

## EXECUTIVE SUMMARY

## **SUMMARY**

This Supplemental Draft Generic Environmental Impact Statement (“Supplemental DGEIS”) has been prepared in accordance with Section 8-0109 of the New York State Environmental Conservation Law (State Environmental Quality Review Act or “SEQRA”); the implementing standards and procedures of “SEQR” set forth at Title 6 NYCRR Part 617; and other applicable regulatory standards and guidelines of environmental review and planning and zoning practice.

The purpose of this document is to provide a thorough inventory of existing conditions, identify and critically examine potential adverse environmental impacts from the “Proposed Action,” and determine reasonable and appropriate impact prevention and mitigation strategies to ensure that potential environmental impacts are mitigated to the maximum extent practicable, as required by SEQRA.

The Proposed Action involves the adoption of amendments to the Town’s Zoning Code and Zoning Map to create the physical boundaries; list of permissible land uses, dimensional standards and requirements; and form-based design guidelines for the Hampton Bays Downtown Overlay District, and its three subzones; hereafter, “HBDOD” or “HBDOD-1” (“Central Downtown Zone”), “HBDOD 2” (“Transition Zone”) or “HBDOD 3” (“Edge Zone”). The best and most practical approach to identifying potential impacts from the Proposed Action and determining the most reasonable and effective means and measures by which to prevent or mitigate environmental impacts to the maximum extent practicable under “SEQRA” and its implementing regulations, was determined by the Southampton Town Board (Lead Agency) to be through the preparation of a Supplemental GEIS.<sup>1</sup> The Proposed Action and the contents of this Supplemental DGEIS were therefore reviewed for consistency with the 2010 “Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout” study, its GEIS and its duly adopted 2013 SEQRA Findings Statement, which included an inventory and assessment of the land comprising the proposed HBDOD and variety of recommendations and impact mitigations. The current review builds off of this previous work to provide a solid foundation and ensure a thorough environmental assessment of applicable issues and concerns.

Once this Supplemental DGEIS is accepted by the Town Board as adequate for public review, one or more public hearings will be held to receive questions and comments from the public and involved and interested agencies on the proposed Zoning Map and Code amendments, the future implementation of these amendments, and the details, conclusions and identified mitigation strategies provided in the Supplemental DGEIS. A written comment period will also be provided during the public outreach component of the review process to offer another option for providing input and comply with the strictures of SEQRA. Once the public outreach phase is concluded and the comment period is closed, a Supplemental Final GEIS (“Supplemental FGEIS”) will be prepared. The Supplemental FGEIS will record and assess the public and agency input received, and contain written responses to all substantive and related written and verbal questions and comments. Based on this review and analysis, any necessary changes to the Proposed Action or

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<sup>1</sup>The previous GEIS is hereby incorporated into this SGEIS by reference and is available for review at the Town’s website at: <http://www.southamptontownny.gov/400/GEIS-Adopted-Nov-2013>

additional mitigations will be identified. Once the Supplemental FGEIS is accepted by the Town Board as adequate for public consideration, a minimum ten-day review period will be established, and upon completion of this review period, a SEQRA Findings Statement including requirements, standards and thresholds for future actions will be drafted. The Findings Statement will certify that the SEQRA process and applicable timeframes have been adhered to and will outline the findings and conclusions of the environmental review so that the Town Board may render its final determination of environmental significance regarding the proposed HBDOD zoning and the soundness and suitability of its regulatory framework. Once the Findings Statement is adopted, the Town may move forward to revise the proposed Zoning Map and/or Zoning Ordinance, as necessary, and/or render a final decision on the adoption and codification of the zone changes and Code amendments.

### **Description of the Proposed Action**

The proposed zoning amendments and design guidelines are based in part on recommendations from the “Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout,” its GEIS, the 2013 Findings Statement for that action, the 2017 Pattern Book for the Hampton Bays Downtown Overlay District, and other previous referenced plans but focuses on the standards and requirements that must be established to guide future growth and redevelopment toward the fulfillment of the community’s long range goals and vision for its future.

The proposed HBDOD form-based zoning code provides the mechanisms to guide redevelopment in the Downtown including: the most appropriate land uses for this area; diverse housing opportunities; enhanced physical form and spatial characteristics; appropriate development densities; pleasing architecture and landscaping; functional parking arrangements; increased street and pedestrian connectivity; essential capital infrastructure, civic space, and public amenities; energy and water conservation; and other smart growth considerations to create a more traditional transit oriented small-town central business district. To achieve these goals, the proposed HBDOD zoning ordinance sets forth new standards for a new overlay district containing three subzones referred to hereafter as Hampton Bays Downtown Overlay Zones 1, 2 and 3 (“HBDOD 1, HBDOD 2, and HBDOD 3”) (See **Figure 3-3** for a geographic depiction of the boundaries and relative locations and sizes of the HBDOD zones). Each zone supports and is compatible with the others but serves its own vital functions based on location and adjacent land uses and zones in the Downtown. A brief overview of the purpose and intent of the three zones is provided below along with lists of the permissible land uses, dimensional standards and design requirements for each zone. A full copy of the draft HBDOD zoning code is provided in **Appendix B** and additional details and analyses are provided in **Section 3.1**.

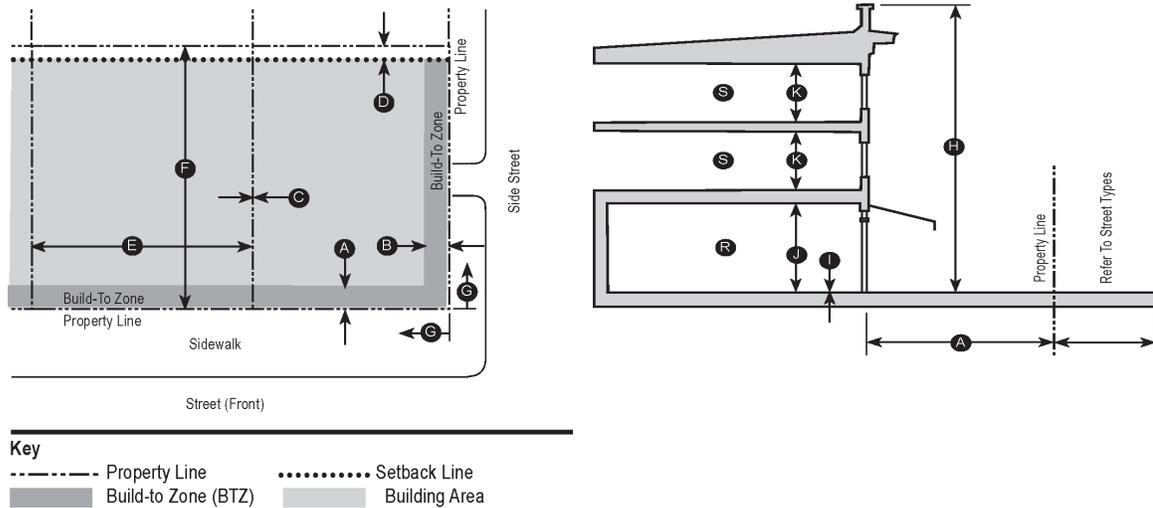
#### HBDOD 1 (“Central Downtown Zone”)

The primary intent of this zone is to serve as the core mixed-use pedestrian-friendly shopping center in the Hampton Bays central business district. Emphasis is placed on optimizing the physical characteristics of the built environment for increased storefront shopping opportunities, pedestrian access, enhanced walkability and resident, patron, and business owner convenience. Residential dwelling units may be established above commercial spaces and shopfronts which

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are required on the ground-floor; however, stand-alone multifamily residential buildings are not permitted. While much of the development contained within this zone was originally designed to accommodate the automobile, the intent is to facilitate a transition of individual parcels over time, each contributing to a vibrant Downtown ambiance and walkability.

Development form and pattern will be characterized by a network of side streets and service alleys, wide sidewalks, tree lined streets and commercial shopfronts served by on-street parking, with parking lots and garages hidden behind buildings within the center of Downtown blocks where possible. To maximize pedestrian activity and District vitality, this zone features buildings that are located close to and along sidewalks, plentiful shade for pedestrians, and parking lots that are screened from public view. Mixed-use buildings are permitted in this zone. A summary of the proposed dimensional design standards and a visual depiction of the envisioned building form for future development in the HBDOD 1 zone are provided below.



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**DIMENSIONAL STANDARDS AND BUILDING FORM  
(HBDOD 1 Central Downtown Zone)**

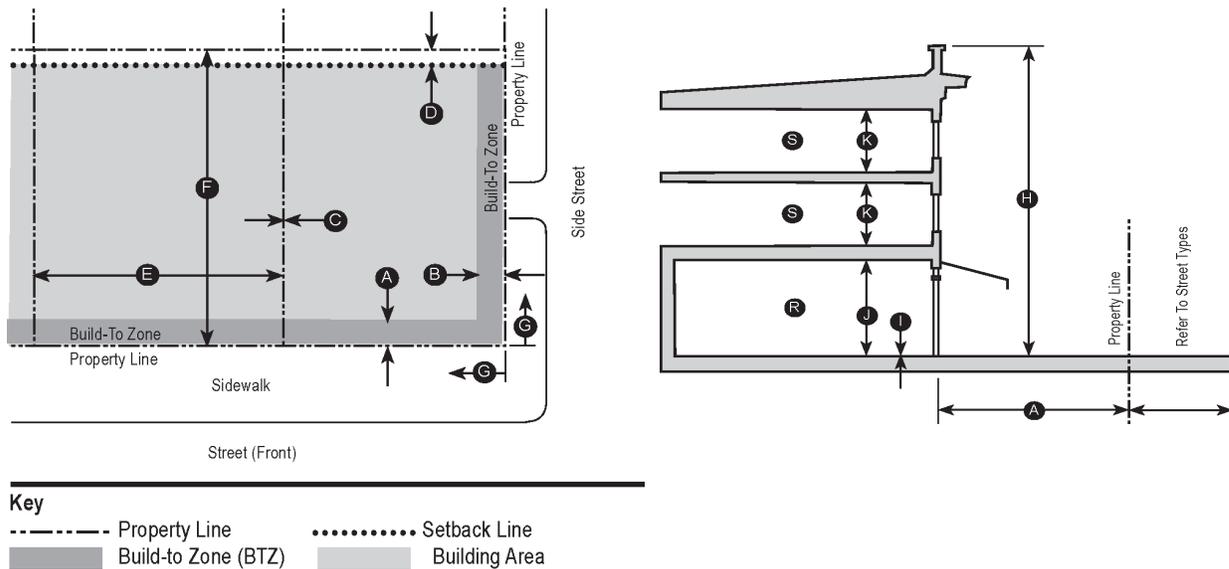
<b>Building Placement &amp; Front Yard Design (HBDOD 1/CDD)</b>			<b>Building Form (HBDOD 1/CDD)</b>		
<b>Build-to zone</b> (Distance from Property Line)			<b>Height</b> (See § 330-422.D.(6))		
Front	10' min., 15' max.	<b>A</b>	Main Building	35' max. <sup>1</sup>	<b>H</b>
Side Street	10' min., 15' max.	<b>B</b>		2.5 Stories max. <sup>2</sup>	<b>H</b>
<b>Building Facade at BTZ</b>			Ground-Floor Finish Level 6" max. above sidewalk		
Front	80% min		Ground-Floor Commercial 10' min. clear; 12'+ Ceiling preferred.		
Side Street	30% min. preferred		Upper-Floor(s) Ceiling 8' min. clear		
<i>Corner Properties: Both street facades must be built in the build-to zone for the first 30' from the corner of the building.</i>			<b>I</b>		
<b>Setback</b> (Minimum Distance from Property Line)			<b>J</b>		
Side	0' min. or 15' if provided	<b>C</b>	<b>K</b>		
Rear	35' min.	<b>D</b>	1. Different standards for flat roofs vs. sloped roofs (See § 330-422.D.(6))		
<b>Lot Configuration</b>			2. 3.5 story heights may be permitted for a maximum of 60% of the street frontage, only along those street frontages indicated on the Regulating Plan (see § 330-422.D.(6)).		
Width	20' min.	<b>E</b>	<b>Allowed Building Types</b> (See § 330-424.D)		
Depth	N.A.	<b>F</b>	<ul style="list-style-type: none"> <li>▪ Commercial Block</li> <li>▪ Live-Work Unit (Good Ground Road Only)</li> <li>▪ Liner Building</li> </ul>		
Greenspace	10% min.		<b>Allowed Frontage Types</b> (See § 330-424.E.)		
<b>Footprint</b>			<ul style="list-style-type: none"> <li>▪ Shopfront</li> <li>▪ Forecourt</li> </ul>		
Depth, ground-floor commercial space	Main Building, 40' min.		<b>Allowed Use Types</b> (See § 330-422.C)		
			Ground Floor	Office, Personal Services, Retail, or Recreation, Education and Public Assembly	<b>R</b>
			Upper Floor(s)	Residential, Office, or Personal Services	<b>S</b>

HBDOD 2 (“Transition Zone”)

The primary intent of this zone is to provide a commercial area which also acts as a transition to the surrounding residential neighborhoods. Characterized primarily by two-story buildings, this district permits office uses, with some mixed-use residential and limited retail uses, in order to lessen potential impacts on nearby residences. Multifamily residential dwellings are permitted in this zone as a principle use; however, townhouse/rowhouse buildings are not permitted along Montauk Highway. The frontage buildout requirement is less than that of the HBOD 1 Central Downtown Zone. The diagram below depicts the general building form and site arrangement of future development in this zone under the proposed Code. A summary of the proposed HBDOD 2 dimensional standards is also provided in the table below.



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**DIMENSIONAL STANDARDS AND BUILDING FORM  
(HBDOD 2 Transition Zone)**

<b>Building Placement &amp; Front Yard Design (HBDOD 2/TD)</b>			<b>Building Form (HBDOD 2/TD)</b>		
<b>Build-to zone (Distance from Property Line)</b>			<b>Height (See § 330-422.D.(6))</b>		
Front	10' min., 15' max.	<b>A</b>	Main Building	35' max. <sup>1</sup>	<b>H</b>
Side Street	10' min., 15' max.	<b>B</b>		2.5 Stories max. <sup>2</sup>	<b>H</b>
<b>Building Facade at BTZ</b>			Ground-Floor Finish Level	6" max. above sidewalk	<b>I</b>
Front	50% min., 80% max.		Ground-Floor Commercial Ceiling	10' min. clear; 12'+ preferred.	<b>J</b>
Side Street	30% min. preferred		Upper-Floor(s) Ceiling	8' min. clear	<b>K</b>
<i>Corner Properties: Both street facades must be built in the build-to zone for the first 30' from the corner of the building.</i>			1. Different standards for flat roofs vs. sloped roofs (See § 330-422.D.(6))		
<b>Setback (Minimum Distance from Property Line)</b>			2. 3.5 story heights may be permitted for a maximum of 60% of the street frontage, only along those street frontages indicated on the Regulating plan (see § 330-422.D(6))		
Side	0' min. or 15' if provided	<b>C</b>	<b>Allowed Building Types (See § 330-424.A)</b>		
Rear	35' min.	<b>D</b>	▪ Commercial Block	▪ Liner Building	
<b>Lot Configuration</b>			▪ Live-Work Unit (Good Ground Road Only)		
Width	20' min.	<b>E</b>	▪ Townhouse/Rowhouse (Not Permitted on Montauk Highway or Springville Road)		
Depth	N.A.	<b>F</b>	<b>Allowed Frontage Types (See § 330-424.E.)</b>		
Greenspace	10% min.		▪ Shopfront	▪ Porch	
<b>Footprint</b>			▪ Forecourt	▪ Stoop	
Depth, ground-floor commercial space	Main Building, 40' min.		<b>Allowed Use Types (See § 330-422.C)</b>		

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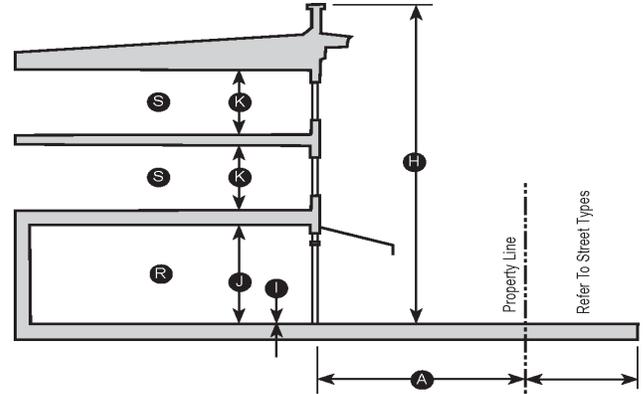
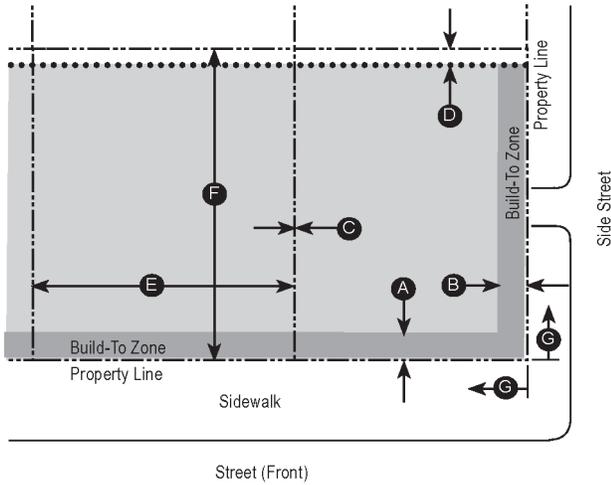
	Ground Floor <sup>1</sup>	Service, Retail, or Recreation, Education and Public Assembly	<b>R</b>
	Upper Floor(s)	Residential or Service	<b>S</b>
	1. Mixed Use Buildings; residential permitted on first floor of multifamily buildings.		

HBDOD 3 (“Edge Zone”)

The primary intent of this zone is to provide a buffer to the residential neighborhoods on the outskirts of the DOD. This zone allows three-story buildings, that are primarily residential in nature, but does permit some limited supportive commercial uses as part of future development. Uses that are permitted in this zone include duplex/triples/fourplex residential buildings as principle uses; service, retail, recreation, education and public assembly on the ground floor; and residential or service on upper floor(s). The diagram below depicts the general building form and arrangement of future development under the proposed HBDOD 3. A summary of HBDOD 2 dimensional standards is provided below



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**Key**  
 - - - - - Property Line      ..... Setback Line  
 ■ Build-to Zone (BTZ)      ■ Building Area

**DIMENSIONAL STANDARDS AND BUILDING FORM  
(HBDOD 3 Edge Zone)**

<b>Building Placement &amp; Front Yard Design (HBDOD 3/ED)</b>			<b>Building Form (HBDOD 3/ED)</b>		
<b>Build-to zone</b> (Distance from Property Line)			<b>Height</b> (See § 330-422.D.(6))		
Front	30' min., 40' max.	<b>A</b>	Main Building	32' max. <sup>1</sup>	<b>H</b>
Side Street	30' min.	<b>B</b>		2.5 Stories max. <sup>2</sup>	<b>H</b>
<b>Building Facade at BTZ</b>			Ground-Floor Finish	18" min.	<b>I</b>
Front	50% min		Level above sidewalk		
Side Street	30% min. preferred		Ground-Floor	9' min. clear; 10' preferred.	<b>J</b>
<i>Corner Properties: Both street facades must be built in the build-to zone for the first 30' from the corner of the building.</i>			Commercial Ceiling		<b>J</b>
<b>Setback</b> (Minimum Distance from Property Line)			Upper-Floor(s) Ceiling	8' min. clear	<b>K</b>
Side	15' min.	<b>C</b>	<b>Allowed Building Types</b> (See § 330-424.A)		
Rear	30' min.	<b>D</b>	▪ Single Family	▪ Duplex/Triplex/Fourplex	
<b>Lot Configuration</b>			<b>Allowed Frontage Types</b> (See § 330-424.E.)		
Width	75' min.	<b>E</b>	▪ Porch	▪ Stoop	
Lot Area	10,000 sq. ft. min.	<b>F</b>	▪ Shopfront		
Greenspace	10% min.		<b>Allowed Use Types</b> (See § 330-422.C)		
<b>Footprint</b>			Ground Floor	Residential, Service, Retail, or Recreation, Education and Public Assembly	<b>R</b>
Depth, ground-floor commercial space	Main Building, 40' min.		Upper Floor(s)	Residential or Service	<b>S</b>

### Public Parkland and Open Space

A portion of the proposed HBDOD, which consists of parks and open space, is not included in the HBDOD 1, HBDOD 2 or HBDOD 3, and therefore stands alone. This area which has frontage on both Montauk Highway and Squiretown Road consists of four contiguous tax lots, totaling 3.29± acres that are owned by the Town of Southampton, and includes an existing hamlet green and the Town of Southampton's Community Preservation Department offices. The hamlet green extends to the north and contains a trail that leads to the heart of Good Ground Park which is outside but adjacent to the HBDOD.

In addition to the proposed *Regulating Plan* (§330-422), *District Standards* (§330-423), and *Form Standards* (§330-424) discussed above, the proposed Code contains sections addressing the following key issues:

- *Architectural Standards* (§330-425): Key to the continued viability of the Hamlet of Hampton Bays are the pedestrian scale and unique character of the existing buildings. The architectural styles described in the Pattern Book and illustrated in the draft HBDOD Code are intended to maintain the scale and character of Main Street while allowing for differences in building heights, massing, scales and materials that are critical to reinforcing the sense that the entire Downtown Overlay District is an extension of the Hamlet center as it evolves over time. As material and massing decisions are made, each building's relationship to public streets, open spaces and surrounding architecture shall be taken into consideration to ensure a sympathetic design to neighboring structures and spaces. The architectural rules of thumb and additional guidelines of the Pattern Book shall be followed for all architecture proposed within the Overlay District, even if the underlying Village Business (VB) zoning is being utilized. Architectural styles, facades, roofs, building massing, exterior materials and detailing is addressed.
- *Parking Standards* (§330-427): The parking requirements that are proposed apply to all commercial and residential properties applying for a permit for building construction, renovation, addition, site plan alteration or change of use. It does not apply to on-street parking provided in the public right-of-way. The proposed Code includes specific parking requirements (number of spaces) by use, requirements for cross accesses, pedestrian ways to parking areas and parking locations, allowances for parking reductions for uses that have staggered-hours of peak parking demand and for shared parking, requirements for parking lot landscaping, bicycle parking, transit parking and bus pull-offs, and service and loading docks.
- *Civic Space and Private Open Space Standards* (§330-428): This section of the proposed Code seeks to ensure that adequate public and private open space is provided to promote public health, enjoyment, recreation and social interaction. The proposed Code includes requirements for minimum civic and private open space standards, provides options for the type of open space to be provided, open space design standards, criteria for fees in-lieu of space, and open space maintenance.
- *Landscaping Standards* (§330-429): This section of the draft Code seeks to provide coordinated landscape treatments along streetscape edges and internal parking lots to

promote a desired identity for the Downtown Overlay District. Each individual landscape will complement the overall character of the environment, ultimately supporting the creation of a harmonious and orderly streetscape and pedestrian experience. The landscaping section of the Code addresses applicability and required approvals, general requirements, submission of landscaping plans, front yard landscaping requirements and other miscellaneous considerations.

- *Sustainable Development Standards (§330-430)*: This section of the draft Code addresses long-range sustainability aspects of future development and redevelopment by including requirements for projects to:
  - Connect to approved wastewater treatment facilities that provide for advanced nitrogen treatment capabilities;
  - Limit fertilizer dependent vegetation to no more than 15% of the site;
  - Reduce impacts to water resources by creating water efficiency standards for indoor water use in new buildings (buildings must use on average 20 percent less water than baseline buildings).
  - Reduce outdoor potable water consumption by 50% from calculated midsummer baseline case (use of plant species density and microclimate factor, irrigation efficiency and water reuse);
  - Reduction of the Heat Island for 50 percent of the non-roof site hardscape by providing increased shade and permeable cover or installation of vegetated (green) roofs or use roofing materials with a low solar reflectance index (SRI) of 75% of roof;
  - Provisions for open space requirements (either 10% of the development as public open space or 5% of the development site as private open space);
  - Pretreatment of stormwater runoff using “green infrastructure” practices such as raingardens, green roofs or similar Best Management Practices in accordance with the New York State Stormwater Management Design Manual.
  - Provide provisions to reduce Green House Gas (GHG) emissions through incorporation of passive solar designs or renewal energy production, bicycle parking and storage facilities and provisions to encourage pedestrian activity.
- *Outdoor Lighting Standards (§330-431)*: The purpose of this section of the draft Code is to ensure that future development operates in accordance with existing Article XXIX, “Outdoor Lighting,” of the Southampton Town Zoning Code. The existing Code provides comprehensive regulations and guidelines that seek to:
  - Preserve the rural character, aesthetic value, and the unique quality of life enjoyed by Southampton Town residents by preserving and enhancing the ability to view the night sky;
  - Advance sound environmental policies which will benefit residents and serve as a positive example;
  - Provide proper direction and use of light in order to minimize light trespass, glare, and energy wasted on unnecessary and indiscriminate illumination;
  - Eliminate the need for commercial establishments to compete for visual attention by escalating outdoor lighting levels;
  - Reduce excessive illumination which can have a detrimental effect on flora and fauna that depend on the natural cycle of day and night for survival; and

- Prevention of nuisances caused by unnecessary light intensity, glare, and light trespass.
- *Signage (§330-432)*: The purpose of this section of the draft Code is to provide minimum standards and requirements to address potential negative externalities related to signage while improving Downtown aesthetic qualities, reducing glare, enhancing wayfinding, providing appropriate identification of land uses and restrictions, and enhancing district function. The proposed sign controls address the type, number, location and materials used for signage.
- *Streets (§330-433)*: This section of the draft Code provides standards for improved connectivity and walkability within the HBDOD by defining street types and associated minimum standards. The combination and character of the traveled way, public frontage, and private frontage define the character of the public realm and are addressed. The street type is a classification assigned to a street (Street Type A, B and C) that determines the width of the public frontage as distance of a build-to-line from the face of curb, regulates the width of the pedestrian clearway and the type of the associated permitted private frontages. Dimensional flexibility is permitted for street types to account for varying ROW widths; however, the Code requires that they be designed to have all the basic functional characteristics, including roadway width, on-street parking, sidewalks, multi-use paths, street trees, landscaped areas shown for their type and they generally meet the Street Section Components referenced in the graphic and table provided in the Code.
- *Community Benefit Units (§330-436)*: This section of the proposed Code notes that in accordance with the requirements of the Long Island Workforce Housing Act and Chapter 216 of the Town Code, 20 percent of the total number of new housing units within the HBDOD area, approved under this article shall be designated as community benefit units (“CBU”). The distribution of CBU’s must be evenly distributed between moderate, and middle-income households, i.e., 50 percent of the units for moderate income, and 50 percent of the units for middle income, with the first unit being reserved for a middle-income household. The Code also allows the distribution of affordable units to be amended, subject to Planning Board approval, after the housing needs of income eligible participants are formally determined, pursuant to Chapter 216 of the Town Code. The location, number, size and type of community benefit units must be determined and distributed in accordance with the final generic environmental impact statement (FGEIS) and findings statement.
- *Community Benefit Policies (§330-438)*: To ensure the fulfillment of the community benefit goals of the Town, all development within the HBDOD that is approved under this proposed article must comply with the requirements of any adopted community benefits policies in effect as of the date such policies have been adopted or modified by resolution of the Town Board. These policies include: a community benefit program, a construction jobs policy, an operations jobs policy, and a local contracting policy (collectively, the community benefits policies). No building permit may be issued under this article until the community benefits policies have been adopted and are in effect. Compliance with the terms of these policies are to be made a condition of any site plan approval within the HBDOD after adoption of such policies, and such compliance will be monitored and enforced as set forth in the community benefits policies and as conditions

of approval of a site plan under this article. Where such conditions have been imposed on site plan approvals, no building permit, certificate of occupancy, or business license or business license renewal would be issued unless the applicant demonstrates compliance with these policies. In furtherance of the objectives of this section, applicants who receive site plan approval under this Article XXXII must pay fees, determined by the Town Board.

The preceding creates a comprehensive regulatory framework containing the standards and guidelines necessary to meet the community’s long-range goals. In addition, the proposed Code provides the administrative, submission, process, and administrative review requirements for future actions. The detailed standards and specifications of proposed Article XXXII, “Hampton Bay Downtown Overlay District” are available for review in the draft Code amendments provided in **Appendix B**. The Regulating Plan shows the proposed geographic boundaries and extent of the HBDOD and its subzones.

### **Study Area**

The proposed HBDOD boundaries are coincident with those of the existing Village Business (“VB”) zoning district for Downtown Hampton Bays. The 54.85-acre± (0.086-square mile) VB/HBDOD includes land located north of the Long Island Railroad and Good Ground Road, south of Good Ground Park, east of Springville Road and Cemetery Road, and west of the Hampton Bays Town Center and St. Rosalie’s Catholic Church in Hampton Bays. See **Location Map (Figure 1-1)** and the **Aerial Photograph (Figure 1-2)** (*All figures are provided at the end of the text portion of this Supplemental DGEIS following Section 7.0*).

The area comprising the proposed HBDOD is located within the following planning, zoning, environmental and community services districts:

- Village Business (VB) Zoning District
- Hampton Bays Union Free School District
- Town of Southampton Police District
- Hampton Bays Volunteer Fire District
- Hampton Bays Volunteer Ambulance District
- Hampton Bays Water District
- Suffolk County Groundwater Management Zones (“GMZs”) III and IV

The Downtown serves as the central business district of the Hampton Bays community with traditional mixed commercial/small retail, personal service, restaurant, tavern, and office land uses, as well as a movie theater, post office, fire station, community green and park, and convenient access to major streets, parking, and the Hampton Bays Railroad Station. “The Hampton Bays Town Center,” a major mixed-use commercial anchor, and the Town of Southampton Community Center are located outside but adjacent to the easterly boundary of the HBDOD and there are two churches on the north side of Montauk Highway at both the eastern and western ends of the HBDOD, just outside the HBDOD boundaries. The Hampton Bays

Ambulance headquarters and Suffolk County Water Authority (“SCWA”) facilities are also adjacent but outside of and to the south of the HBDOD and the Hampton Bays Post Office is located in the HBDOD near its southeast corner. A second business anchor exists west of the HBDOD and the intersection of Montauk Highway and Riverhead-Hampton Bays Road, including Macy’s Department Store, Petco, Stop & Shop, Riverhead Building Supply, a McDonald’s restaurant and other assorted business uses. A multi-unit office complex, “Hampton Atrium,” is located on the northeast corner of Montauk Highway and Riverhead-Hampton Bays Road.

### **Buildout and Theoretical Development Scenario**

In order to prepare a Reasonable Theoretical Development Scenario or possible 10-Year buildout under the proposed zoning, the same hard sites identified under existing zoning were considered to remain unchanged.<sup>2</sup> Soft sites are properties that could be redeveloped under the proposed zoning in order to increase the density of the property. There were numerous steps in projecting a future build scenario. Major steps in the process are discussed below. The intent of the projections was to provide a development scenario that is reasonably expected over a ten-year development horizon. The projections are based on the proposed zoning standards for the HBDOD and were used to provide a basis for impact assessment and mitigation.

For buildout under the proposed zoning, site-specific floor area ratio (“FAR”) requirements were determined for each of the properties based on the conditions of the property, the maximum density allowed under the proposed zoning, accounting for parking requirements and dimensional regulations, while reserving at least 15 percent space of the site for landscaping and buffering as per the proposed recommendations. It was assumed that the ground floor would consist of commercial uses (retail, restaurant, office, and medical office), while the second floor (and potentially the third floor, where allowed) would consist primarily of residential units and office space. The Theoretical Development Scenario also analyzed the potential conceptual redevelopment including one site as a small boutique hotel and one site as an assisted living facility, which were analyzed separately from the other soft sites.

The potential residential units were assumed to be 50 percent studio and one-bedroom units and 50 percent two-bedroom units. Twenty percent of the dwelling units were assumed to be occupied by senior citizens and 20% of all the units were considered affordable workforce house units or “Community Benefit Units” in accordance with proposed regulations. Fifty percent of the total number of residential units was considered owner-occupied and 50 percent was assumed to be renter-occupied.

The total commercial space was divided into the following categories:

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<sup>2</sup> Including municipal uses, stormwater recharge areas, and properties that are not anticipated to be redeveloped since they are unlikely to accommodate additional development under the proposed zoning compared to the existing conditions.

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- Retail: 60% of the space;
- Restaurant: 10% of the space;
- General office: 27% of the space; and
- Medical office 3% of the space

Once the total floor area of restaurant space was determined, the space was converted to the number of restaurant seats based on the following: (Restaurant SF / 1000) \* 50 = # of seats).

The projections also included one site assumed to be an assisted living facility. This use was based on the proposed zoning and assumed 1,100 SF of gross floor area per bed, after setting aside the required green space and parking spaces for such facility as per Town requirements. Additionally, a small boutique hotel use was assumed on one site based on a three-story building, 1,000 SF/room, and enough land area to provide 15 percent green space and the required parking to serve such a hotel. See Proposed Zoning 10-Year Build Condition in **Appendix C-1**. **Appendix C-3** contains a market analysis which helped to identify needed land uses in the area to inform the proposed Code and the Reasonable Theoretical Development Scenario.

A summary of existing development and the projected Reasonable Theoretical Development Scenario within the 10-year planning window is provided in the table below.

**LAND USE**

(Existing Built Condition vs. Projected 10-Year HBDOD Build Condition)

Land Use & Units	Existing Condition	Proposed Action (Based on 10-Year Reasonable Theoretical Development Scenario)
Single Family Residences (homes)	11	0
Apartments/Multifamily (dwelling units)	43	248
Assisted Living Facility (beds)	0	100
Dry Retail (SF)	93,694	121,158
Wet Retail (SF)	21,743	30,290
Non-Medical Professional Office (SF)	60,254	167,911
Medical Office (SF)	5,897	6,563
Restaurant (SF)	14,717	28,915
Hotel (rooms)	9	58
Fire Station (SF)	10,101	10,101
Automobile Service Uses (SF)	1,943	0
Warehouse/Storage (SF)	9,209	695
Sites Exclusively for Private or Public Parking (SF)	31,653	33,811
Recharge Basin and other stormwater recharge areas (SF)	45,302	45,302
Vacant/Open Space (SF)	140,141	35,861

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A summary and comparison of the existing condition and the Proposed Action (Reasonable Theoretical Development Scenario) is provided below.

**SITE AND PROJECT CHARACTERISTICS**

Existing Conditions vs. Proposed Action under the Reasonable Theoretical Development Scenario

Parameter	Existing Condition	Proposed Action (Based on 10-Year RTDS Build Projection)
Land Use	Mixed business, office, personal & community services, SF & MF residences, park & transportation	Mixed business, office, personal & community services, MF residences, park & transportation
Wastewater Treatment System	On-site septic systems & cesspools	HBDOD advanced sewage treatment system
<b>Site Coverages (acres)</b>	---	---
Buildings	5.79±	9.48±
Parking Lots, Internal Streets, Driveways, Walkways	23.71±	28.72±
Forest or Naturally Vegetated	10.38±	5.87±
Mixed Invasive/Naturalized/Successional Overgrowth	7.10±	3.30±
Landscaping and lawn	7.31±	6.92±
Stormwater Recharge Basin	0.56±	0.56±
Total	54.85±	54.85±
<b>Water Resources</b>	---	---
Domestic Water Use (gpd) <sup>(1)</sup>	45,460± <sup>(2)</sup>	128,829± <sup>(2)</sup>
Irrigation, average annualized daily flow (gpd)	13,043± <sup>(3)</sup>	12,347± <sup>(3)</sup>
Total Water Use (gpd)	58,503±	141,176±
<b>Sanitary Waste Generation</b>	---	---
Total Sanitary Waste Generation (gpd)	45,460± <sup>(2)</sup>	128,829± <sup>(2)</sup>
<b>Stormwater Recharge and Nitrogen Concentration</b>	---	---
Stormwater Recharge (MG/yr)	73.12± <sup>(4,5)</sup>	107.36± <sup>(4,6)</sup>
Nitrogen Concentration (mg/l)	10.11± <sup>(5,7)</sup>	4.87± <sup>(6,7)</sup>
<b>Miscellaneous</b>	---	---
Affordable/Workforce Dwelling Units (%) (units)	N/A	50± <sup>(8)</sup>
Total Residents (capita)	119± <sup>(9)</sup>	556± <sup>(9)</sup>
School Age Children/Children to Attend Public School	12± <sup>(10)</sup>	27± <sup>(10)</sup>
Total Taxes (\$/year)	\$1,634,633±	\$2,741,461± <sup>(11)</sup>
School Taxes (\$/year)	\$1,281,827±	\$2,149,767± <sup>(11)</sup>
Solid Waste (Garbage) Generation (lbs./day)	4,257±	8,735± <sup>(12)</sup>

(1) “gpd” means “gallons per day”

(2) Conservative estimate based on SCDHS design rates “Standards for Approval of Plans & Construction for Sewage Disposal Systems for Other Than Single-Family Residences” (SCDHS, 2017), “Table 1: Project Density Loading Rates & Design Sewage Flow Rates”; a HBDOD sewer district and sewage treatment plant would be needed to accommodate the projected flows.

(3) Assumes all landscaped areas are irrigated at 24.0 inches/year (one inch per week over irrigation season averaged as daily flow over course of one year)

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- (4) Based on 49.1 inches of precipitation per year on Long Island
- (5) Based on SONIR model estimate provided in **Appendices E-2**.
- (6) Based on SONIR model estimate provided in **Appendix E-3**.
- (7) Assumes all landscaped areas are irrigated @ 24.0 inches/year (1 inch per week over 24 weeks) & fertilized @ 3.0 lbs/1,000 SF plus projected domestic use.
- (8) Assumes 20 percent of apartments and multifamily residential units are marketed in accordance with affordable/workforce community rates.
- (9) Based on 49 non-age-restricted rental studio or 1-BR units in buildings containing 5+ units and having rents that are more than \$1,000/month/unit; 50 2-BR non-age-restricted rental units in buildings having 5+ units and rents that are greater than \$1,100/month/unit; 49 owner-occupied studio or 1-BR non-age-restricted units in buildings having 5+ units that are valued at more than \$269,500; 50 owner-occupied 2-BR non-age-restricted units in buildings having 5+ units that cost more than \$329,500; 13 1-BR and 12 2-BR senior apartments and 13 1-BR and 12 2-BR senior owner occupied units with a combined average of 1.5 residents per senior unit per MetLife report; and 100 assisted living facility beds at capacity.
- (10) Based on Rutgers University Demographic Multipliers (2006); Total of 11 single-family homes, assumes detached dwellings with 3-BRs that cost over \$194,500; and 43 apartments, assumes 21 studio or one-bedroom rental units with rents over \$1,000/month/unit and 22 two-bedroom rental units over \$1,100/month/unit; 10.2% of all school-age children assumed to attend private school & 89.8 percent assumed to attend public schools per US Census data for Hampton Bays
- (11) The information provided in the table was derived from the current tax rates provided by the Town of Southampton's Tax Receiver, as well as the total projected taxes calculated for the Proposed Action upon full build-out. All analyses are based on current tax dollars. The revenue allotted among taxing jurisdictions vary from year to year, depending on the annual tax rates, assessed valuation and equalization rates. The final assessment and levy will be determined by the sole assessor at the time of occupancy.
- (12) Single-family homes based on 3.5 lbs/resident/day, all dwellings are 3-BR detached homes; Apartments & Multifamily dwellings based on 4.0 lbs/resident/day with an average of 1.75 persons per unit; Assisted living based on 3.0 lbs/bed/day; retail based on 13 lbs/1,000 SF/day (0.013 lbs/SF/day); professional and medical offices assume 0.01 lb/SF/day; Restaurant assumes 0.09 lbs/SF/day; Hotel assumes no kitchen, 400 SF/room at 3lbs/room/day; fire station assumes large meeting or event with 200 persons at 1 lb/capita/day; Auto repair assumes 0.09 lbs/SF/day; Warehouse/storage assumes 0.012 lbs/SF/day (**Salvato, 2009; Rutgers University, 2006; & Santa Barbara Public Works Dept., 1997**)
- (13) For more information on trip generation and parking, see **Section 3.3** and the Traffic Impact Study provided in **Appendix J-1**.

The HBDOD will include new cross streets and alleys that create smaller blocks and facilitate access, increase site connectivity, promote more frontages with storefronts and window shopping, encourage greater pedestrian activity, and improve district walkability. This arrangement also provides additional opportunities for on-street parking with more direct access and convenience, efficient use of the land, traffic calming, and enhanced storefront visibility for future development. The proposed cross streets will be generally consistent with the traditional gridiron street and block pattern that is often found in successful downtown business districts and supported by contemporary smart growth policies. The Good Ground Road Extension and its link between the intersection of Good Ground Road and Springville Road and the intersection of Montauk Highway and Riverhead-Hampton Bays Road (SR 24) is also a possibility and would be integral to improving traffic circulation, access and pedestrian activity; promoting economic growth; and allowing for greater convenience and enhancement of the area's residential quality of life. The Good Ground Road Extension would also help to relieve traffic congestion and provide a new traffic option or bypass for persons who are destined for the residential neighborhoods south of Good Ground Road or Hampton Bays' beaches. The new street connection would also support greater use of underutilized parking along Good Ground Road.

The HBDOD is also based on considerable previous study including the recent “Pattern Book for the Hampton Bays Downtown Overlay District, Town of Southampton, New York” (**Town of Southampton and Historical Concepts, 2017**) and the “Generic Environmental Impact Statement (DGEIS): Hampton Bays Corridor Strategic Plan and Cumulative Impact of Buildout Study” and its SEQRA “Findings Statement” (**Town of Southampton, Cashin Associates, P.C. and LK McLean, Associates, P.C., 2010 and 2013**).

### **Benefits of the Proposed Action**

The Proposed Action seeks to implement relevant unimplemented recommendations of past Town plans. Consistent with the Town’s 1999 Comprehensive Plan Update, the Town has drafted the HBDOD to channel mixed-use redevelopment to the traditional Hamlet center at and near the intersection of Montauk Highway and Ponquogue Avenue. The proposed HBDOD is intended to provide flexibility to allow various land uses, densities, and building heights that would achieve coordinated redevelopment by encouraging and incentivizing a mix of land uses (e.g., commercial/retail and office uses with upper-level residential uses). The Form Based nature of the HBDOD is intended to improve the aesthetic qualities of the built environment, and provide for a walkable and mixed-use hamlet center and strengthen the community’s sense of place and economic viability.

The 2017 Pattern Book which specifically focuses on the area within the HBDOD, its current needs, and the necessary steps toward meeting contemporary targeted goals. Benefits of the proposed HBDOD include:

- Improving the appearance, character, functionality, business and service capabilities, energy efficiency and economic well-being of Downtown Hampton Bays, while protecting the Hamlet’s environmental resources and quality of life;
- Providing housing options to serve the community’s residential needs, including options for multifamily residences and upstairs apartments for persons of diverse incomes, rentals and owner-occupied units, and providing new live/work/shop opportunities;
- Creating new business opportunities, new temporary construction jobs and permanent full- and part-time work, and boosting the local customer base and employee base by allowing multifamily residential uses, encouraging upstairs apartments and creating a greater full-time residential presence;
- Enhancing the character of the Downtown, increasing walkability, and promoting more activity, economic growth, fiscal health, and Downtown vitality;
- Increasing the selection and availability of goods and services for locals;
- Concentrating growth in the Downtown rather than in environmentally sensitive areas outside the hamlet center;
- Creating a pedestrian and bike friendly, transit accessible, community with suitable parking, access, and traffic circulation;
- Developing and implementing a new form-based code that meets smart growth objectives and promotes long-term community sustainability;

- Allowing for more efficient land use; and
- Promoting energy efficiency and community sustainability.

### **Balancing Residential Growth**

One of the most important issues considered during the creation of the HBDOD was the desire to concentrate development in the Downtown, while offsetting or balancing total residential growth in Hampton Bays so that potential population-related impacts could be mitigated. Since the original buildout projections for the Hampton Bays Corridor Strategic Plan DGEIS were conducted, the Town has acquired approximately 55.17 acres (53.4 Development Rights) through the CPF purchases in Hampton Bays. The 53.4 development rights from the CPF acquired properties in Hampton Bays would be equivalent to **71** multifamily units based on SCDHS density standards (see **Section 1.6**).

In addition to property acquisition, the Town may consider future zoning amendments to encourage the channelization of residential/commercial mixed use in the Downtown, while limiting multifamily/apartment units outside of the hamlet center. The following zoning recommendations would help to balance the residential uses the Town is seeking to encourage within the proposed HBDOD:

- To date, the Town Board has not enacted the recommended HO/HC zoning districts that were previously recommended by the final 2010 to 2013 Hampton Bays studies along Montauk Highway, east and west of the Downtown. These districts were contemplated to provide a transition between the commercial centers and the adjacent residential areas, limiting the size and scale of commercial uses, as well as allowing for residential uses. It is recommended that any HO/HC zoning modifications contemplated by the Town Board no longer consider residential uses; as residential/mixed use can be achieved in the Downtown by the proposed HBDOD.
- As recommended by the Town of Southampton Coastal Resources & Water Protection Plan (April 2016), the Town should consider restricting conversions of existing motels in the Motel (“MTL”) and Resort Waterfront Business (“RWB”) zoning districts to reduce the number of new residential units there and encourage water dependent/water enhanced uses where appropriate

If the Town were to enact the recommended limitations on motel room-to-apartment conversions in Hampton Bays’ MTL and RWB zoning districts, an estimated **91** equivalent multifamily residential units could be eliminated by instituting a restriction on motel room-to-apartment conversions in Hampton Bays’ Motel (“MTL”) and Resort Waterfront Business (“RWB”) zoning districts. Taken together, an estimated **162** potential residential multifamily units in Hampton Bays could be offset through property acquisitions and restriction on motel room-to-apartment conversions in Hampton Bays.

The total projected 10-year residential (apartment) buildout under the proposed HBDOD zoning is **248** multifamily units (**Appendix C-1**). This increase can be partially offset by the estimated

**162** potential residential multifamily units through property acquisitions and restriction on motel room-to-apartment conversions in Hampton Bays. The projected residential buildout under the Downtown's existing VB zoning (**Appendix C-1**) is **101** units. Therefore, the total change in residential yield in Hampton Bays as a result of the Proposed Action can be more than offset as compared to the estimated total residential yield in the Hamlet under existing build conditions (248 units proposed by the HBDOD zoning – 162 units offset by property acquisition and restriction on motel room-to-apartment conversions = 86 multifamily units, or 15 less units than the 101 units projected under the existing zoning).

### **Summary of Potential Impacts**

Potential environmental impacts from the Proposed Action are listed below. Identified impacts will be prevented, avoided, abated, or alleviated to the maximum extent possible in accordance with identified mitigation measures listed in the subsection that follows this section.

#### **Topography and Soils**

- Additional clearing and soil and topographic disturbances will likely occur in areas that have not been previously developed or disturbed; particularly, land on the north side of the HBDOD that is currently naturally vegetated. These disturbances can contribute to erosion, sedimentation and dust generation during future clearing, grading, excavation, backfilling, demolition and construction activities. Similar impacts are possible under existing zoning and numerous mitigative techniques are available to significantly reduce these impacts.

#### **Water Resources**

- There are no surface waters or wetlands in or adjacent to the proposed HBDOD but periodic if not perennial standing water is present in the existing NYS stormwater recharge basin located near the center of the HBDOD all or part of the year. Water quality within the recharge basin could be affected by the introduction of contaminants from increased stormwater runoff and development and operational activities in the HBDOD.
- Potential increased stormwater runoff from the removal of vegetation and additional impervious ground cover from new development (new buildings, building additions, new streets, parking lots, driveways and sidewalks);
- Possible adverse drainage conditions if stormwater runoff is not properly collected, controlled and recharged into the ground;
- Increased volume of wastewater that would likely be generated in the area; particularly, from new residential and commercial land uses (which would receive a higher level of treatment); and
- Possible application of fertilizers and/or pesticides on future site landscaping which can affect surface water and groundwater quality and be transported by runoff. However, an assessment of future nitrate loading found that due to plans to construct an STP and other

factors, total nitrogen concentrations of groundwater recharge would be reduced from an estimated  $10.11 \pm$  mg/l to  $4.87 \pm$  mg/l.

#### Ecological Resources

- The potential ecological impacts will result from the clearing of natural vegetation, increased human occupation and site activities and other associated wildlife stressors, and the consequential fragmentation of wildlife habitat. It should be noted that most of the land within the HBDOD has already cleared and developed. Future site disturbance and development is expected to take place primarily within the portions of the HBDOD that still contain native oak-hickory forest, adjacent to Good Ground Park.
- Based on an examination of existing conditions and projections for future development under the Theoretical Development Scenario, an estimated  $4.51 \pm$  acres of natural woodland,  $3.8 \pm$  acres of mixed invasive, naturalized and/or successional overgrowth, and  $0.39 \pm$  acres of lawn would be lost to physical construction.
- The loss of native and mixed invasive, naturalized and/or successional overgrowth would further reduce and fragment wildlife habitat in the Downtown.

#### Land Use, Zoning and Plans

- Some differences between the proposed HBDOD and VB zoning district include stand-alone multifamily residences and hotels which would be permitted in the HBDOD's CDD and TD zones, assisted living facilities which would be allowed by Special Exception permit in the CDD, and a few other exceptions. These changes are expected to be largely beneficial from a land use perspective.
- Based on the Theoretical Development Scenario that was developed for this SEQRA investigation, the proposed HBDOD could increase the number of individual housing units from the existing 43 apartments and 11 single-family homes to an estimated total 248 multifamily residential units or apartments (0 single-family homes) which would result in a corresponding increase in the total population of the Hamlet and Downtown by approximately 437 persons (from 119 to 556) (see also **Section 3.2**, "Community Services and Facilities").
- Potential changes in future development conditions based on the proposed HBDOD standards include modifications to: 1) the overall development pattern of the Downtown; 2) individual lot layouts/site designs, based on new dimensional zoning standards (e.g., lot depths, yard setbacks, build-to zones, building footprints, required greenspace, parking setback and parking drive lane standards and requirements for locating parking behind buildings; and 3) building form, including building heights, number of stories, building types or designs, and building frontage types. Again, based on the previous past planning, visioning and analysis performed during the preparation of the Pattern Book and current draft code and environmental review, these effects are expected to be mostly positive.

#### Community Services and Facilities

- The Proposed Action is anticipated to generate  $30 \pm$  school-aged children. According to the latest population estimates,  $10.2\% \pm$  of school-aged children residing within the

boundaries of the Hampton Bays UFSD attend private schools.<sup>3</sup> When this factor is applied to the 30± school age children anticipated to live within the units proposed for development. This results in three (3±) students that would likely attend private schools; the remaining 27± children would likely attend public schools within the Hampton Bays UFSD.

- Based on the above projection, the number of school age children living in the Downtown that are expected to attend public school would increase by 15± students.
- Total indoor drinking water demand would increase from 45,460± gpd to 128,829± gpd for a total estimated increase of 83,369± gpd. Total landscape/irrigation water would decrease by 696± gpd (from 13,043± gpd to 12,347± gpd) based on annual flow projection averaged over the course of a year. Total water demand (indoor and outdoor) would increase by 82,673± gpd from an estimated 58,503± gpd to 141,176± gpd.
- Total wastewater generation would increase by an estimated 83,369± gpd from 45,460± gpd to 128,829± gpd but would receive a much higher level of treatment than existing conditions.
- Total stormwater recharge would increase by 34.24± million gallons per year (“MGD”) from 73.12± MGD to 107.36± MGD.
- Minor additional demands on police, fire and ambulance personnel may occur but increased tax revenues, possible additional volunteers/employees and fundraising from increased population, and the proximity of emergency services to the Downtown would help to mitigate impacts. Assisted living facilities in the Downtown could place particular strain on the local ambulance corps. It is expected that needed vehicles, equipment and personnel from future growth would be provided as demand warrants.
- Based on the fiscal analysis performed for the Proposed Action, estimated annual tax revenues for the Town Police Department from the anticipated growth in the HBDOD would increase by an estimated \$36,100 from \$53,315 to \$89,415± under the 10-year build scenario.
- Estimated annual tax revenues for the Hampton Bays Fire District is expected to increase from by an estimated \$46,643±/year from \$68,886±/year to \$115,529±/year under the 10-year build scenario.
- Estimated annual tax revenues for the HBVAC is expected to increase by \$21,554±/year from \$31,831±/year to \$53,385±/year under the 10-year build scenario.
- Total property tax revenues would increase by \$1,106,828±/year from an estimated \$1,634,633±/year to \$2,741,461±/year.
- Total property tax revenues for the school district would increase by \$867,940±/year from an estimated \$1,281,827±/year to 2,149,767±/year.
- Total solid waste generation would increase by 4,478± lbs./day from an estimated 4,257± lbs./day to 8,735± lbs./day.

### Traffic, Transportation and Parking

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<sup>3</sup> 2017 5-Year Estimates, published by the American Community Survey

- Based on the results of the Traffic Impact Study, as detailed in **Section 3.3** and provided in its entirety in **Appendix J**, it is the professional opinion of Nelson & Pope that the traffic impacts associated with the construction of the Proposed Action can be mitigated by the implementation of the proposed improvements measures. With the proposed improvement measures (e.g., Good Ground Road Extension, new cross streets, other street improvements, signal adjustments, pedestrian and alternative modes of transportation, etc.), the intersections in the study area will continue to operate at No Build or better levels of service after the construction of the Proposed Action.

Community Character, Visual Resources, and Historic and Archaeological Resources

- Future development and redevelopment under the proposed HBDOD Code will alter the visual character of the Downtown over the course of many years but anticipated changes are expected to be generally positive. More development will occur including infill development in currently undeveloped areas of the HBDOD. Most of the buildings in the Downtown are one (1), one-and- one-half (1.5), two (2), or two-and-one-half (2.5) stories. Under the Proposed HBDOD Code, it is expected that more 2 and 2.5-story buildings would be constructed and up to 3.5 stories may be permitted for a maximum of 60 percent of the street frontage in the Central Downtown Zone and Transition Zone (see building renderings for each subzone in **Section 3.1.2**).
- The proposed HBDOD Code contains many design standards and guidelines that specifically address community character, building form, development patterns, architecture, landscaping, outdoor lighting, and signage and overall visual resource protection and enhancement. Under the proposed form-based zoning and design standards, future development will be generally consistent with the appearance, pattern, scale and form of buildings in traditional small town central business districts, but the specific look and function of future development may vary slightly depending on which HBDOD zone the development is in (“Central Downtown,” “Transition,” or “Edge” Zone) and landowner and architect preferences with review and guidance from the Town’s Architectural Review Board (“ARB”) during site plan and building division reviews. The 2017 Pattern Book for Hampton Bays Downtown Overlay District involved community-based study to inventory and evaluate the existing character of the Downtown’s built environment, including its development pattern, structural forms, architectural styles, signage characteristics, open spaces, and suitability of its landscaping. The purpose of these investigations was to assess current conditions in the Downtown and identify the design guidelines necessary to enhance the future character of the Hamlet’s business center, improve its overall appearance, and create a vibrant, successful and economically sustainable Downtown. The recommendations of this study were used as a foundation for the proposed HBDOD Code so that future development will be consistent with the goals, objectives and recommendations of the study.
- The proposed Code includes specially formulated architectural, open space, landscaping, and sign standards to address potential issues and impacts and improve the character of the Downtown.
- There are no National or State Register listed or eligible historic sites, landmarks, buildings or districts in the Downtown. Furthermore, there no known archaeological

resources within or adjacent to the proposed HBDOD; nor is the HBDOD within an OPRHP-designated archaeologically sensitive area. Historic resources of local significance, including the Prosper King House and Lyzon Hat Shop, do, however, exist in the Downtown. Significant effort and expense has been directed toward preserving, restoring and protecting these structures. In fact, the Hampton Bays Historical and Preservation Society has assumed responsibility for the protection, maintenance, and stewardship of these structures and is using the adjacent structures as an historical, educational, and cultural center.

- Based on the information and analyses provided above and the steps that have been taken to protect these locally important historic structures, significant impacts to these resources from the Proposed Action are not anticipated.

#### Unavoidable Impacts

- Site impacts would typically involve some soil disturbance, clearing, minor slop disturbances, grading, and possibly limited excavation/cutting and filling, as necessary that alters the physical and ecological characteristics of a site. Impacts of some minor clearing extending beyond building and parking envelopes will be addressed by revegetating/landscaping some affected areas and requirements in the Proposed Code that at least ten percent of each lot be greenspace.
- Despite measures routinely taken to mitigate dust impacts during construction, such as soil wetting, potential temporary increases in dust may still occur and some soil may enter streets or end up on adjacent properties. Such conditions would be temporary and largely controlled by standard erosion and sedimentation techniques, inspections by the Town Building Department, and restrictions on construction hours per the existing Town Code, to ensure that such impacts are minor.
- Temporary increases in truck traffic and construction noise will occur during demolition and/or construction phases for each development or redevelopment site. Activity will be conducted in conformance with Town requirements for construction hours and noise management.
- There will be increases in vehicle trips generated on area roadways, including a small increase in traffic over time, from temporary construction traffic and future business and residential traffic activities with consequential no substantive impacts on the LOS at nearby intersections, after recommended mitigation is effectuated. Proposed cross streets should help to distribute traffic flows and a Good Ground Road extension to the west and then north to SR 24 would provide a bypass for traffic coming to and from areas to the south which would reduce congestion. Single adjustments and turning lanes as indicated would further reduce impacts. Future development will be oriented toward or promote pedestrian activity and increased use of bus and rail services is expected.
- There will be increased total water consumption associated with the new development but it appears based on existing groundwater quality and supply conditions, anticipated buildout demand, and existing and proposed water district infrastructure, that significant impacts are unlikely. Indoor and outdoor water conservation methods have been identified by the Supplemental DGEIS to reduce anticipated impacts.

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- There will be increased total wastewater generation associated with the new development (particularly residential development), with consequent requirements to provide for the ongoing collection and treatment of wastewater at a new nearby sewage treatment facility that will replace less efficient septic systems and cesspools.
- There will be a minor increase in demand in emergency services (police, fire, and ambulance services, though the increased taxes generated will offset the costs of these services and new buildings must be constructed in accordance with contemporary building codes and safety standards). New residents in the area could include new emergency services volunteers and provide additional donations and fundraising opportunities.
- There could also be an increase in public school enrollment from the residential component of future development that will be permitted under the proposed HBDOD zoning, although this is offset from the 2013 buildout projections by eliminating the potential for new residents that can be created through hotel conversions and preservation of CPF lands. New development will also generate tax revenues to offset additional demands on the school district. Community service providers have been contacted to request their input on any issues or concerns they may have regarding the subject action. Future site-specific projects will be further examined once detailed site plan applications are submitted.
- There will be increased demands for energy services from PSEG LI and National Grid, which may entail minor expansions of these service networks for the generation and delivery of additional energy supplies; particularly, to future development on currently vacant land along the north side of the HBDOD. These impacts will be offset by fees paid by owners and occupants of new and expanded buildings but energy/utility infrastructure is already present in the area. Energy service providers have been notified as part of the current action and it is expected that further outreach will occur during future site plan reviews once specific details of energy load demands are determined.

Irreversible and Irretrievable Commitment of Resources

- Materials used for construction of site-specific development, including but not limited to: wood, asphalt, concrete, fiberglass, steel, aluminum, etc.
- Energy used in the demolition, construction, operation and maintenance of site-specific development constructed under the proposed Code amendments, including fossil fuels (i.e., gasoline, diesel fuel, natural gas, and fuel needed by PSEG LI in its generation of electricity).
- The proposed 10-Year build projection indicates that 141,176± gpd of combined commercial, domestic, and irrigation water or 82,673± gpd more than currently consumed and 66,042± gpd more than projected demand under the 10-Year existing zoning build condition. Potable water from Long Island's Sole Source Aquifer that will be consumed daily for the operation of site-specific development. Drinking water can be reused in the future, however, after wastewater has been treatment and recharged into the ground, it would not likely be reused as the currently operating public supply wells of the HBDOD are up-groundwater-gradient of the anticipated wastewater recharge point.

- Construction and demolition materials that are not reusable or recyclable would be landfilled outside of the Town which takes up space at such facilities.
- Some vegetation and natural habitats would be lost or degraded by new or expanded development as long as development is present and natural vegetative conditions are not permitted to regenerate.

#### Growth-Inducing Impacts

- Many of the growth-related/inducing effects are considered positive as discussed in **Section 4, “Other Environmental Impacts,”** but an effort has been made to concentrate growth in the Downtown where it is most appropriate and limiting growth outside the HBDOD. Based on the existing built condition of Hampton Bays, the extensive blocks of preserved land in the community (particularly to the north and northwest of the Downtown and along the seashore), existing zoning restrictions, and other factors, considerable additional growth outside of the Downtown in Hampton Bays is unlikely. In terms of actual impacts from anticipated growth, they would be consistent with the types of impacts indicated above including but not limited to traffic, increased community service demands, land disturbances, etc.

#### Energy Use and Conservation, Greenhouse Gas Emissions, and Air Quality

- Additional development will increase energy demands and related emissions.
- There will be an increase in the use of nonrenewable energy resources, including fossil fuels such as gasoline and diesel fuel during future demolition, clearing, grading, and construction activities that occur pursuant to the standards and regulations of the proposed HBDOD.
- Related to this increased demand and consumption of nonrenewable energy resources are emissions associated with the use of fossil fuels for heating and powering new or larger buildings, use of refrigerant substitutes, possible natural gas leakage, and combustion of fossil fuels associated with motor vehicle activity during construction and the occupancy/operational phase of future development.

#### Summary of Proposed Mitigations

The following is a summary of mitigation strategies and techniques to address identified impacts from the Proposed Action:

##### Topography and Soils

- Future site plan, special permit, subdivision, zoning variance and building permit reviews will be performed as appropriate in connection with future development and redevelopment projects proposed in the HBDOD and will include a second level of site- and project-specific assessment to refine and implement the recommended soil and topographic methods identified by this Supplemental DGEIS as needed.
- Future land use applications will be subject to conformance reviews with the final SEQRA Findings Statement for this Supplemental GEIS as well as preliminary site-

- and project-specific SEQRA reviews (“EAFs”) under NYCRR Part 617, if an action is classified as an “Unlisted” or “Type I” action.
- Clearing, grubbing and grading of future construction sites will be conducted in accordance with Town approved site, grading and drainage plans and under the supervision of the Town Building Department once a building permit is issued.
  - Erosion and sediment control plans must be submitted with future development site plans in the HBDOD that involve soil and/or slope disturbances and shall be implemented during construction. Erosion controls, including installation of work area perimeter and/or silt fencing and drainage inlet protection will be required, as needed, to prevent sediment from development and redevelopment sites from being transported off-site and deposited on streets or discharged to subsurface drainage structures, thereby resulting in a loss of topsoil, and potential adverse effects on drainage structure capacity and performance.
  - A stabilized construction entrance and/or “rumble strips” will be installed at construction sites where needed to reduce the potential for tracking soil on to public streets.
  - Dust control in the form of soil wetting may also be necessary and should be implemented based on-site plan requirements and soil conditions.
  - Trucks carrying soil to and/or from development sites shall cover loads as required to prevent soil and pebbles from being blown on to streets and vehicles and construction vehicles must be staged on-site and off the rights-of-way of area streets (Montauk Highway/Main Street, Ponquogue Avenue, Squiretown Road, Springville Road, Cemetery Road and Good Ground Road).
  - Reseeding and planting of landscaping should be implemented on future development sites within the HBDOD as soon as possible after initial clearing and ground disturbance, to ensure that soils are properly stabilized.
  - Phasing of clearing and ground disturbance may be beneficial on large development sites so that soils are not left bare for extended periods of time during future demolition and construction processes. In accordance with the Stormwater General Permit and Chapter 285 of the Town Code, disturbed areas should be stabilized as soon as possible after clearing and grading activities are conducted.
  - Future drainage infrastructure must be installed in conformance with the design and capacity requirements of the State and Town and meet the approval of the Town Engineer.
  - Stormwater General Permits and the preparation of SWPPP will be required for any project involving one acre or more of disturbance to ensure proper control of stormwater runoff and associated erosion and sedimentation issues, including the siltation of storm drains or the nearby State-owned stormwater recharge basin.
  - Vehicle, equipment and materials staging areas and designated stock pile locations must be located on individual development and redevelopment sites during construction-related activities and must be suitably stabilized or covered or otherwise prevented from creating significant dust, erosion and sedimentation issues.
  - Native plants or species that are well adapted to site soil conditions; providing suitable topsoil and/or mulching; “xeriscaping;” as well as the use of efficient/water

conserving irrigation systems and watering only at night and as needed, will be necessary to overcome potential minor issues associated with landscape water demands and excessively drained soils and will also help to conserve groundwater resources.

- Test borings are expected to be completed on sites in drainage areas to ensure that suitable subsoils are present. If poorly drained soils or hardpan (not anticipated) are encountered, these soils may have to be removed and replaced with clean loose sand or soil of a suitable texture to ensure adequate drainage.
- Sanitary wastes must be conveyed to a sewage treatment plant (“STP”) for treatment if SCDHS’ population density equivalents are not met. Based on existing development conditions and additional development density that can be supported by the proposed zoning, an advanced sewage treatment method must be provided. This facility(ies), along with approved stormwater collection and recharge systems that comply with all applicable standards and specifications of the Town and State, will help to reduce potential soil and groundwater issues. This infrastructure coupled with the relatively deep groundwater table and the removal and replacement of subsurface soils if restrictive layers or hazardous soil conditions are encountered, will help to protect groundwater, soils and public health.
- Site grading operations will be undertaken in a manner to promote the incorporation of excavated material back into development sites as practical unless soils are determined unsuited.
- An assessment of redevelopment projects involving the demolition of buildings or disturbance of soils that will be subject to Town site plan review may be necessary in the future to identify the presence of on-site cesspools, septic systems, drywells, and/or underground and/or above ground storage tanks that must be removed or abandoned in accordance with applicable Federal, State and local requirements. If the potential for past or present soil contamination by hazardous materials may be an issue (such as a past auto repair facility), a Phase IA ESA will be conducted to determine the need for a Phase IB ESA and any necessary remediation. In the case of older buildings to be demolished, an assessment of the possible presence of asbestos containing materials (“ACM”) and/or lead-based paint may also be warranted depending on the exact age of the structure and the types of building materials used in its construction, to ensure public and environmental health.

#### Water Resources

- Future development or redevelopment exceeding SCDHS groundwater management density loading requirements under Article 6 of the SCSC will require connections to an approved STP or other innovative sewage treatment system(s) that have advanced nitrogen treatment capabilities and/or acquire the requisite Pine Barrens Credits or SCDHS sewage transfer credits in the Hampton Bays Union Free School District to address density and any sewage disposal overages in the area.
- The siting of a new STP must be assessed further after plans are drawn up to ensure that such a facility conforms to Suffolk County requirements relating to system

- design, siting, setbacks, and installation requirements so that groundwater and surface waters are properly protected.
- Maximum wastewater flow and treatment requirements are subject to SCDHS approval and strict compliance with all SPDES effluent permit standards for community wastewater treatment and disposal systems will be required.
  - Connection of all future development to the local public water supply after HBWD approval. The HBWD supply is routinely monitored and raw water is treated as necessary by the HBWD to ensure that the water is safe and potable for drinking and that an appropriate supply is available to serve the needs of its customers.
  - The Town should continue to support efforts by the NYSDEC to remediate soil and groundwater contamination stemming from the Hampton Bays Fire Department Superfund Site to restore and protect the Ponquogue Avenue wellfield.
  - In accordance with the proposed HBDOD, future development plans must provide reduced potable indoor water use (reduction of 20% below baseline) and reduced outdoor landscape irrigation demand by 50% of baseline (per proposed Section 330-430).
  - Future development within the proposed HBDOD should comply with Article 7 of the Suffolk County Sanitary Code to ensure that groundwater is protected, and the Ponquogue Avenue water supply is not adversely affected.
  - Landscaping is expected to be limited and mainly used for aesthetic enhancements and screening due to the urban nature of the Downtown. Native vegetation should be retained to the extent practical and future plantings for site landscaping should be native and/or well-adapted to area conditions to reduce the need for watering, fertilization and pesticide applications. Species on NYSDEC's invasive species list must not be used. Irrigation wells to reduce the strain on the HBWD are recommended if applicable and practicable.
  - Due to the size of the corridor study area, variability in topography, irregularity of groundwater levels from seasonal and annual weather fluctuations, and insufficient available data, exact depths to groundwater must be determined on a location-by-location basis by examining on-site test-hole data.
  - Future developments or redevelopments involving one acre or more should be reviewed to determine if a State Pollution Discharge Elimination System ("SPDES") General Permit for Stormwater and a Stormwater Pollution Prevention Plan ("SWPPP") are required. Erosion and Sedimentation Control Plans must also be implemented for projects involving soil and/or slope disturbances.
  - In accordance with the proposed HBDOD, incorporation of vegetated swales, filter strips, rain gardens, and other green infrastructure, state-of-the-art treatment technologies, and best management practices ("BMPs") is required. Examples of BMPs that can be used to address stormwater runoff are provided in the New York State Stormwater Management Design Manual.
  - In accordance with the proposed HBDOD, green infrastructure options such as green roofs, grey-water and rainwater recycling for irrigation, rain gardens, vegetated swales, retention of native vegetation, and other similar methods and systems is required to address stormwater issues and reduce overall water demand.

- New redevelopment will be required to capture and retain stormwater runoff on-site to prevent flooding or overland sheet runoff on to adjacent land or public streets. Future development must therefore include appropriate drainage collection and recharge pools on-site to ensure that stormwater generated from impervious surfaces is adequately controlled to prevent flooding or icing of public rights-of-way, development sites, basements and adjacent properties. The Town Engineer must review future site plans to ensure that projects provide suitable drainage to comply with applicable State and local standards and meet minimum professional engineering standards and practices.
- Using stormwater collection and treatment devices that comply with minimum State and Town engineering standards and practices and that meet the approval of the Town Engineer and Planning Board, including capturing and recharging the anticipated runoff from the required design-storm rainfall event.

#### Ecological Resources

- The loss of coastal oak-hickory forest habitat on the property will be partially mitigated by the requirement for a minimum of ten percent green space on each development site and retention of a portion of Good Ground Park in the HBDOD in its naturally vegetated condition.
- In accordance with the Sustainable Development Requirements of the proposed HBDOD, native and low maintenance plant species are required; such species will provide food and shelter to wildlife.
- Invasive Plants species must not be utilized for landscaping, screening or any other purpose, including those species specifically listed in 6NYCRR Part 575 and the “New York State Prohibited and Regulated Invasive Plants” publication (**NYSDEC and NYDAM, 2014**).
- Disturbances to vegetation and habits will be minimized to the maximum extent practicable, including delineating tree-clearing limits where necessary at development sites prior to construction to avoid inadvertent clearing.

#### Land Use, Zoning and Plans

- Future site-and project-specific site plans should be designed and reviewed to determine overall consistency with the recommended guidelines established in the Pattern Book for the Hampton Bays Downtown Overlay District, as well as applicable recommendations of the Strategic Plan/Buildout Study and its GEIS.
- To date, the Town Board has not enacted the HO/HC zoning districts that were previously recommended by the 2013 Hampton Bays studies along Montauk Highway, east and west of the Downtown. Any HO/HC zoning modifications contemplated by the Town Board should no longer include residential uses; as residential/mixed use would be shifted to the Downtown by the proposed HBDOD.
- As recommended by the Town of Southampton Coastal Resources & Water Protection Plan (April 2016), the Town should consider restricting conversions of existing motels in MTL and RWB zoning districts to reduce the number of new residential units.

- Side streets entering/exiting on both sides of Montauk Highway should be aligned where possible or adequately separated rather than slightly offset to prevent traffic turning conflicts.

#### Community Services and Facilities

- Sewage flow that exceeds SCSC Article 6 standards must connect to sewers and/or use other methods of acceptable mitigation such as the transfer of development rights or sanitary credits in accordance with Town and SCDHS standards and requirements.
- Conduct an STP site and design feasibility study to determine/verify the most suitable location for an STP, conduct a detailed on-site conditions assessment, determine the final required capacity for such a facility, evaluate the types of treatment technologies that are available and the system that is best suited for the HBDOD, determine required main locations and sizes and the necessity for pump stations, calculate the total costs to construct and operate the collection system and treatment facility, and identify and apply for any available funding sources.
- Future development and redevelopment projects envisioned under the Proposed Action and Theoretical Development Scenario will require a source of potable drinking water and must connect to a public water supply. Written confirmation must be obtained from the HBWD demonstrating that an adequate supply of water is available to satisfy both the “domestic” (drinking water) and “non-domestic”(non-drinking water) needs of the project prior to issuance of a building permit.
- The Water District currently operates with a surplus on peak demand days; however in the event of a mechanical failure, the surplus will be severely reduced. To service future development, the District should:
  - Plan for an additional supply well, if not two, depending on capacity.
  - Plan for additional storage. The HBWD will continue to monitor its storage and demand and plan for additional storage facilities as warranted.
  - The HBWD will also have to plan for additional water transmission main(s), depending on the location(s) of any future well(s).
  - Future water demand projections should include peak day and hour estimates to adequately determine the impact on the water system. Fire flow demand for future development will also be necessary and should be determined based on Insurance Service Office (“ISO”) standards.
- Proposed projects will need to demonstrate with the proposed HBDOD Sustainable Development Standards (Section 330-430).
- The Fire Department/Fire Marshal will have the opportunity to review future proposed site plans to ensure that their needs, including provisions for emergency access, hydrant locations, sprinkler systems, fire alarms, and smoke and carbon monoxide detection, are properly addressed.

#### Traffic, Transportation and Parking

- Extend Good Ground Road, west from its intersection with Springville Road, and then north to the intersection of Montauk Highway and NYS Route 24, creating the “Good Ground Road Extension”.

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- The new intersection at Montauk Highway and NYS Route 24 must be constructed at 90 degrees with Montauk Highway for a proper geometrical design.
- Design the four-leg intersection with an exclusive northbound left turn, one through lane and one shared through/right turn lane.
- Redesign the southbound approach with one left turn lane, two through lanes and a channelized right turn lane.
- Provide two exclusive left turn lanes and a shared through/right turn lane in the eastbound approach.
- Redesign the westbound approach with two through lanes, one left turn lane and a channelized right turn lane.
- Redesign the traffic signal at the new four leg intersection with new signal timings and cycle lengths.
- The Good Ground Road Extension would also create a new four-leg intersection at Good Ground Road and Springville Road.
  - Design this new intersection with exclusive northbound and southbound left turn lanes with a shared through/right turn lane.
  - Design the westbound approach with an exclusive left turn lane and a shared through/right turn lane.
  - Design the eastbound approach with an exclusive through lane and an exclusive right turn lane with the prohibition of eastbound left turns.
  - Install a traffic signal at this new four leg intersection.
  - Due to the proximity of this intersection to the LIRR, it is required that train pre-emption be incorporated into the traffic signal. A high left turn volume is anticipated at the new intersection and the design must consider the potential for vehicles to be queued on the tracks.
- Provide an exclusive southbound left turn lane at the intersection of Ponquogue Avenue/Squiretown Road and Montauk Highway.
  - Minor widening of the north leg would be necessary.
  - Modify the traffic signal to provide an exclusive northbound/southbound left turn phase.

Community Character, Visual Resources, and Historic and Archaeological Resources

- Future development and redevelopment should be reviewed against applicable design criteria that have been established for the Downtown in the Pattern Book which will help to protect the character of the Downtown and existing and proposed development, including locally designated historic resources.
- Town of Southampton Architectural Review Board analysis of building plans during site plan reviews.
- Outreach to and input from the Town of Southampton Historical and Preservation Society when development or redevelopment is proposed adjacent to or opposite the Prosper King House and Lyzon Hat Shop.

### Energy Use and Conservation

- Sustainable development standards that directly or indirectly relate to energy use and conservation and are included in the proposed HBDOD Code. These standards include:
  - Reducing the urban heat island effect and associated cooling loads during the summer months by requiring that 50 percent of the non-roof site hardscape be permeable and properly shaded by trees and requiring that 50 percent of roof areas be vegetated “green roofs” or using roofing materials with low SRI on at least 75 percent of the roof area.
  - Encouraging pedestrian activity by allowing for a mix of commercial, office, residential and civic uses, providing alleys, cross streets, storefronts and pedestrian and bicycle facilities and amenities to create a more walkable and bikeable Downtown and facilitate use of nearby train service.
  - Requiring that structures are constructed to be solar ready.
  - Requiring where appropriate new structures to incorporate Passive Solar Designs including but not limited to building orientation and window location. Interior layouts shall allow for the natural flow of heat during winter months and ventilation during the summer season.
- Future buildings must be constructed consistent with existing State building codes and new building construction in New York State and must conform to applicable statewide energy codes.
- Development in accordance with current requirements typically rely on more energy-efficient building materials (e.g., insulations, windows, weather stripping, door seals, etc.) than in the past, as well as the installation of more modern mechanical systems (e.g., Energy Star or other rated energy conserving air conditioners, HVAC systems, heating systems, water heaters, heat pumps, etc.) is anticipated, which would minimize the amount of energy resources required compared to the less efficient materials and systems used in the past.
- Exterior lighting must conform to the requirements of Southampton Town Code Chapter 330, Article XXIX, and Attachment 12, Figure 5, “Outdoor Lighting.”
- Developers and others seeking site plan approvals in the future will have to further coordinate with area utilities for final authorizations once site plans are finalized and more precise energy estimates can be made.

### Alternatives

SEQRA and its implementing regulations at 6 NYCRR Part 617.9(b)(5)(iii)(v) require an examination of reasonable project alternatives that are consistent with the objectives and capabilities of the project sponsor. This aspect of environmental review provides the context and framework for identifying, comparing, and contrasting feasible project alternatives and plays a critical role in project planning, the identification of impacts and mitigation strategies, and improving the outcomes of proposed actions. Alternatives investigations provide a broader foundation for analysis and informed decision-making by the Lead Agency and other involved agencies and can include a variety of project modifications. Alternative actions may involve

different project sites; changes in the size, scale, and/or density of development; consideration of different land uses and/or land use intensities; variations in design; alternative alignments and structural orientations; evaluation of different technologies or methodologies; adjustments to project phasing and timelines; or any other potential changes that are consistent with the objectives and capabilities of the project sponsor.

SEQRA specifically requires a comparative assessment of what it refers to as the “No-Action Alternative.” The No-Action Alternative provides a basis for characterizing and evaluating anticipated conditions and possible impacts and/or benefits that are likely to result in the reasonably foreseeable future in the absence of the Proposed Action or any other significant future actions. Finally, SEQRA requires that the discussions and analysis of alternatives be conducted at a level of detail that is suitable for comparing project benefits and impacts by the Lead Agency and all involved decision-making entities.

This Supplemental DGEIS considers the following alternatives to the Proposed Action under the 10-Year Reasonable Theoretical Development Scenario:

Alternative 1: No-Action

Alternative 2: 10-Year Build Condition under the Existing Village Business Zoning

The No-Action alternative assumes that the existing VB zoning will remain in place and that no additional development, improvements or significant changes to conditions in the Downtown will occur. Similarly, the 10-Year Buildout under the Existing Zoning alternative assumes that there will be no new Zoning Code and/or Zoning Map amendments but that the proposed HBDOD area is built-out to a reasonably expected buildout under existing VB guidelines. Under both alternative scenarios, the intended benefits of the proposed HBDOD and previous planning and visioning efforts that were specifically designed to improve local conditions, including recommendations of the Pattern Book would not be realized, and some of the potential impacts associated with a full buildout under the existing zoning would run counter to the goals and objectives of the Proposed Action and past community plans and environmental assessments. Numerous impact avoidance and mitigation techniques have been identified by this SGEIS to address potentially significant impacts associated with the Proposed Action. Details of the alternative investigations are provided in **Section 5, “Alternatives.”**

### **Involved and Interested Agencies and Required Reviews, Permits and Approvals**

The Town Board is the only *involved agency*<sup>4</sup> as defined by SEQRA for the currently Proposed Action. Nevertheless, future development or redevelopment that will take place within the Downtown and that will be subject to HBDOD standards and restrictions in the future will

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<sup>4</sup> SEQRA defines *involved agency* as “an agency that has jurisdiction by law to fund, approve or directly undertake an action. If an agency will ultimately make a discretionary decision to fund, approve or undertake an action, then it is an ‘involved agency,’ notwithstanding that it has not received an application for funding or approval at the time the SEQR process is commenced. The lead agency is also an ‘involved agency.’”

require input from various *involved* agencies. At this point in the process most agencies are considered *interested* agencies.<sup>5</sup>

Agencies and organizations that may be interested in the Proposed Action or involved in the future as development and redevelopment occurs under the proposed HBDOD include but are not necessarily limited to various Town boards, committees, departments and offices; local civic organizations and community groups; public utilities and community service providers; and State and County agencies that may be involved in the future as new development and redevelopment is proposed.

Town of Southampton Planning Board  
*(Future Site Plan, Special Permit and Subdivision Approvals)*

Hampton Bays Water District  
*(Future Water supply connections)*

Town of Southampton Division of Fire Prevention  
*(Input and recommendations for Zoning and future Site Plan, Special Permit and Subdivision approvals)*

Department of Land Management  
*(Future input and wetlands permits for regulated activities within 200 feet of the NYS Recharge basin if the Town determines that the basin meets the criteria for a regulated wetland)*

Hampton Bays Fire District  
*(Input and recommendations for Site Plan, Special Permit and Subdivision approvals)*

Hampton Bays Beautification Association  
*(Input relevant to community character and beautification)*

Hampton Bays Citizen Advisory Committee  
*(Community Input)*

Hampton Bays Civic Association  
*(Community Input)*

Hampton Bays Historical & Preservation Society  
*(Input regarding historical, cultural and archaeological resources)*

Hampton Bays Union Free School District

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<sup>5</sup> An *interested agency* is defined as “an agency that lacks the jurisdiction to fund, approve or directly undertake an action but wishes to participate in the review process because of its specific expertise or concern about the Proposed Action. An interested agency has the same ability to participate in the review process as a member of the public.

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*(Input regarding potential impacts to public schools from zoning and future development and redevelopment plans)*

Hampton Bays Volunteer Ambulance  
*(Input relating to emergency medical services)*

Suffolk County Department of Health Services  
*(Issuance of SPDES permit for STP; input relating to public health issues)*

Suffolk County Planning Commission  
*(County Section 239-m review)*

Suffolk County Department of Public Works  
*(Input regarding issues involving Montauk Highway, future curb cuts and road work within Montauk Highway ROW, and possible future connection to SR 24; Review and approval of STP construction plans and specifications)*

Suffolk County Sewer Agency  
*(Contract/agreement indicating construction of STP in accordance with approved plans and dedication of facility to County)*

Suffolk County Department of Health Services  
*(STP SPDES wastewater discharge permits)*

New York State Attorney General  
*(Approval of sewer district map, plan and report for creation of district)*

New York State Department of Transportation, Region 10  
*(Input relative to Good Ground Road Extension to SR 24 or any issues associated with the NYS recharge basin in proposed HBDOD)*