

CAC-West Meeting Minutes

DATE: Thursday, March 12, 2022

LOCATION: Zoom Meeting via Zoom

ATTENDEES:

Emily Sanz	Mary Greiner
John Bouvier	Priscilla Ruffin
Heather Damon	Anne Smalley
Melanie Donus	Maggie Brush
Carlos Perez	John Barry
May Zegarelli	Tom Hadlock
Lisa Liberatore	Charles Voorhis
Jonathan Gertman	Doug Adams
Phyllis Dreyspool	Rob Muchnick
Tracy Pagliari	Mike Brusseau
Christopher Robinson	Dorothy Labowski
Jon Schneider	Barbara Weber-Floyd
Katie Brown	Paula Godfrey
Shelly Shwartz	Carol Corcoran
Charles Massimo	Forest Markowitz
Deirdre Devita	Kathryn Biddinger
	Kim Sguazzin

ONE-ITEM AGENDA:

- NRP Group presentation for the proposed Affordable Housing Development located at 670 Montauk Highway and 107 South Country Road Quiogue – John Schneider, NRP Group Engineering Team and Architects will be presenting and answering questions.

NRP at 670 Montauk Highway and 107 South Country Road Quiogue

Background information – NRP filed for a zone change from CR40 to MF-44 on 17.4 acres with six units per acre. NRP Group reduced the amount of units by 48%. It was originally 180 units, and was reduced down to 104 units. The application lists a plan for 41 one bedrooms, 48 two bedrooms and 16 three bedrooms. On 17 acres of land there would be a maximum of six units an acre with a five-acre minimum.

NRP Group Vice President, Jonathan Gertman, opened the meeting with introductions. He explained that through their presentation they would like to maintain a collaborative process with the community. The project is called the Preserve at South Country Road and is a workforce housing development. 100% of the apartments will be income and rent restricted. Representatives for NRP in attendance were, John Bennett, BHC Architects, Carlos Perez from NRP, McBride, Rob Muchnick with the Metro Group on the development side. Also, the development partner, John Schneider from McBride, who's is helping NRP navigate through all the various public agencies and elected officials. Nelson Pope was represented by Chic Voorhees and Mike Brussel, who are the lead engineers and environmental and site planners. Chris Robinson with RNM Engineering, who has an expertise in traffic.

NRP representative explained that The Preserve at South Country Road is a 104 unit project that sits on a 17.3 acre site aimed at addressing the severe shortage of attainable housing on the East End and will serve households making from 30 to 80% of area median income or household incomes from \$34,000 to just over \$100,000. The project will include 40 one bedrooms, 48 two bedrooms and 16 three bedrooms. The project will be designed as all electric and will adhere to sustainable building program guidelines to meet HCR's goal of creating energy efficient housing.

Nelson Pope experts Chic Voorhees and Mike Brussel have been studying a range of specific categories to measure the impact on both natural and environmental resources. They have been taking a look at impacts on topography, soils, water resources and ecology and human environmental resources. Also, looking at land use, zoning plans, community services, transportation, community character, visual resources, and cultural resources. They provided the town with an expanded EAF with preliminary reports. Using all of these factors they are studying the impact of the project. They will continue to conduct more reports as part of their environmental impact statement. Carlos Perez stated that the project will help alleviate the affordability problem in response to the county, and the state's declaration that developing workforce housing and high opportunity communities is crucial to sustainable regional economic development.

A Remsenburg resident made a statement advising the community to be very wary of the projected estimates from Nelson Pope in regards to the impact of the children to the Westhampton School District. He stated that at 41 North Phillips, which has 38 units, none of

which are three bedrooms, Nelson and Pope projected that the project would yield four children. Remsenburg School District pushed back and did state that the student projection was very low. Nelson and Pope confirmed their projected number was accurate. Currently, 41 North Phillips has 12 students. That number can be found through FOIL. Remsenburg school district is getting a school tax pilot of \$17,000 for the twelve students. This needs to be considered and negotiated with this development. Town of Southampton Council members have been made aware of these numbers according to John Barry. He stated, “estimates are estimates. The reality can be very different.”

Jonathan Gertman confirmed that Nelson and Pope uses something called the Rutger Study, which was developed 15 years ago and gets continually updated to look at these multi-unit properties and measure what the anticipated effects are in different communities and accounting for different income levels. They will be using that same methodology which is standard practice. He shared a statistic that in the last five years the Westhampton School district enrollment has seen a decrease from 2015-2021 with less than 100 students in the district. That includes the pandemic numbers with NYC residents. NRP confirmed that they spoke with the previous Superintendent of Westhampton regarding this development.

A Remsenburg resident wanted to underscore the statement about the student enrollment projection which she believed was a crucial point. She reiterated the impact that 41 North Phillips has had on the Remsenburg School District. She explained that if they are using the standard formula from the Rutger Study that it does have significant flaws. She warned that NRP’s point that there is a student decline in enrollment in Westhampton Beach School District, and suggesting that the district would be able to absorb any new students coming in is something that we need to be careful with. Not all students are the same and some need additional services and support. The school district cannot necessarily simply absorb those students in the same way that they had been absorbed 15-20 years ago. There are different educational needs for students that need to be considered.

Another resident asked about the traffic patterns. The concern was about the two main roads outside of that area and on Montauk Highway, Meeting House Road and South Country. She asked for clarification on the proposed traffic patterns. Chris from the NRP Group explained that the Town board on January 25th had it’s highest level of review which is a full environmental impact statement. NRP submitted their preliminary documentation. However, the

scope of the environmental review will be expanded. There was a Scope meeting on February 22nd. They identified the scope of a traffic impact study. NRP is preparing that study and may have some baseline information, but it's an ongoing study that will be submitted to the town with an environmental impact statement. It will go through review before it's accepted to be in front of the public and transportation agencies that are responsible for roadway systems in the area at either the town or the county level will be part of that review. Similar to all of the studies that will be involved, methodologies and recognized analysis methods will be used. NRP is looking for input from the community on their concerns about traffic patterns as they know that is a significant issue and concern, and they we will be studying it in detail through the environmental impact statement. Through the collection of the traffic data they create a base model. They evaluate all the intersections in the impact area then superimposed the traffic levels on what would be generated by the development using that criteria and then reanalyze those same intersections and see what mitigation may be needed or if it's needed at various points. The results will all be discussed between Suffolk County Department of Public Works and the town of Southampton. Since Montauk Highway is a county road, that section will need to be worked out with the proper agencies to develop the appropriate mitigation package.

A resident asked if there is a plan for traffic lights to be put on Montauk Highway or a plan for bus routes. She said she understood there aren't answers right now, but would like the community to be made aware of that at some point since this is a major impact on a very small and strictly residential area. Jonathan Gertman from NRP replied that he believes Councilman Bouvier would be on any emails or any correspondence that residents want to make regarding their concerns with traffic. NRP is willing to take any input from the public agencies on the data, and that will drive any recommendations that the town will review or make to mitigate any issues.

One resident asked if there would be any limitations to automobile ownership at the site. Gertman confirmed that there are 226 parking spaces that are provided on the plan. The town does require additional parking with 1.75 parking space per a one bedroom, 2 spaces for a two bedroom, 2.5 for a three bedroom. They are required to provide the full complement of parking required.

A Remsenburg resident asked if this development will have a tax pilot. Gertman replied most likely it will, but that they haven't determined yet. He said it really comes down to what

the analysis that the assessor comes up with through the impact analysis because one of the factors they consider is the tax revenue. He mentioned that some of the developments on the North Fork have the taxes that they pay built in. For the community, that's a big plus because it's revenue to the district. Gertman said that formula usually doesn't work with Workforce Housing developments but he is hoping they consider that.

Process and Next Steps:

A resident asked about the process of this development and different stages. Gertman confirmed that a decision cannot be made on any change of zone until the SEQRA process is complete. The SEQRA process involves a draft environmental impact statement, which is based on a final scope, which the town will issue shortly. That involves all of the studies that were mentioned before. Then a draft EIS (Environment Impact Statement) is reviewed by the town before it's accepted. That is subject to a public hearing. The final EIS is prepared to address all of the comments that are made on the draft environmental impact statement. EIS is not final until it is accepted and the town issues their statement of findings before they can even issue a decision. All of these stages involve and include statements and studies that involve density, land use compatibility, and a need for the project in the area. **Concerns from the community need to be addressed to the town via email or comments submitted prior to hearings so that they can be addressed throughout the process.** The town is responsible to weigh the environmental, social and economic issues and reach findings with respect to the pending application. This project is in the beginning stages and there will be a lot of studies required.