

HAMPTON BAYS

Hamlet Corridor Strategic Plan & DGEIS

Ad Hoc Advisory Committee Meeting Handout, 7-16-09

Discussion Topic: DGEIS Proposed Action — Corridor Rezoning

I. Rezoning along the Montauk Highway Corridor: Application of HO/HC zoning designations

The Town's 1999 Comprehensive Plan and the 1999 Hamlet Center Study for Hampton Bays both recommended the application of Hamlet Office/ Hamlet Commercial (HO/ HC) zoning designations for selected parcels along the Montauk Highway corridor. At that time, the HO/HC district regulations had not yet been adopted, and were not available for application. Since then, HO and HC zones have been established in Bridgehampton, Noyac, Watermill, and North Sea, and they've been successful in promoting new commercial buildings that have a small-scale, hamlet — or rural — character. (see photos below)

The *Draft Strategic Corridor Study* features parcel-specific recommendations to establish these zoning districts in Hampton Bays, primarily through the rezoning of property currently designated HB (Highway Business) or VB (Village Business). More than 100 parcels are proposed for such rezoning. They are listed in Attachment #-tk, and illustrated in Map #-tk.

Features of the HO/HC Zoning Designation

The Hamlet Office and Hamlet Commercial district regulations are identical with respect to dimensional and site planning regulations, both promoting new commercial development that is residential in both scale and appearance. General characteristics include:

- Residential look and feel, denoted by such elements as roof pitch, façade materials and color, placement and orientation of entrances and windows, landscaping, and residentially-scaled and compatible fixtures for lighting, outdoor furniture and waste receptacles
 - No off street parking or loading in front yards
 - Maximum building size of 3,000 or 6,000 sf, the latter permitted only by special exception when defined community benefits are provided (additional open space or the second-story workforce housing)
 - Multiple, interconnected buildings are permitted, allowing for larger commercial developments that maintain a small-scale character
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- Maximum impervious surface coverage of 60 percent (50% when buildings exceed 3,000 sf), promoting a greener appearance
- Mixed uses —commercial or office with residential — permitted



The two buildings above left are being constructed in Water Mill to HO/HC dimensional standards.. Breaking up the massing into two buildings, instead of a single larger one, maintains a more traditional scale. Designed to blend with the adjacent existing structure on the right, the buildings will support commercial uses on the ground floor and contain apartments on the second story. At bottom is a new HO professional office building in Noyac.



HO/HC districts are intended to function as transitional areas. They moderate the shift between commercial and residential through a type of development that is compatible with both. Additionally, HO/HC development can also function as a transition between different types of commercial areas. This is the use for which its application is proposed along the Montauk Highway corridor in Hampton Bays — improving the transition between the dense, small-scale

development of the Village Business (VB) district and the larger-scale commercial development of the Highway Business (HB) district. This middle position is illustrated in the comparison of dimensional regulations given in Figure #-tk below, which shows the scale of HO/HC development falling between VB and HB in terms of lot size, widths and setbacks.

	VB	HO/HC	OD	HB
Minimum Lot Size	None	10,000sf	12,000sf	40,000sf
Maximum Lot Coverage	70%	20%	30%	30%
Minimum Lot Width	20 ft	75 ft	100 ft	150 ft
Minimum Front Setback	10 ft	30 ft	30 ft	50 ft
Minimum Side Yard Setback (for one)	none	15 ft	25 ft	20 ft
Maximum Impervious Surface	NA	50-60%	NA	NA

Distinction between HO & HC

Dimension and site planning standards for HO and HC development are the same. What differs between them is the use mix permitted in each district. Hamlet Office is the more restrictive designation, as there are no uses permitted in HO district that would not also be permitted, either as of right or by special exception, on property zoned Hamlet Commercial. A variety of additional uses are permitted in the HC zone, either as of right or by special exception, most of which are retail stores (e.g. hardware, variety and general merchandise, groceries and other food stores, clothing, personal furnishings and accessories, etc.), entities providing a service (e.g. beauty or barber shops, watch, clock and jewelry repair, banks and credit agencies, medical and dental laboratories, other health services), or schools (e.g. Correspondence and vocational schools, Other schools and educational services).

Premises Underlying Rezoning Proposals

The proposal to apply the HO/HC zoning district to the Hampton Bays corridor is, in general, based on the desire for new development in the area to be less dense, greener and more aesthetically appealing. The specific application of the designation — that is, which parcels on the corridor are recommended for HO designation and which are recommended for HC — are based on the following premises:

- **The hamlet center — also referred to as the commercial core, hamlet core or the downtown — is an appropriate place for the density of its current VB zoning designation.** Density is needed here in order to achieve a critical mass of activity, fulfilling the community’s goal for a vibrant hamlet center that functions as a destination for residents and visitors alike.
- **The “heart” of Hampton Bays hamlet center is the intersection of Montauk Highway with Ponquogue Avenue and Squiretown Road.** This is the point that divides Montauk Highway into east and west, reinforcing its role as a center point. It is also the one place in the commercial corridor that presents a traditional, walkable, development pattern where buildings are connected and close to the road, sidewalks pass directly in front of shops and restaurants, windows provide visual interest, and there are pedestrian amenities such as benches and planters. Although other, newer retail opportunities exist in the corridor (i.e. Stop ‘n Shop, Macy’s), this is the traditional center.
- **The hamlet center area is defined within a walkable distance, generally considered to be ¼ mile, or five-minutes.** Hampton Bay’s existing development pattern lends itself to a linear interpretation of this standard, suggesting a narrow core area stretching for ¼ mile in each direction east and west of the Ponquogue/Squiretown intersection.

East of the Ponquogue intersection, the ¼ mile distance reaches to the end of the “Hampton Bays Town Center” PDD, which exhibits features of traditional neighborhood development — i.e. store-fronts that open directly

onto the side-walk, a building façade that’s broken up to appear as a series of smaller, connected shops. (see photo, right.) Opposite the PDD, Montauk Highway in this area is largely occupied by a



church and church-related buildings, all currently zoned HB. A small portion of the VB district extends roughly 250 feet to the east of Ponquogue Avenue, covering 11 relatively small parcels containing smaller, older commercial buildings, some in need of aesthetic upgrades or redevelopment.

West of the Ponquogue/Squiretown intersection, a ¼ mile walk reaches past the existing Fire Station to a point on Montauk Highway currently occupied by Ace Hardware on the south and the legal offices of Maloney & Maloney to the north (see photo at left). All of this land is currently zoned VB, and the VB district extends further west for another 550 feet (< 1/8 mile) to Springville Road, encompassing several shopping centers.



- **Commercial uses, particularly retail, should be concentrated in or close to the hamlet center, as defined above.** While Hampton Bays already has several existing commercial nodes outside the core, including in the Macy's/Stop 'n Shop complex and the Wild by Nature shopping center further west, the traditional core needs reinforcement. Zoning powers can be used to channel redevelopment into the core by restricting the location of retail uses, which are generally permitted in the VB and HC zones, but not in HB, OD or HO.

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- **To the extent possible, development on the north and south sides of Montauk Highway should be compatible and consistent in density and form.** Walkable commercial and/or mixed use districts are more successful when there is continuous visual interest and activity on both sides of the street. This is not currently the case in Hampton Bays, and may not in fact be achievable due to the low density church development opposite the Hampton Bays "Town Center" PDD. (See the photo below.) Other gaps in the streetscape exist on the western side of the hamlet core, particularly in shopping centers with large parking lots fronting the street. Redevelopment over time can add new uses, bring development forward and close gaps through infill. Zoning should be used to support these goals. Streets whose development on either side of the road mirrors each other are assisted by zoning that is the same on both sides of the street.



- **New and redevelopment in the Highway Business (HB) district will be improved by design guidelines and standards.** Such design controls may be enacted through one or more of the following:
 - The Transitional Overlay Zone proposed in the draft *Hampton Bays Corridor Strategic Plan*;
 - Design guidelines and standards presently being completed for adoption and application Town-wide, which address Highway Business uses;
 - Supplementary design guidelines and standards being drafted specifically for the Hampton Bays corridor in conjunction with this Corridor Strategic Plan & DGEIS.

Design controls for highway business uses are anticipated to call for increased landscaping and greenspace on HB lots, which may result in decreased density of development in these areas.

The premises given above, combined with community goals expressed in the Hamlet Vision Statement, suggest the following approaches to the corridor rezoning:

- Maintain the Village Business designation in the hamlet core for ¼ mile east and west of the Ponquogue/Squiretown intersection. Property in this core area currently zoned HB should be rezoned to VB in order to facilitate village-type redevelopment in this area.
 - The Hamlet Commercial designation should be applied to the transition area immediately adjacent to the VB district, and to buffer surrounding residential uses north and south, where needed.
 - The Hamlet Office designation should flank the HC zones, creating a continuum of density and uses that moves from the complexity of Village Business, to the more open HC, to HO, whose development is comparable to HC but with a less intensive use mix.
 - The Hamlet Office designation should, in general, be applied to parcels currently zoned OD that either are in a transitional section of the corridor and or border residential areas.
 - The Highway Business, HB, designation should be maintained on the fringes of the corridor, to provide for the uses allowed in that zone which are part of the functions of the community (i.e. automotive uses, wholesale business categories, landscaping and horticultural services). Design controls should be applied to promote and preserve the rural characteristics of the corridor, and to buffer surrounding residential.
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- Zoning tools and incentives should be developed to support infill development in the hamlet center. (Note: There are no proposals that address this need in the draft *Corridor Strategic Plan*.)

II. Discussion Points

- The proposed hamlet center area
 - Location and boundaries
 - Rezoning implications:
 - Expansion of VB district east of Ponquogue intersection (HB → VB)
 - Shrinking of VB district west of Ponquogue (VB → HC, from proposed hamlet center “boundary” ¼ mile west of Ponquogue intersection to Springville Road.
 - Application of HO/HC to flank the hamlet center
 - OD → HO
 - HB → HC or HO
 - Maintenance of HB and OD designation
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