ground and surface waters and conserves water otherwise used for irrigation 	As needed in relation to project applications
(33)Environment: Water Resources	<ul style="list-style-type: none"> Review wetlands and surface water buffering requirements with an eye toward potential strengthening. 	DGEIS	<ul style="list-style-type: none"> 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
(34)Environment: Water Resources	<ul style="list-style-type: none"> Promote the use of water conservation techniques and technologies on substantial development. While there is sufficient groundwater, conservation can lessen strain on water system infrastructure thereby reducing costs. 	DGEIS	<ul style="list-style-type: none"> Protection of water supply Environmental and fiscal sustainability 	Ongoing; potential involvement of Town Sustainability Committee
(35)Environment: Water Resources	<ul style="list-style-type: none"> Create a campaign to educate hamlet residents about living in a seaside community, increasing sensitivity to water protection needs. 	DGEIS	<ul style="list-style-type: none"> Protection of environmental resources Environmental and fiscal sustainability 	Short term development with ongoing implementation; potential for involvement of Water Authority and community groups
(36)Environment: Water Resources	<ul style="list-style-type: none"> Explore utilizing the proposed TOZ wooded buffer areas to provide road runoff collection and natural treatment. 	DGEIS	<ul style="list-style-type: none"> Surface & groundwater protection 	Ongoing implementation through site plan review

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<i>(37)Environment: Water Resources</i>	<ul style="list-style-type: none"> Promote stormwater management best practices on developed property as well as through permit applications and site plan review. 	DGEIS	<ul style="list-style-type: none"> Surface & groundwater protection 	Mid term
<i>(38)Environment: Water Resources</i>	<ul style="list-style-type: none"> Direct the Engineering Division to focus its Hamlet drainage infrastructure inspection, maintenance, & upgrade efforts on the Smiths Creek, Wells Creek, and Penny Pond watersheds (i.e., south shore of the Hampton Bays mainland) 	FGEIS	<ul style="list-style-type: none"> Protection and restoration of NYSDEC designated impaired creeks. 	Inspection and maintenance (mid-term) structural improvements (long-term)
<i>(39)Environment: Water Resources</i>	<ul style="list-style-type: none"> Advise boaters of the no vessel discharge zones in Shinnecock Bay and the Peconic Estuary. Use permit applications and other outreach methods. The Town should seek strict enforcement of no discharge regulations and exact penalties for violations to these laws. 	FGEIS	<ul style="list-style-type: none"> Protection of water quality in navigable waters Protection of public health Protection of fishing, shellfishing, recreation, and tourism interests 	Ongoing
<i>(40)Environment: Water Resources</i>	<ul style="list-style-type: none"> Identify any existing point and non-point discharges to open waters and determine the best approaches and designs to eliminating and rectifying these potential pollution sources. 	FGEIS	<ul style="list-style-type: none"> Protection and restoration of the Hamlet's surface waters, particularly the south shore creeks 	Inspection and Maintenance (mid-term) structural improvements (long-term)
<i>(41)Environment: Water Resources</i>	<ul style="list-style-type: none"> Provide stormwater best management practice training to staff at the Jackson Avenue Municipal Complex to ensure proper handling of maintenance chemicals, etc. 	DGEIS	<ul style="list-style-type: none"> Surface & groundwater protection 	Short to mid term start-up; ongoing implementation

Table 2				
Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
(42)Environment: Water Resources	<ul style="list-style-type: none"> Keep Town owned property adjacent to the east of Munn's Pond as passive recreation/ preserve rather than use it for more intense active recreational uses such as ball fields 	FGEIS	<ul style="list-style-type: none"> Protection of Munns Pond, associated wetlands, & designated CPB Critical Natural Resource Area 	No action required
(43)Environment: Water Resources	<ul style="list-style-type: none"> Require that any project (e.g. a PDD) that requires the use of an advanced sewage treatment facility and is the subject of an EIS, compare and contrast the available Health Department approved technologies (e.g., Chromaglass, Nitrex, Besst) and determine the system that is most suitable or reduces pollutants the most. 	FGEIS	<ul style="list-style-type: none"> Protection of ground and surface waters 	Ongoing
(44)Environment: Water Resources	<ul style="list-style-type: none"> Ensure soils on the existing junkyard site are clean prior to any redevelopment (completed as part of Town acquisition of property) 	GEIS	<ul style="list-style-type: none"> Groundwater protection 	Completed
(45)Environment: Water Resources	<ul style="list-style-type: none"> For PDDs exceeding density standards for groundwater, require a modified subsurface sewage disposal (MSSD) systems that treats for nitrates. 	GEIS	<ul style="list-style-type: none"> Groundwater protection 	Ongoing

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<i>(46)Environment: Water Resources</i>	<ul style="list-style-type: none"> Require that any project (e.g. a PDD) that requires the use of an advanced sewage treatment facility and is the subject of an EIS, demonstrate that the total daily nitrogen loading from fertilizer and sanitary disposal for a proposed development that requires an advanced treatment facility is no greater than the total daily as-of-right loading of fertilizers and sanitary disposal using conventional septic systems. The goal should be to reduce pollutant loading to the maximum extent practicable even if it meets this standard. 	FGEIS	<ul style="list-style-type: none"> Protection of ground and surface waters 	Ongoing
<i>(47)Environment: Water Resources</i>	<ul style="list-style-type: none"> The Town should identify any possible funding sources for addressing antiquated, poorly designed, damaged, malfunctioning, poorly sited and maintained septic systems. The Town should move forward with its current proposal to create a new Chapter 177 establishing a “Septic System Rebate and Incentive Program”. 	FGEIS	<ul style="list-style-type: none"> Protection of ground and surface waters 	Ongoing
<i>(48)Environment: Vegetated Area and Habitat</i>	<ul style="list-style-type: none"> The right of way currently containing Old Riverhead Road should be revegetated using native species after the street is realigned. 	DGEIS	<ul style="list-style-type: none"> Ecological preservation; habitat 	Timing of mitigation dependent on prior action — road realignment

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
(49)Environment: Vegetated Area and Habitat	<ul style="list-style-type: none"> Design Good Ground Park primarily for passive use, maintaining most of the land in a relatively natural and undisturbed condition 	DGEIS	<ul style="list-style-type: none"> Ecological preservation; large unfragmented existing wildlife habitat 	No action needed.
(50)Environment: Critical Resource Areas	<ul style="list-style-type: none"> Increase the priority of land acquisition in the sensitive CEA areas. 	DGEIS	<ul style="list-style-type: none"> Ecological resource protection 	Ongoing, as appropriate
(51)Environment: General	<ul style="list-style-type: none"> Increase public education and outreach to protect the environment. Topics include but are not limited to: use and disposal of household hazardous materials & waste oil, septic system maintenance & upgrades, pesticide & fertilizer use, proper disposal of pharmaceuticals, pet waste disposal, water conservation techniques, use of well-adapted drought tolerant plants and trees for landscaping, required use of vessel pump-out stations, no dumping of wastes or connection of sump pumps to storm drains. Possible methods include but are not limited to: mass mailings, distribution of brochures & flyers, making educational materials available at Town Hall & local libraries, posting information on the Town website, conducting informational/ educational meetings, etc. 	FGEIS	<ul style="list-style-type: none"> Protection of the environment from routine human activities 	Ongoing
(52)Community Facilities: Police, Fire & Ambulance	<ul style="list-style-type: none"> Conduct outreach to recruit Fire & EMS volunteers from new residents resulting from area build out. 	DGEIS	<ul style="list-style-type: none"> Community sustainability — quality of life and fiscal 	Ongoing, as appropriate.

Table 2				
Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<i>(53)Community Facilities: Police, Fire & Ambulance</i>	<ul style="list-style-type: none"> Monitor changes in LIRR service for potential impacts to the northern portion of the hamlet from increased delays in track crossings. 	DGEIS	<ul style="list-style-type: none"> Community sustainability — quality of life and fiscal 	Long term, ongoing.
<i>(54)Community Facilities: Water District</i>	<ul style="list-style-type: none"> Make the DGEIS build out available to the Water District for use in planning new facilities. 	DGEIS	<ul style="list-style-type: none"> Community sustainability — quality of life and fiscal 	Immediate
<i>(55)Community Facilities: Water District</i>	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Sustainability and resource protection 	TBD
<i>(56)Community Facilities: Wastewater</i>	<ul style="list-style-type: none"> Link development regulations to Groundwater Management Zone limitations, with potential amendments to the Accessory Apartment code, and the anticipated motel conversion code. 	DGEIS	<ul style="list-style-type: none"> Sustainability and resource protection 	Short term
<i>(57)Community Facilities: Solid Waste</i>	<ul style="list-style-type: none"> Pursue solid waste reduction and increased recycling of household hazardous waste, yard waste, usable goods, etc. 	DGEIS	<ul style="list-style-type: none"> Environmental sustainability 	Long term

**Table 2
Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies**

Category ¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<i>(58)Community Facilities: Parks & Open Space</i>	<ul style="list-style-type: none"> • Open space preservation including the following target properties on CPF list for the reasons outlined in the DGEIS (bold face are priorities): SCTMs: 900-255-1-32.4; 900-221-3-12.1; 900-255-1-2.2; 900-263-2-11; 900-263-2-12; 900-260-4-39.7/39.8; 900-374-1-12.3; 900-269-3-4; 900-324-2-30; 900-324-3-6; 900-346-1-1 • Community identified preservation targets not currently on the Town’s CPF lists: Augment the CPF priority list with preservation targets identified by the Hampton Bays community. SCTMs: 900-255-1-11; 205-1-1.3; 900-173-1-1.3; 900-253-1-25; 900-253-2-16; 900-253-2-21; 900-224-1-13; 900-207-5-3 & 4; 900-188-2-7.1 (existing working marina should be kept as a water dependent use such as a marina or other marine industry use if possible); 900-260-4-39.7 & 39.8; and remaining open space parcels in the high-visibility Montauk Highway corridor list of target acquisition parcels for the Hamlet is provided at the end of this Findings Statement. 	Recommendation of the <i>Hampton Bays Corridor Strategic Plan</i> with additional details in the DGEIS	<ul style="list-style-type: none"> ▪ Protection of ecological resources ▪ Protection of hamlet character as semi-rural and green 	<p>Short term (CPF update) and Ongoing (acquisitions)</p> <p>A combination of approaches may be needed including clustering, land acquisition, conservation easements, transfer of development rights, joint acquisition efforts with County, state, & private organizations, land donations, bargain sales, etc.</p>
<i>(59)Community Facilities: Parks & Open Space</i>	<ul style="list-style-type: none"> • Recognize the power and potential of reclamation to create open space in developed parts of the hamlet. 	DGEIS	<ul style="list-style-type: none"> ▪ Ecological resource protection — through restoration 	Long term/ongoing

Table 2				
Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<i>(60)Community Facilities: Parks & Open Space</i>	<ul style="list-style-type: none"> • 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 revenues for open space acquisition, such as CPF funding. 	Recommendation of the <i>Hampton Bays Corridor Strategic Plan</i> augmented in DGEIS.	<ul style="list-style-type: none"> ▪ Protection of ecological resources ▪ Fiscal sustainability 	Immediate
<i>(61)Community Facilities: Parks & Open Space</i>	<ul style="list-style-type: none"> • Pursue the recommendations of the Town’s Recreation Plan to increase the amount of active recreation facilities in the hamlet. 	DGEIS	<ul style="list-style-type: none"> ▪ Quality of life improvements 	Long term/ongoing
<i>(62)Community Facilities: Parks & Open Space</i>	<ul style="list-style-type: none"> • Create a walkway around the Shinnecock Canal, and a bicycle lane across the canal bridge. 	Recommendation of the <i>Hampton Bays Corridor Strategic Plan</i>	<ul style="list-style-type: none"> ▪ Enhance seaside and historic character ▪ Support sustainable transportation options & public recreation, health, and safety 	Long term
<i>(63)Community Facilities: Parks & Open Space</i>	<ul style="list-style-type: none"> • Build an off-road bikeway adjacent to the Long Island Railroad. 	DGEIS	<ul style="list-style-type: none"> ▪ Hamlet vitality ▪ Alternative transportation function supports sustainability 	Long term
<i>(64)Community Facilities: Schools</i>	<ul style="list-style-type: none"> • Offset density bonuses granted through PDD rezonings with preservation of residentially-zoned land elsewhere. 	DGEIS	<ul style="list-style-type: none"> ▪ Fiscal sustainability 	Long term, ongoing

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
(65)Community Facilities: Schools	<ul style="list-style-type: none"> Ensuring that any transferred development rights that are used in the hamlet come from inside rather than outside the Hampton Bays school district to ensure land preservation in the district, fulfill the requirements of the Pine Barrens Plan, provide compensation to affected land owners, and help to maintain density neutrality in Hampton Bays. Using Pine Barrens credits as part of a community benefit for a PDD should be a priority. Bringing in development rights from outside the school district should be avoided. 	FGEIS	<ul style="list-style-type: none"> Prevent inordinate impacts on the school district Keep total development density in check 	Ongoing
(66)Community Facilities: Schools	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Fiscal sustainability 	Long term, ongoing Site plan and design regulations will address local character issues in the Short term
(67)Community Facilities: Schools	<ul style="list-style-type: none"> Promote ratable development to support the school district; the new North Main St. will create new opportunities for commercial growth in the heart of the hamlet. 	DGEIS	<ul style="list-style-type: none"> Fiscal sustainability Quality public education 	Long term, ongoing
(68)Community Facilities: Human Services	<ul style="list-style-type: none"> Respond to demographic shifts in the hamlet with new services for the growing youth population. 	DGEIS	<ul style="list-style-type: none"> Quality of life enhancement 	Mid term; requires involvement of Town Human Service Department and Youth Bureau

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<i>(69)Economic and Fiscal Considerations</i>	<ul style="list-style-type: none"> Offset bonuses for residential density with open space preservation. 	DGEIS	<ul style="list-style-type: none"> Fiscal and environmental sustainability through density control 	Ongoing
<i>(70)Economic and Fiscal Considerations</i>	<ul style="list-style-type: none"> Prioritize the public improvements proposed in the Corridor Strategic Plan in order to begin feasibility and cost assessments, and identify funding sources. 	DGEIS	<ul style="list-style-type: none"> Hamlet revitalization, quality of life improvements 	Short term for creating prioritized action plan; long term implementation improvements
<i>(71)Economic and Fiscal Considerations</i>	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Environmental resource protection from conversion controls Quality of life improvement through potential tax relief from homestead study 	Short term for completion of motel study
<i>(72)Economic and Fiscal Considerations</i>	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Hamlet center revitalization 	Mid term

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<i>(73)Economic and Fiscal Considerations: School Taxes</i>	<ul style="list-style-type: none"> 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 districts. 	DGEIS	<ul style="list-style-type: none"> Fiscal sustainability 	<p>TBD; any solution to address school taxes would require the leadership of the Hampton Bays Union Free School District.</p> <p>Efforts are currently ongoing to consolidate district transportation functions.</p>
<i>(74)Traffic and Transportation</i>	<ul style="list-style-type: none"> Create a North Main Street to provide access into Good Ground Park, opportunities for new hamlet center development 	Recommendation of the <i>Hampton Bays Corridor Strategic Plan</i> and other Town planning efforts	<ul style="list-style-type: none"> Hamlet center enhancement and revitalization Ratable development for the school district and capital infrastructure Enhance downtown walkability Enhanced parking opportunities Improved traffic circulation New employment opportunities for residents 	Short to mid term

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<i>(75)Traffic and Transportation: Vehicular</i>	<ul style="list-style-type: none"> • Create a separate access lane to the commercial uses on the south side of Montauk Highway east of Bittersweet South Ext. 	Recommendation of the <i>Hampton Bays Corridor Strategic Plan</i>	<ul style="list-style-type: none"> ▪ Hamlet revitalization through improved appearance ▪ Improved safety ▪ Enhanced natural and aesthetic environments through increased vegetation and improved drainage ▪ Improve business patronage by improving access, aesthetics, and safety 	Some aspects currently being implemented through site plan review; short-to-mid term implementation of access lane concept
<i>(76)Traffic and Transportation: Vehicular</i>	<ul style="list-style-type: none"> • Remove the recommendation to extend Good Ground Road west and connect with Montauk Highway from the Corridor Plan or indicate in the Plan in writing that the Board chose to have the recommendation removed and why. 	FGEIS	<ul style="list-style-type: none"> ▪ Preserve community character ▪ Improvements to CR 39, other proposed improvements, acquisition of Tiana Commons and other target properties, hotel conversion regulations, alternative modes of transportation, etc. will help to alleviate traffic 	Immediately, prior to adoption of the Plan

Table 2				
Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<i>(77)Traffic and Transportation: Vehicular</i>	<ul style="list-style-type: none"> Construct a roundabout at the eastern gateway to the hamlet where CR80 meets North Shore Road 	Recommendation of the <i>Hampton Bays Corridor Strategic Plan</i>	<ul style="list-style-type: none"> Improved quality of life through eased traffic congestion Opportunity to enhance hamlet character and distinctiveness including public artwork on the roundabout 	Long Term
<i>(78)Traffic and Transportation: Vehicular</i>	<ul style="list-style-type: none"> Install new traffic signals and/or provide other safety improvements, as needed & determined by site and project specific traffic studies & environmental reviews to address impacts of future CPI and Boardy Barn redevelopment 	Recommendation of the <i>Hampton Bays Corridor Strategic Plan</i>	<ul style="list-style-type: none"> Improved quality of life through eased traffic congestion 	Long term, pending need triggered by potential area redevelopment
<i>(79)Traffic and Transportation: Vehicular</i>	<ul style="list-style-type: none"> Reconfigure the western stretch of Montauk Highway, 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 <i>Hampton Bays Corridor Strategic Plan</i>	<ul style="list-style-type: none"> Improved quality of life through eased traffic congestion Sustainability supported through bike & pedestrian facilities Improved traffic safety 	Long term
<i>(80)Traffic and Transportation: Vehicular</i>	<ul style="list-style-type: none"> Ensure ample parking is provided at Good Ground Park & New North Main Street 	GEIS	<ul style="list-style-type: none"> Improved parking and business activity 	Long term
<i>(81)Traffic and Transportation: Alternative Modes</i>	<ul style="list-style-type: none"> Work with Suffolk County Transit to provide direct shuttle service along Montauk Highway. 	Recommendation of the <i>Hampton Bays Corridor Strategic Plan</i>	<ul style="list-style-type: none"> Sustainability, energy conservation 	Short to mid term

Table 2				
Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<i>(82)Traffic and Transportation: Alternative Modes</i>	<ul style="list-style-type: none"> • Work with the LIRR to provide more frequent and locally-oriented service. 	Recommendation of the <i>Hampton Bays Corridor Strategic Plan</i> and the East End Transportation (aka Volpe) Study	<ul style="list-style-type: none"> ▪ Sustainability, energy conservation 	Long Term
<i>(83)Traffic and Transportation: Alternative Modes</i>	<ul style="list-style-type: none"> • Create safe bicycle accommodations through a system of off road paths and on-street bike lanes. Target areas include: <ul style="list-style-type: none"> ○ Canal-side, including Canal Bridge crossing ○ Along Ponquogue Ave to/from train station, library, the beach, and into the Red Creek area ○ Alongside the LIRR 	Recommendations of the <i>Hampton Bays Corridor Strategic Plan</i> and the FGEIS	<ul style="list-style-type: none"> ▪ Sustainability ▪ Safety ▪ Hamlet vitality — i.e. increased recreation opportunities support resort activities. 	Long Term
<i>(84)Traffic and Transportation: Alternative Modes</i>	<ul style="list-style-type: none"> • Provide bike amenities — racks, lockers, air pump, water fountains — in the hamlet center. 	DGEIS	<ul style="list-style-type: none"> ▪ Hamlet revitalization ▪ Sustainability 	Implement as part of park and pocket park development, and through major site plan reviews
<i>(85)Traffic and Transportation: Alternative Modes</i>	<ul style="list-style-type: none"> • Support pedestrian activity by expanding the sidewalk network outside the central business district through the entire corridor. 	Recommendation of the <i>Hampton Bays Corridor Strategic Plan</i>	<ul style="list-style-type: none"> ▪ Sustainability ▪ Public safety, walkable community 	Mid term
<i>(86)Traffic and Transportation: Alternative Modes</i>	<ul style="list-style-type: none"> • Develop a plan to install cross walk markings, signage and pavement extensions where needed. 	Recommendation of the <i>Hampton Bays Corridor Strategic Plan</i> and DGEIS	<ul style="list-style-type: none"> ▪ Public safety, walkable community 	Mid term

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<i>(87)Traffic and Transportation: Alternative Modes</i>	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> ▪ Public safety, walkable community, improve circulation, reduce auto trips 	Long term, ongoing; potential to implement through site plan approval on redevelopment applications; some locations dependent on property acquisition
<i>(88)Traffic and Transportation: Alternative Modes</i>	<ul style="list-style-type: none"> • Create centralized parking in the hamlet center to facilitate “park and walk” activity. <ul style="list-style-type: none"> ○ Coordinated development of the Good Ground Green concept would provide an opportunity. 	DGEIS	<ul style="list-style-type: none"> ▪ Hamlet center revitalization ▪ Sustainability 	Mid to long term
<i>(89)Traffic and Transportation: Alternative Modes</i>	<ul style="list-style-type: none"> • 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 by transit-goers. 	DGEIS	<ul style="list-style-type: none"> ▪ Hamlet center revitalization ▪ Sustainability 	Mid term
<i>(90)Traffic and Transportation: Alternative Modes</i>	<ul style="list-style-type: none"> • Use cross access easements to reduce curb cuts on to Montauk Highway 	Recommendation of the <i>Hampton Bays Corridor Strategic Plan</i>	<ul style="list-style-type: none"> ▪ Traffic efficiency and motorist convenience ▪ Traffic safety ▪ Create a more walkable and accessible Hamlet Center 	Ongoing

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<i>(91)Air Quality and Energy Conservation</i>	<ul style="list-style-type: none"> • Coordinate energy conservation efforts through the Town’s Sustainability Committee. <ul style="list-style-type: none"> ○ Consider a Hampton Bays subcommittee to facilitate hamlet-focused activities. 	DGEIS	<ul style="list-style-type: none"> ▪ Hamlet center revitalization ▪ Sustainability ▪ Protect air quality and conserve energy 	Ongoing
<i>(92)Air Quality and Energy Conservation</i>	<ul style="list-style-type: none"> • Promote Transit Oriented Development in the hamlet center to reduce energy used in transportation. 	DGEIS	<ul style="list-style-type: none"> ▪ Hamlet center revitalization ▪ Sustainability ▪ Energy conservation 	To be achieved through TDRs and other means of shifting density.
<i>(93)Air Quality and Energy Conservation</i>	<ul style="list-style-type: none"> • Promote energy-efficient building and site design, including “daylighting” to reduce indoor lighting demands and shade trees to decrease air conditioning needs. 	DGEIS	<ul style="list-style-type: none"> • Sustainability • Energy conservation 	Ongoing; to be achieved through site plan and design review.
<i>(94)Air Quality and Energy Conservation</i>	<ul style="list-style-type: none"> • Develop a green building/green community ordinance or rating system similar to LEED with possible incentives for participation 	FGEIS	<ul style="list-style-type: none"> • Energy efficiency and conservation • Smart growth and Sustainability 	Mid term, Town currently working on a similar project
<i>(95)Other Strategies</i>	<ul style="list-style-type: none"> • Address Town Code enforcement before and after development. <ul style="list-style-type: none"> ○ Enhance building code enforcement through additional inspectors and community involvement. ○ Promote zoning code enforcement through strict application and the reduction of variances 	DGEIS	<ul style="list-style-type: none"> • Public safety and community quality of life 	Community priority. Ongoing implementation.

Table 2 Plan Recommendations and Environmental Impact Avoidance and Mitigation Strategies				
Category¹	Action	Recommendation/ Mitigation Type	Goals Addressed	Time Frame & Comments
<i>(96)Other Strategies</i>	<ul style="list-style-type: none"> • Future actions that are subject to SEQR review must be individually assessed for environmental impacts and rather than falling under the umbrella of the current environmental review (GEIS) 	DGEIS	<ul style="list-style-type: none"> ▪ Protect the community and its natural resources from possible environmental impacts 	Ongoing

(1) Numbering is for reference only and does not represent the priority of the mitigation strategy

3.0 ALTERNATIVES

3.1 Purpose

New York's SEQR regulations require that EISs include an evaluation of reasonable project alternatives. The purpose of the review of alternatives is to:

- provide a mechanism for a comparative analysis of potential plans and concepts, 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, buildout analyses, and the conditions within the 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.

3.2 Identification and Analysis of Alternatives

This DGEIS provided an assessment of two alternatives. The planning and environmental review processes involved considerable public outreach, including planning charrettes, advisory committee meetings, interviews or special meetings with private land owners, developers, and local community stakeholders such as the Hampton Bays CAC, and a series of public hearings as part of the corridor planning process. The DGEIS public participation process included a scoping session with draft and final scopes, nine DGEIS advisory committee meetings, three public hearings, coordination with several involved and interested agencies, advertisements in the local newspaper and NYSDEC Environmental Notice Bulletin, and an extensive three-month written comment period. The FGEIS process provided an opportunity for the Town to further assess community and agency comments and further develop impact avoidance and mitigation strategies.

The above public participation events, processes, and procedures provided considerable opportunity for vetting, weighing, and balancing numerous diverse ideas and alternatives, modifying plans and concepts as appropriate, and developing alternative impact avoidance and mitigation strategies. Aside from the process described above, two primary alternatives were directly considered in the DGEIS including:

1.) The mandatory “No-action Alternative” which assessed 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 looked at the anticipated effects of build-out under current zoning and conditions as compared to build-out under the proposed rezoning and other concepts recommended in the Strategic Plan and the mitigation strategies included in the GEIS. The zoning modifications are essentially the application of the Town’s Hamlet Office (HO) and Hamlet Commercial (HC) zoning districts, as well as the transition overlay zones to impose location-specific design controls. The *Strategic Plan* and GEIS also identify environmental, open space, land use, cultural, aesthetic, public service/facilities, economic and fiscal, parking, and transportation plans and mitigation strategies.

The primary purpose of the Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout Study GEIS was to improve future conditions in Hampton Bays as it proceeds to a full buildout condition. The assessment of the no-action alternative revealed that implementation of the proposed Hampton Bays Corridor Strategic Plan and the recommendations developed as part of the project GEIS and FGEIS to address cumulative impacts of buildout would have a vast improvement over no action buildout.

2.) The second alternative was the “Modified Plan Alternative” consistent with the July 2008 Final Scoping Document. The Modified Plan Alternative examined 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 payments 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, compensating land owners in the Central Core Preservation Area, and protecting natural resources to the maximum extent practicable while balancing social and economic considerations. Specific components of the Modified Plan Alternative are as follows:

- 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 are 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.

This planning concept is a valid one and has its benefits; however, property owners still have the right under the Code to submit applications for PDDs at any location and one has since been submitted for the Canoe Place Inn properties. It is the responsibility of the Town Board to assess proposed plans for PDDs including potential impacts and community benefits to determine if a project will have an overall benefit to the community. A site and project specific environmental assessment is required. The flexibility provided by PDDs and the ability of the Town to negotiate terms and conditions, can require that plans be revised, and that certain agreements or conditions of approval are implemented or the PDD can be denied. The negotiations, terms, conditions, and requirements of a PDD may include such things as open space preservation, payments in lieu of development rights, and the improvements, land dedications, coordinated development, themes, and site layouts, special design criteria, certain amenities and improvements where there is a nexus between the development, its impacts, and the need for such improvements, historic preservation, deviations from permitted development

densities and land uses, and others, as applicable. Public participation and planning and environmental review processes and input from the developer's representatives can help to ensure a project that is suitable to both developer and the community. The PDD process can conceivably provide any and all of the benefits of a RWB with an overlay district.

In regard to the Tiana Commons PDD, the application is now null and void as the Town has acquired the property for open space purposes. The acquisition of the property and removal of the PDD from consideration significantly alters the Modified Plan Alternative concept.

- No additional density would be permitted on any PDD unless a suitable number of development rights or Pine Barrens credits are obtained from the Central Pine Barrens Core Preservation Area or designated Pine Barrens Critical Natural Area, appropriate payment 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, and/or a significant community benefit that justifies the additional density is provided.

The DGEIS incorporates this concept from the Modified Plan Alternative into the original/proposed Plan by stating that a suitable number of development rights or Pine Barrens credits must be acquired from the Central Pine Barrens Core Preservation Area or designated Pine Barrens Critical Natural Area, appropriate payments 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. The DGEIS indicates that transfers of PBCs or payments in lieu of PBCs are a top priority when it comes to PDDs.

- Land within the Central Pine Barrens Core Preservation Area that is 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 DGEIS incorporated the above concept into the identified list of impact mitigation strategies for the proposed Corridor Plan and buildout in the Hamlet.

- 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 DGEIS also incorporates the above described concept into the identified list of impact mitigation strategies for the subject action.

4.0 SOCIAL, ECONOMIC AND OTHER ESSENTIAL CONSIDERATIONS

The planning and GEIS processes also consider social and economic factors in order to weigh and balance identified impact avoidance strategies. Considerations include but are not limited to:

- Consideration of private property development rights;
- Consideration of potential issues such as spot zoning or takings;
- matters of equity (such as not placing the entire burden of mitigation on future developments that are currently subject to more stringent regulations when compared with existing development; not placing so severe restrictions that it would prevent people of different economic levels from living in the community; not putting the entire burden of mitigation on businesses or existing homeowners);

- approaches to environmental protection that are balanced with the need for ratable development, a healthy business community and economic growth, employment and housing opportunities for residents, and necessary services and capital improvements; and
- the general and relative anticipated costs of mitigations (e.g., the practicality of acquiring all remaining vacant land in the Hamlet to protect the environment being prohibitively expensive, etc.).

5.0 CONCLUSIONS

Based on the above, and consistent with social, economic and other essential considerations, from among the reasonable alternatives, the proposed action, with its attendant impact mitigations and avoidance strategies identified in the EIS, the project is one that:

- a. minimizes or avoids adverse environmental effects to the maximum extent practicable, and
- b. incorporates those mitigation measures identified as practicable during the SEQR process.

The proposed Corridor Plan with attendant impact avoidance and mitigation strategies provides a course of action that offers numerous benefits over the No-Action Alternative and incorporates the beneficial concepts of the Modified Plan Alternative into the proposed Plan. The Corridor Plan combined with the impact avoidance and mitigation strategies identified in the Findings Statement will guide the Hamlet to buildout in a way that is smart, sustainable, and well considered; while minimizing adverse environmental impacts to the maximum extent practicable after due consideration of applicable social, economic, and other essential factors. The process and procedures followed during the preparation of the GEIS are consistent with the requirements of 6 NYCRR Part 617 (SEQR). The subject action is one that is approvable under SEQR and a declaration of “Positive Findings” (no significant impact) is recommended.

State Environmental Quality Review

FINDINGS STATEMENT SIGNATURE SHEET

Certification to Approve/Undertake

Having considered the Draft and Final Environmental Impact Statements for the Hampton Bays Corridor Strategic Plan and Cumulative Impact of Build-Out Study and having considered the preceding written facts and conclusions relied upon to meet the requirements of 6 NYCRR Part 617.11, this Statement of Findings certifies that:

1. The requirements of 6 NYCRR Part 617 have been met.
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.

Lead Agency: Southampton Town Board, Southampton, New York

Signature of Responsible Official

Name of Responsible Official

Title of Responsible Official

Date

Town of Southampton

Town Board

116 Hampton Road
Southampton, NY 11968

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

Part V: RESOURCES & ATTACHMENTS

4. CPF Priority Acquisition Targets in Hampton Bays

	TAX_MAP	Parcel ID	Community Preservation Priority Categories	Property Class	Current Land Use	Parcel Size (SF)
1	473689 172.000-0001-048.006	30807	Central Pine Barrens - Core Preservation Area	970	Recreation and Open Space	1,206,612.00
2	473689 172.000-0001-048.007	30808	Central Pine Barrens - Core Preservation Area	323	Vacant	91,476.00
3	473689 172.000-0001-051.002	30813	Central Pine Barrens - Core Preservation Area	970	Recreation and Open Space	2,230,272.00
4	473689 204.000-0001-002.001	33034	Central Pine Barrens - Core Preservation Area	314	Vacant	405,108.00
5	473689 204.000-0001-003.000	33035	Central Pine Barrens - Core Preservation Area	322	Vacant	2,243,340.00
6	473689 204.000-0001-004.000	33036	Central Pine Barrens - Core Preservation Area	323	Vacant	783,644.40
7	473689 204.000-0001-009.000	33038	Central Pine Barrens - Core Preservation Area	311	Vacant	191,664.00
8	473689 204.001-0001-001.001	33040	Central Pine Barrens - Core Preservation Area	323	Vacant	
9	473689 204.001-0001-001.002	33041	Central Pine Barrens - Core Preservation Area	322	Vacant	470,012.40
10	473689 204.001-0001-001.003	33042	Central Pine Barrens - Core Preservation Area	692	Transportation	0.00
11	473689 204.001-0001-002.001	33043	Central Pine Barrens - Core Preservation Area	323	Vacant	460,864.80
12	473689 204.001-0001-002.002	33044	Central Pine Barrens - Core Preservation Area	323	Vacant	
13	473689 204.001-0001-002.003	33045	Central Pine Barrens - Core Preservation Area	692	Transportation	0.00
14	473689 204.001-0001-002.004	33046	Central Pine Barrens - Core Preservation Area	692	Transportation	0.00
15	473689 204.001-0001-003.001	33047	Central Pine Barrens - Core Preservation Area	323	Vacant	411,642.00
16	473689 204.001-0001-003.002	33048	Central Pine Barrens - Core Preservation Area	692	Transportation	0.00
17	473689 204.001-0001-003.003	33049	Central Pine Barrens - Core Preservation Area	692	Transportation	0.00
18	473689 204.001-0001-004.001	33050	Central Pine Barrens - Core Preservation Area	323	Vacant	458,686.80
19	473689 204.001-0001-004.002	33051	Central Pine Barrens - Core Preservation Area	692	Transportation	43,560.00
20	473689 204.001-0001-005.000	33052	Central Pine Barrens - Core Preservation Area	323	Vacant	5,227.20
21	473689 204.001-0001-006.000	33053	Central Pine Barrens - Core Preservation Area	311	Vacant	435.60

	TAX_MAP	Parcel ID	Community Preservation Priority Categories	Property Class	Current Land Use	Parcel Size (SF)
22	473689 204.001-0002-001.000	33054	Central Pine Barrens - Core Preservation Area	323	Vacant	461,736.00
23	473689 204.001-0002-002.000	33055	Central Pine Barrens - Core Preservation Area	323	Vacant	500,940.00
24	473689 204.001-0002-003.000	33056	Central Pine Barrens - Core Preservation Area	323	Vacant	487,000.80
25	473689 204.001-0002-004.000	33057	Central Pine Barrens - Core Preservation Area	323	Vacant	372,438.00
26	473689 221.000-0002-001.000	35156	Central Pine Barrens - Core Preservation Area	962	Recreation and Open Space	1,738,044.00
27	473689 221.000-0002-002.000	35157	Central Pine Barrens - Core Preservation Area	962	Recreation and Open Space	5,662.80
28	473689 204.000-0001-001.005	67719	Central Pine Barrens - Core Preservation Area	322	Vacant	1,960,200.00
29	473689 204.000-0001-001.006	67720	Central Pine Barrens - Core Preservation Area	322	Vacant	1,986,336.00
30	473689 205.000-0001-003.000	33060	Central Pine Barrens - Critical Resource Area	323	Vacant	18,730.80
31	473689 173.000-0001-001.001	73443	Central Pine Barrens - Critical Resource Area	692	Transportation	56,628.00
32	473689 173.000-0001-001.002	73444	Central Pine Barrens - Critical Resource Area	323	Vacant	87,120.00
33	473689 173.000-0001-001.003	73445	Central Pine Barrens - Critical Resource Area	323	Vacant	1,585,584.00
34	473689 205.000-0001-001.001	73446	Central Pine Barrens - Critical Resource Area	692	Transportation	78,408.00
35	473689 205.000-0001-001.002	73447	Central Pine Barrens - Critical Resource Area	323	Vacant	174,240.00
36	473689 205.000-0001-001.003	73448	Central Pine Barrens - Critical Resource Area	323	Vacant	1,406,988.00
37	473689 125.000-0002-012.002	26151	Open Space/Greenbelt Area	311W	Vacant	46,609.20
38	473689 126.000-0001-003.000	26157	Open Space/Greenbelt Area	971	Recreation and Open Space	3,049.20
39	473689 126.000-0001-004.000	26158	Open Space/Greenbelt Area	971	Recreation and Open Space	1,742.40
40	473689 126.000-0001-005.000	26159	Open Space/Greenbelt Area	971	Recreation and Open Space	1,306.80
41	473689 126.000-0001-006.000	26160	Open Space/Greenbelt Area	312W	High Density Residential	1,742.40
42	473689 126.000-0001-007.000	26161	Open Space/Greenbelt Area	312W	High Density Residential	3,920.40
43	473689 126.000-0001-013.000	26169	Open Space/Greenbelt Area	970W	Recreation and Open Space	578,912.40
44	473689 126.000-0003-001.000	26173	Open Space/Greenbelt Area	971	Recreation and Open Space	43,560.00
45	473689 151.000-0001-004.000	29190	Open Space/Greenbelt Area	311	Vacant	43,560.00
46	473689 151.000-0001-006.000	29192	Open Space/Greenbelt Area	210W	Low Density Residential	557,568.00
47	473689 152.000-0001-002.001	29395	Open Space/Greenbelt Area	311W	Vacant	29,185.20
48	473689 172.000-0001-053.000	30814	Open Space/Greenbelt Area	314	Vacant	55,756.80
49	473689 172.001-0001-001.000	30821	Open Space/Greenbelt Area	311	Vacant	48,351.60
50	473689 172.001-0001-004.000	30824	Open Space/Greenbelt Area	311	Vacant	44,866.80
51	473689 172.001-0001-017.000	30837	Open Space/Greenbelt Area	311	Vacant	44,866.80
52	473689 172.001-0001-019.000	30839	Open Space/Greenbelt Area	311	Vacant	40,510.80
53	473689 172.001-0001-021.001	30841	Open Space/Greenbelt Area	311	Vacant	40,075.20

	TAX_MAP	Parcel ID	Community Preservation Priority Categories	Property Class	Current Land Use	Parcel Size (SF)
54	473689 172.001-0001-021.002	30842	Open Space/Greenbelt Area	311	Vacant	43,995.60
55	473689 172.001-0001-022.000	30843	Open Space/Greenbelt Area	314W	Vacant	10,890.00
56	473689 172.001-0001-024.000	30845	Open Space/Greenbelt Area	971	Recreation and Open Space	3,484.80
57	473689 172.001-0001-025.000	30846	Open Space/Greenbelt Area	971	Recreation and Open Space	5,227.20
58	473689 174.000-0001-038.000	30950	Open Space/Greenbelt Area	311	Vacant	30,492.00
1	473689 175.000-0001-016.000	30974	Open Space/Greenbelt Area	311W	Vacant	7,840.80
2	473689 175.000-0001-029.000	30983	Open Space/Greenbelt Area	311	Vacant	11,761.20
3	473689 175.000-0001-041.005	30995	Open Space/Greenbelt Area	311	Vacant	117,612.00
4	473689 208.000-0001-002.000	33534	Open Space/Greenbelt Area	417	Commercial	82,764.00
5	473689 208.000-0001-004.001	33535	Open Space/Greenbelt Area	311	Vacant	125,017.20
6	473689 208.000-0001-005.000	33536	Open Space/Greenbelt Area	311	Vacant	9,583.20
7	473689 208.000-0001-007.000	33538	Open Space/Greenbelt Area	311	Vacant	47,916.00
8	473689 208.000-0001-010.000	33541	Open Space/Greenbelt Area	311	Vacant	6,098.40
9	473689 208.000-0001-013.000	33544	Open Space/Greenbelt Area	311	Vacant	4,791.60
10	473689 208.000-0001-017.000	33548	Open Space/Greenbelt Area	311	Vacant	39,639.60
11	473689 208.000-0001-019.000	33550	Open Space/Greenbelt Area	311	Vacant	35,283.60
12	473689 208.000-0001-030.000	33562	Open Space/Greenbelt Area	311	Vacant	66,646.80
13	473689 208.000-0001-031.000	33563	Open Space/Greenbelt Area	311	Vacant	21,780.00
14	473689 208.000-0002-002.004	33568	Open Space/Greenbelt Area	311	Vacant	45,302.40
15	473689 208.000-0002-002.006	33569	Open Space/Greenbelt Area	311	Vacant	178,596.00
16	473689 208.000-0002-004.000	33574	Open Space/Greenbelt Area	311	Vacant	33,541.20
17	473689 208.000-0002-018.001	33587	Open Space/Greenbelt Area	311	Vacant	117,612.00
18	473689 209.000-0001-001.001	33588	Open Space/Greenbelt Area	312	Medium Density Residential	26,136.00
19	473689 209.000-0002-008.000	33666	Open Space/Greenbelt Area	311	Vacant	33,105.60
20	473689 209.000-0002-010.001	33668	Open Space/Greenbelt Area	311	Vacant	41,382.00
21	473689 209.000-0002-010.002	33669	Open Space/Greenbelt Area	311	Vacant	871.20
22	473689 209.000-0002-013.006	33687	Open Space/Greenbelt Area	311	Vacant	52,272.00
23	473689 230.000-0002-008.001	35873	Open Space/Greenbelt Area	311	Vacant	15,246.00
24	473689 231.000-0001-004.000	35933	Open Space/Greenbelt Area	311	Vacant	47,044.80
25	473689 231.000-0001-007.000	35936	Open Space/Greenbelt Area	311	Vacant	21,780.00
26	473689 231.000-0002-006.000	35977	Open Space/Greenbelt Area	311	Vacant	300,999.60
27	473689 231.000-0002-015.003	35985	Open Space/Greenbelt Area	210	Low Density Residential	578,476.80

	TAX_MAP	Parcel ID	Community Preservation Priority Categories	Property Class	Current Land Use	Parcel Size (SF)
28	473689 231.000-0002-026.000	35994	Open Space/Greenbelt Area	311	Vacant	13,503.60
29	473689 386.000-0001-011.000	51637	Open Space/Greenbelt Area	311W	Vacant	56,628.00
30	473689 386.000-0001-014.001	51639	Open Space/Greenbelt Area	311W	Vacant	11,325.60
31	473689 386.000-0001-016.000	51641	Open Space/Greenbelt Area	311W	Vacant	7,840.80
32	473689 386.000-0001-022.000	51647	Open Space/Greenbelt Area	311W	Vacant	10,454.40
33	473689 386.000-0001-026.000	51651	Open Space/Greenbelt Area	424W	Commercial	18,295.20
34	473689 125.000-0002-015.000	66567	Open Space/Greenbelt Area	311W	Vacant	3,920.40
35	473689 231.000-0001-011.000	68978	Open Space/Greenbelt Area	311	Vacant	18,730.80
36	473689 208.000-0002-014.001	70698	Open Space/Greenbelt Area	311	Vacant	49,222.80
37	473689 208.000-0002-014.002	70699	Open Space/Greenbelt Area	311	Vacant	51,836.40
38	473689 151.000-0001-010.004	70783	Open Space/Greenbelt Area	311	Vacant	51,836.40
39	473689 231.000-0002-005.001	70961	Open Space/Greenbelt Area	210	Low Density Residential	92,782.80
40	473689 231.000-0002-005.002	70962	Open Space/Greenbelt Area	311	Vacant	60,112.80
41	473689 209.000-0002-013.007	72165	Open Space/Greenbelt Area	311	Vacant	44,866.80
42	473689 209.000-0002-013.011	72169	Open Space/Greenbelt Area	311	Vacant	62,726.40
43	473689 230.000-0002-020.001	72660	Open Space/Greenbelt Area	210	Low Density Residential	150,717.60
44	473689 175.000-0001-037.001	76548	Open Space/Greenbelt Area	210W	Low Density Residential	98,445.60
45	473689 175.000-0001-037.002	76549	Open Space/Greenbelt Area	210W	Low Density Residential	213,879.60
46	473689 386.000-0002-020.001	76592	Open Space/Greenbelt Area	311	Vacant	21,344.40
47	473689 175.000-0001-041.005	30995	Trail	311	Vacant	117,612.00
48	473689 186.000-0002-038.000	31752	Trail	693W	Institutional	1,785,960.00
49	473689 187.000-0002-078.000	31979	Trail	693	Institutional	1,589,940.00
50	473689 188.000-0001-026.000	32075	Trail	311	Vacant	343,252.80
51	473689 208.000-0002-018.001	33587	Trail	311	Vacant	117,612.00
52	473689 231.000-0002-015.003	35985	Trail	210	Low Density Residential	578,476.80
53	473689 231.000-0002-005.002	70962	Trail	311	Vacant	60,112.80
54	473689 209.000-0002-013.007	72165	Trail	311	Vacant	44,866.80
55	473689 230.000-0002-020.001	72660	Trail	210	Low Density Residential	150,717.60
56	473689 205.000-0003-001.000	33220	Village/Hamlet Green/Parks & Recreation	323	Vacant	18,730.80
57	473689 205.000-0003-050.000	33279	Village/Hamlet Green/Parks & Recreation	323	Vacant	17,424.00
58	473689 221.000-0003-012.001	35178	Village/Hamlet Green/Parks & Recreation	330	Vacant	683,892.00
59	473689 223.000-0001-014.000	35293	Village/Hamlet Green/Parks & Recreation	330	Vacant	10,890.00

	TAX_MAP	Parcel ID	Community Preservation Priority Categories	Property Class	Current Land Use	Parcel Size (SF)
60	473689 223.000-0001-015.000	35294	Village/Hamlet Green/Parks & Recreation	330	Vacant	30,056.40
61	473689 223.000-0002-013.000	35315	Village/Hamlet Green/Parks & Recreation	311	Vacant	4,356.00
62	473689 227.000-0001-001.000	35611	Village/Hamlet Green/Parks & Recreation	311	Vacant	23,522.40
63	473689 227.000-0001-009.000	35653	Village/Hamlet Green/Parks & Recreation	311	Vacant	33,105.60
64	473689 253.000-0001-022.000	37464	Village/Hamlet Green/Parks & Recreation	330	Vacant	140,263.20
65	473689 253.000-0001-023.000	37465	Village/Hamlet Green/Parks & Recreation	330	Vacant	218,671.20
66	473689 256.000-0001-014.000	37786	Village/Hamlet Green/Parks & Recreation	311	Vacant	235,224.00
67	473689 263.000-0002-011.000	38739	Village/Hamlet Green/Parks & Recreation	311	Vacant	270,072.00
68	473689 263.000-0002-012.000	38740	Village/Hamlet Green/Parks & Recreation	311	Vacant	69,696.00
69	473689 263.000-0002-022.000	38746	Village/Hamlet Green/Parks & Recreation	311	Vacant	18,295.20
70	473689 263.000-0003-025.000	38767	Village/Hamlet Green/Parks & Recreation	311	Vacant	35,283.60
71	473689 263.000-0004-005.000	38788	Village/Hamlet Green/Parks & Recreation	872	Utilities	19,602.00
72	473689 224.000-0002-035.003	70331	Village/Hamlet Green/Parks & Recreation	311	Vacant	43,560.00
73	473689 205.000-0002-097.008	72955	Village/Hamlet Green/Parks & Recreation	311	Vacant	47,044.80
74	473689 205.000-0002-097.012	72959	Village/Hamlet Green/Parks & Recreation	970	Recreation and Open Space	213,008.40
75	473689 205.000-0002-097.013	72960	Village/Hamlet Green/Parks & Recreation	970	Recreation and Open Space	7,405.20
76	473689 222.000-0001-019.002	75002	Village/Hamlet Green/Parks & Recreation	970W	Recreation and Open Space	78,408.00
77	473689 152.000-0001-023.006	29420	Wetland	311	Vacant	87,120.00
78	473689 230.000-0003-007.000	35911	Wetland	311W	Vacant	28,749.60
79	473689 255.000-0001-002.002	37724	Wetland	330	Vacant	52,707.60
80	473689 255.000-0001-031.000	37751	Wetland	311W	Vacant	21,344.40
81	473689 255.000-0001-032.003	37752	Wetland	260W	Low Density Residential	108,900.00
82	473689 255.000-0001-032.004	37753	Wetland	311W	Vacant	65,340.00
83	473689 256.000-0001-041.000	37821	Wetland	311W	Vacant	46,173.60
84	473689 256.000-0001-043.001	37822	Wetland	311W	Vacant	113,256.00
85	473689 257.000-0003-006.000	37890	Wetland	331	Commercial	78,408.00
86	473689 258.000-0001-012.002	37904	Wetland	311W	Vacant	47,044.80
87	473689 259.000-0002-043.029	38168	Wetland	971W	Recreation and Open Space	16,988.40
88	473689 269.000-0003-004.000	39847	Wetland	311W	Vacant	44,431.20
89	473689 293.000-0004-011.000	41926	Wetland	311W	Vacant	3,484.80
90	473689 320.000-0001-010.000	44610	Wetland	311W	Vacant	47,916.00
91	473689 320.000-0001-021.003	44620	Wetland	312W	Low Density Residential	60,984.00

Hampton Bays Corridor Strategic Plan and Cumulative Impact of Build-Out Study
SEQR Findings Statement
September 2013

Hampton Bays DGEIS

Part V.4 Attachments: CPF PROPERTIES AND PRIORITY ACQUISITION TARGETS IN HAMPTON BAYS

II.5-6
November 2010

	TAX_MAP	Parcel ID	Community Preservation Priority Categories	Property Class	Current Land Use	Parcel Size (SF)
92	473689 321.000-0005-001.000	44750	Wetland	312W	High Density Residential	6,098.40
93	473689 321.000-0005-002.000	44751	Wetland	312W	Medium Density Residential	21,344.40
94	473689 322.000-0002-003.000	44777	Wetland	312W	Medium Density Residential	20,908.80
95	473689 322.000-0004-001.009	44842	Wetland	312W	Medium Density Residential	40,075.20
96	473689 322.000-0004-004.000	44854	Wetland	311W	Vacant	14,374.80
97	473689 324.000-0002-030.000	45067	Wetland	311W	Vacant	19,166.40
98	473689 324.000-0003-006.000	45078	Wetland	311W	Vacant	82,764.00
99	473689 344.000-0001-045.003	46399	Wetland	312W	Medium Density Residential	39,639.60
100	473689 345.000-0002-007.001	46459	Wetland	311W	Vacant	27,442.80
101	473689 345.000-0003-013.000	46494	Wetland	311	Vacant	52,272.00
102	473689 346.000-0001-001.000	46503	Wetland	311W	Vacant	390,733.20
103	473689 346.000-0002-030.000	46565	Wetland	971W	Recreation and Open Space	26,136.00
104	473689 346.000-0002-035.000	46567	Wetland	311W	Vacant	21,344.40
105	473689 347.000-0001-020.002	46590	Wetland	312W	Low Density Residential	44,431.20
106	473689 347.000-0001-024.000	46594	Wetland	311W	Vacant	34,412.40
107	473689 374.000-0001-012.003	50225	Wetland	311W	Vacant	95,832.00
108	473689 152.000-0001-029.001	71399	Wetland	260W	Low Density Residential	157,687.20
109	473689 152.000-0001-029.002	71400	Wetland	312W	Low Density Residential	150,282.00