

### Infrastructure Constraints

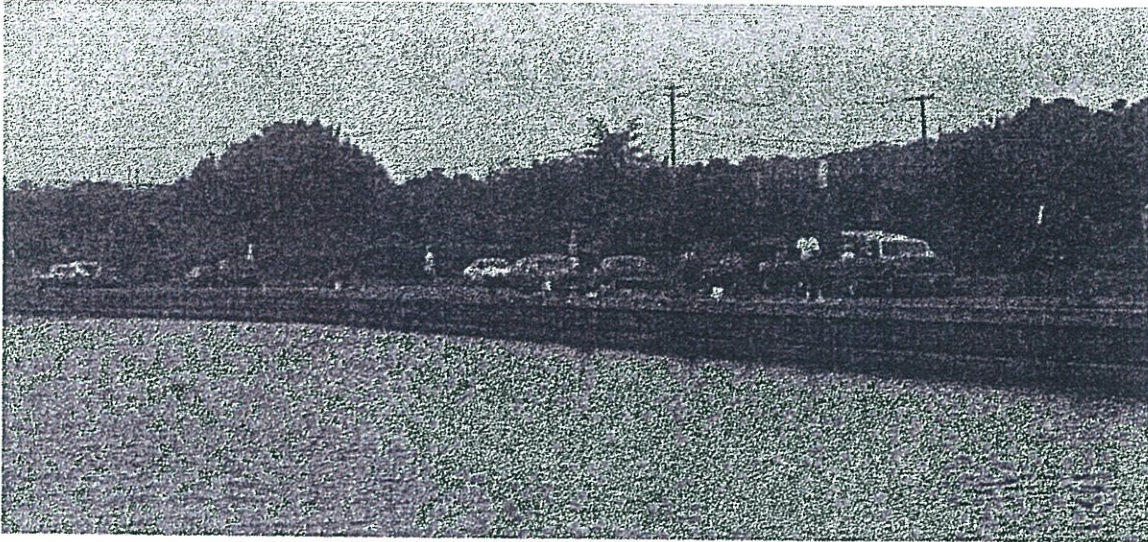
Vehicular access and circulation infrastructure is adequate to service the majority of the existing land development pattern. Motor vehicle traffic circulation can be enhanced on either shore of the canal, south of Montauk Highway (SR 27A), in the future as elements of the Maritime PDD are implemented. The area on the west side of the canal (sites 96 & 101 on Figure 2) share a common drive and provides for an opportunity to improve circulation in the future. On the East side of the canal (sites 91, 92, 94, 97, 98, & 102 - 108 as indicated on Figure 2) are in an area of poor access to Montauk Highway and also provide an opportunity for improvement in the future as the PDD is implemented.

Exposure to a more traveled motor vehicle route would enhance the development potential of site no. 32 on the west side of the canal. Implementation of the Maritime PDD and the extension and incorporation of the walking promenade (see Final Recommended Plan) may alleviate the need for an extreme access improvement scenario affecting Newtown Road.

Parking is a limiting factor in the improvement of parcel-specific sites. At the present time and under the present land use pattern, only under extreme circumstances is there a deficiency in available public parking throughout the canal area. Since the primary goal of the Public Access Sites and Maritime Development District Study is to maintain a scale of development that is compatible with the surrounding community, no net on-street parking increase is proposed. Future off-street, parcel-specific parking areas are targeted for areas throughout the study area and will primarily be part of the Theme development. These areas are shown on the Final Recommended Plan and discussed in the traffic analysis report in the appendix. Traffic control, in terms of traffic calming and increasing the ability for left turn movements from Canoe Place Road and North Shore Road (C.R. 39, AKA. North Highway) are also examined in the traffic report in the appendix.

### Environmental Constraints

A significant amount of shoreline along the Shinnecock Canal is "improved" with bulkheads and other shore stabilizing structures. As a result few development or public access projects would fall under the jurisdiction of the Federal, State and Town wetland regulations and regulatory review. Two sites in the Canal proper, sites 17 & 87, have undeveloped shorelines and would require tidal wetland regulatory review and approval prior to development on site. Both of these sites are currently privately owned. Site 17 functions as a marina, while site 87 is a mixed-use site with existing restaurants and some retail uses. The western shoreline of the Shinnecock Bay, south of the defined canal yet within the Study area is also dispersed with bulkheading and natural shoreline. Many of the properties within this area would be subject to regulatory jurisdiction under tidal wetland regulations should development of public access projects be undertaken.



*Bulkhead along Canal Road West. Note the fishing activity.*

Another of the environmental constraints which may play a factor in public access improvements focuses on the ability to adequately handle, **treat and discharge waste water from proposed land use projects**. Properties along the canal, particularly the southern end of the study area, are subjected to a **high groundwater table**. The high groundwater limits the ability of typical waste water treatment systems to function properly and also limits design options for treatment systems. Typical response to high groundwater table limitations has been the import and placement of fill to raise the effective bottom of the treatment system above the groundwater table. This practice may however, be in conflict with coastal management practices or flood mitigation practices. Furthermore, certain land use proposals may have densities in excess of what the site may be able to accommodate in terms of waste water flow pursuant to Suffolk County Department of Health Services standards.

Within the framework of the Planned Development District, transferring wastewater credits from undeveloped lands upland of the canal, sharing flow capacity design and treatment between sites, and other options may be possible (see Action Plan, Section V)

### Zoning

Within the study area, several zoning classifications are found (see Figure 6.). These are listed below followed by the subsection of the Code of Town of Southampton under which they are described:

- Resort and Waterfront Business (RWB) - §330-31 D., 33 & 34
- Motel Business (MTL) - §330-140
- Highway Business (HB) - §330-33
- Open Space Conservation (OSC) §330-27, 28, 29.
- Residential - minimum lot size 15,000 SF. (R-15) §330-10 & 11
- Residential - minimum lot size 20,000 SF. (R-20) §330-10 & 11
- Residential - minimum lot size 60,000 SF. (R-60) §330-10 & 11

Permitted and Special Exception uses within these districts are listed in the table of uses §330-10 & §330-33 (see Appendix). The RWB zoning district is by far the largest district in the area. The RWB zone permits a variety of uses which include both water dependent or water related recreational uses. The key constraint to the RWB zone is the limitation on the number of uses per acre, outlined in §330-31 D. where only one use per 40,000 square feet of lot area is permitted. Moreover, the maximum lot coverage by main and accessory buildings is 20 percent. Most of the larger lots, particularly on the west side of the canal are in excess of 40,000 and would permit more than one use. However, the coverage restriction or parking requirements may be the limiting factor on the larger lots.

Some flexibility exists with a special exception use in the RWB zone entitled Waterfront Business Complex (WBC - §330-162.5). The Waterfront Business Complex requires a minimum of 120,000 square feet of lot area. The types of uses are now at the discretion of the Planning Board and are not limited to those identified by the Code of the Town of Southampton as permitted or special exception within the RWB zoning district. Moreover, the number of uses may be increased beyond the limitation of the RWB zone by the Planning Board to a limit of one use per twenty five thousand (25,000) square feet of lot area.

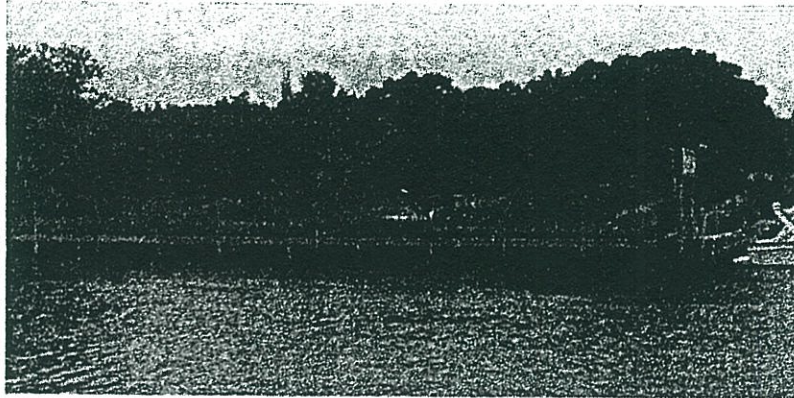
The Motel Business zone (MTL), the second largest zoning designation in the area, permits single family detached dwellings as well as, by special permit, two-family detached dwellings and the conversion of existing attached unit buildings into residential condominiums or residential cooperatives. The zone also provides for an array of "residential community facilities" (see §330-33). In addition, the Motel Business Zone permits agricultural uses, restaurants, bars, taverns, nightclubs (by special permit) and outdoor or indoor recreation facilities. Hotels and motels are permitted by special exception wherein 11,000 square feet of lot area is required for each guest unit (§330-141).

The Open Space Conservation zone (OSC), the Highway Business zone (HB) and the residential zoning designations comprise the balance of the study area. The OSC zone includes the County Park in the north-east corner of the study area, while the Highway Business zone and residential zones are located along the landward edge of the study area (see Figure 6.).

#### **B) SAC Identification of Property in Canal:**

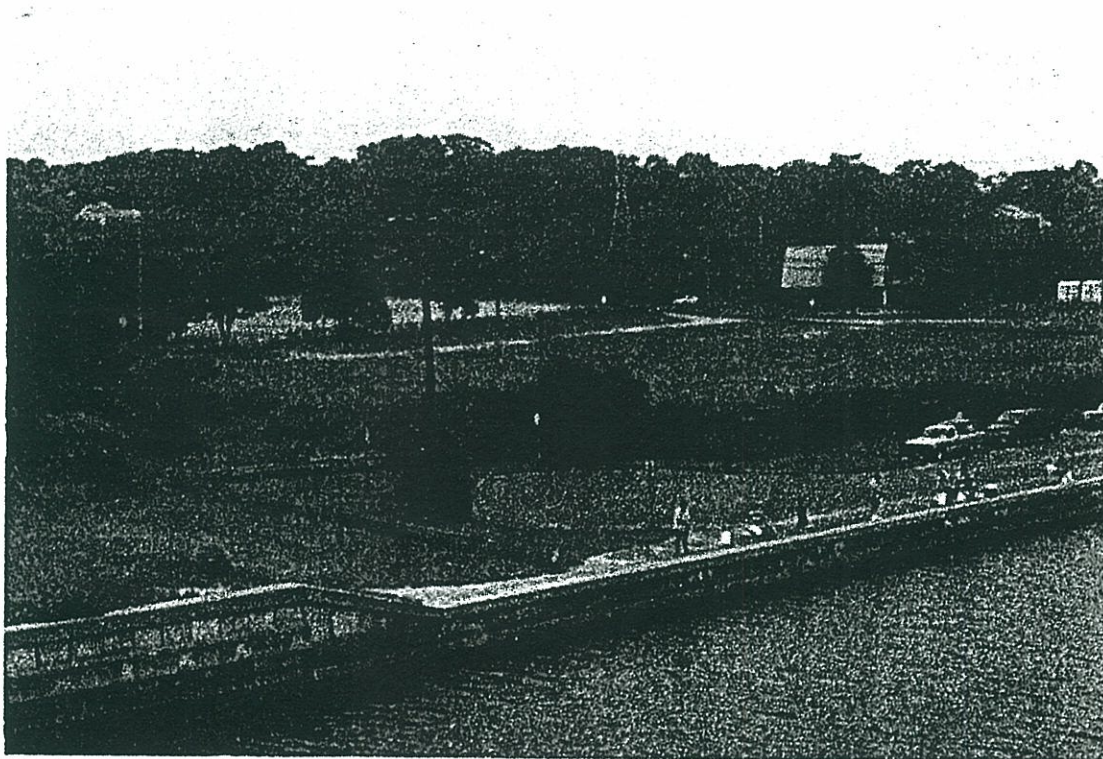
Given the preceding analysis of the zoning around the Shinnecock Canal, the Recreation Waterfront Business and Motel Business zones provide for many water dependent, water related and water enhanced uses. Several parcels in the study area remain undeveloped or underutilized. With the exception of the County Park (study reference number 7) all undeveloped and underutilized parcels are in private ownership. The following is a listing of undeveloped and underutilized parcels by study reference number (see Figure 2).

- Undeveloped:  
Study parcel reference numbers 2-5, 32, 54, 40, 47, 48, 104, 120, 125, 126, 131, 142, 146 158



*Site number 32 (see Figure 2)*

- Underutilized:  
Study parcel reference numbers 7, 21, 84, 85, 86, 91,



*Bulkhead along Canal Road West. (C.R. 62). Note fishing activity along bulkhead. Site 86 in the background along Newtown Road (see Figure 2).*

Many of these parcels are small and fall short of the minimum lot size of the RWB zone or the WBC criteria. Several parcels however, are larger than the minimum lot size requirements and may lead the reader to presume that other limiting factors are at work which have prevented development of these sites to date. As mentioned earlier in this report, these factors may include high groundwater and the resulting problems associated with providing adequate treatment of waste water, limitation on building coverage or poor access. Financial considerations are also reasonable limitations to site development.

Whatever the circumstance, the above listed parcels provide opportunities to address the limiting factors and expand the availability of public access and utilization of the canal area. Approximately seven (7) acres of land is undeveloped with potential for increased public access. About another 5.8 acres are under-utilized, which may also provide the opportunity to increase public access.

### III. ALTERNATIVE LAND USE DEVELOPMENT CONCEPTS

#### (Site Development Concept Plans)

This section examines three alternative land use development concepts. The concepts are based on the possible intensities of development which might occur without any consideration to limitations of the environment, physical conditions, or economics. They are presented to explore the universe of possibilities voiced at the January 11, 1996 public meeting. It should be noted, however, that there was considerable sentiment at the meeting to avoid a "Coney Island" style plan. A "Coney Island" style plan is interpreted to mean a developed boardwalk atmosphere with store fronts abutting the boardwalk, little open space and intense commercialization.

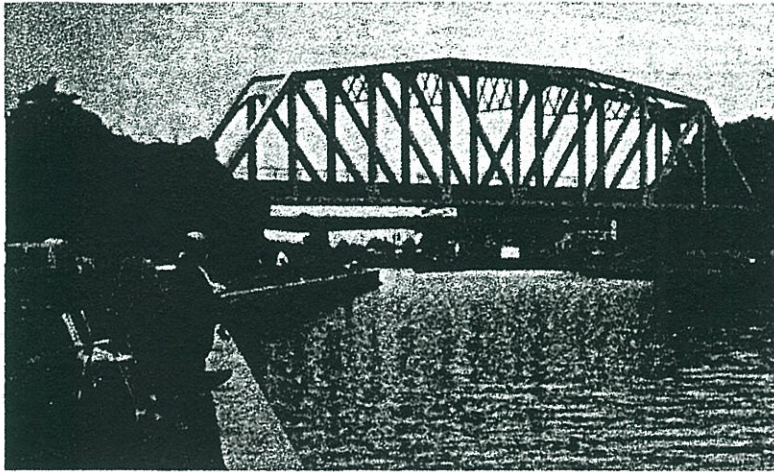
The Minimum Build Alternative and the Final Recommended Plan represent one of the principal goals of the study. That is to say, to maintain a scale of development that is compatible with the surrounding community. The Final Recommended Plan is envisioned principally as a resource to the surrounding communities and to the Hamlet of Hampton Bays.

The sidewalks, promenades, and public space are designed to accommodate the local fisherman, pedestrian and boater. The transportation improvements are also designed to allow easy access to the main road network. Most important however, is the scale of the recommended development plan. Incorporated with design and performance standards elaborated upon herein, the resultant waterfront area will be compatible with the surrounding community and amplify the unique sense of place of the Shinnecock Canal waterfront area.

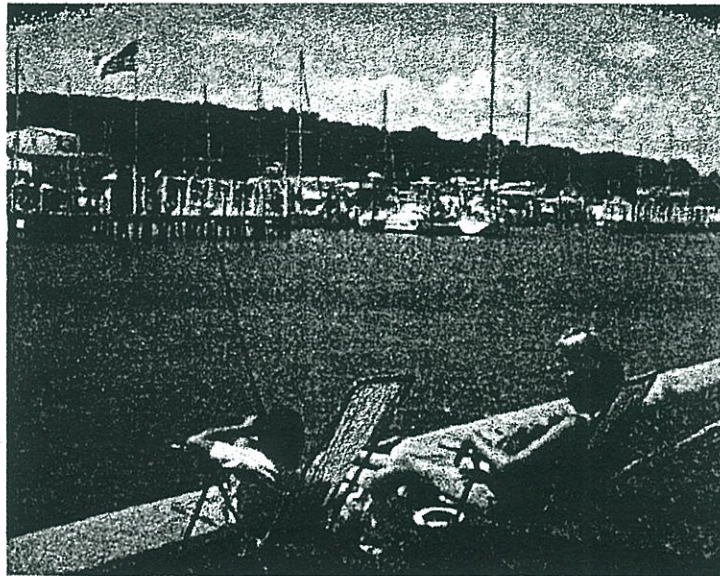
#### A) Goals:

At the January 11, 1996 public meeting, it was expressed by the Town's Department of Land Management that the goal of the Shinnecock Canal Public Access sites and Maritime Planned Development District study was to achieve a plan that was in keeping with the scale of the surrounding community. Initiating with the grant application to the Department of State and throughout the planning effort, the following goals were essential to the formulation of a plan which the Study Advisory Committee believes is rational, practical, reasonable, and modest. The goals underpinning the Shinnecock Canal Public Access Sites and Planned Development District study are as follows:

1. Maintaining a scale of development that is compatible with the surrounding community.
2. Improving visual quality through improvements to:
  - landscaping,
  - street signage,
  - architectural design, and
  - lighting.
3. Expanding public access to the waterfront and connectedness to the coast.
4. Developing the waterfront as a focus point for community and regional activities.
5. Building upon existing historic, cultural and natural characteristics to create a unique sense of place for the Shinnecock waterfront area.



*View from Canal Road East, looking south towards Shinnecock locks. Note fishing activity along bulkhead.*



*View looking west from Canal Road East, across the Shinnecock Canal. Note fishing activity and marinas (sites 21 and 26, see Figure 2).*

## **B) Land Use Development Concepts:**

Comments generated from the January 11, 1996 public meeting (see Appendix) ranged from no-growth sentiment to those voicing a maximum build-out attitude. For the purposes of attempting to visualize the range of development intensity scenarios which might achieve increased public access and utilization of the Shinnecock Canal area, three alternative plans were conceptualized and drawn by the consultant team. Each scenario is demonstrated on the following pages. The scenarios are titled Maximum, Moderate and Minimum Build Alternate Plan(s). The scenarios were reviewed by the Study Advisory Committee and elements which achieved the goals of the study were considered for the formulation of the Final

Recommended Plan. The Alternatives are for discussion purposes and represented herein to demonstrate the range of development intensities considered before reaching the concept of the Final Recommended Plan.

The following is an itemization of the three development concepts:

Maximum Build:

- Create a sewer district.
- Extended/widened Canoe Road West (Newtown Road drops in importance.)
- Enlarged Canoe Place Inn Hotel.
- New intersection for Canoe Place Road, with traffic light, and providing more direct access to Canoe Place Inn and Canoe Road West.
- Planned retail development on south side of Montauk Highway, west of the canal.
- New hotel site on south side of Montauk Highway, east of the canal; the hotel would create the value needed to assemble this site and provide additional public access.
- Restaurant next to marina, in this vicinity.
- "Cottage" district, allowing infill housing and B & B's.
- Theme retail interspersed along canal, on east side.
- LIRR train station (no parking) on east side of canal, providing immediate access to water taxi stop.
- Other water taxi stops all along canal.
- "Dockminiums" and moderate density housing except where single family housing pattern is set.
- Footpath hung on Sunrise Highway Bridge.
- Reduction of Montauk Highway Bridge to 1 lane of traffic in each direction, with wide promenade-like sidewalk on both sides (e.g., trees, benches, bicycle path, etc.)

Moderate Build:

- Shared access, egress and parking for marinas and retail south of Montauk Highway and west of canal.
- Reuse of lot at southwest end of canal for landscaped CPI parking (night) and farmers/flea market (day).
- Sidewalk on north side of the Montauk Highway Bridge.
- Theme retail at southeast end of canal.
- Promenade only where it exists, with connection to marinas north of Sunrise Highway, and across the canal (as noted above).
- To improve the promenade on the west side, reconfigure parking (from diagonal to parallel) and build substitute parallel parking on State land along Gate Street.
- Water taxi or ferry from public marina at north end of the canal, only.
- Housing reuse of motel at foot of Canoe Place Road.
- Extend Canal Road West under Sunrise Highway to improve access to proposed retail site.

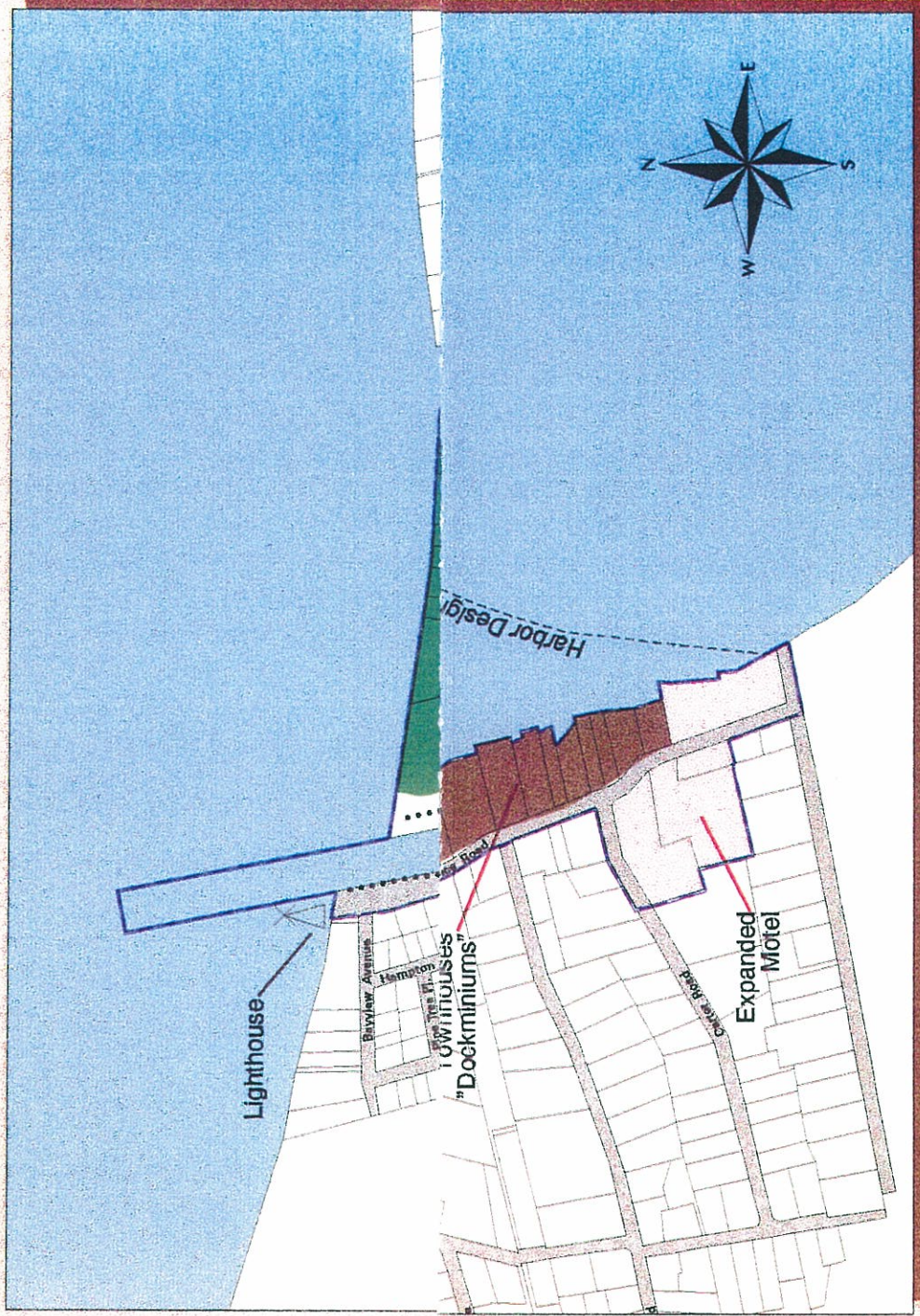
- Water taxi at this and other marina sites south of the canal, where Parking can be provided.
- New access road to Canal Road West, aligning with Canoe Place Road, with traffic light at Montauk Highway.
- Promenade-like sidewalk on northern side of Montauk Highway bridge (not on both sides, as in Maximum Build concept).
- "Cottage" district allowing housing infill and B & B's south of Montauk Highway, east of canal.
- Housing reuse of cottages on Canoe Road East.
- Highway business consolidation of property at northwest corner of Canoe Road East and North Shore Road.

Minimum Build;

Existing uses as-is, except as noted below.

- Shared access, egress and parking for marinas and retail south of Montauk Highway and west of canal.
- Reuse of lot at southwest end of canal for landscaped CPI parking (night) and farmers/flea market (day).
- Sidewalk on north side of the Montauk Highway Bridge.
- Theme retail at southeast end of canal.
- Promenade only where it exists, with connection to marinas north of Sunrise Highway, and across the canal (as noted above).
- Reconfigure parking (from diagonal to parallel) and build substitute parallel parking on State land along Gate Street to improve the promenade on the west side.
- Water taxi or ferry from public marina at north end of the canal, only.
- Housing reuse of motel at foot of Canoe Place Road.

# SHINNECOCK CANAL PUBLIC ACCESS SITES & MARITIME PLANNED DEVELOPMENT DISTRICT STUDY



Map is subject to revision. This map is not to be used for surveying, conveyance of land or other precise purposes. The map base provided courtesy of Real Property Tax Service Agency and Suffolk County Water Authority.